

# Croydon Local Plan 2018 (revised 2024)

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# Croydon Local Plan

**A Development Plan Document forming part of the development plan for Croydon.**

**June 2024**

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The cover for this plan is designed Adam Nathaniel Furman ([www.adamnathanielfurman.com](http://www.adamnathanielfurman.com)). The inspiration and concept for the designs is captured in his words below.

Croydon has the most astonishing variety of architectures from every period, brought together in an incredibly varied urban environment that has everything from the most space-age, optimistic highrises of the 1960s, to the most elegant of Edwardian parks, the most forward-looking suburbia of the 1930s, the sharpest glass skyscrapers of the 21st century, and the most elegant of the Victorian's virtuosity with brick. Taking some of the many great examples, and organising them as building blocks in a miniature, condensed version of Croydon's spatial diversity, I created Croydon Collage. A re-suable, re-combinable little iconic symbol of the borough that is as colourful, iconic and proud as Croydon itself rightly is of its brilliant past, exciting present, and beckoning future.

Design and production: Phil Graham - [www.philgraham.co.uk](http://www.philgraham.co.uk)

## Foreword

In my Business Plan I have set out to focus the Council on residents' priorities and have pledged to commit to work to make Croydon a place of opportunity for business, earning and learning; to ensure every child and young person in Croydon has the chance to thrive, learn and fulfil their potential; to make Croydon a cleaner, safer and healthier place; and to support our residents to live independently while ensuring the most vulnerable people are safe. My key priority 4 is to ensure new homes are safe, well-designed and in keeping with the local area.

The Croydon Local Plan Review is the most important planning policy document for the borough to deliver these priorities. It provides an exciting and deliverable vision for Croydon to achieve this up to 2040.

The Local Plan sets out a vision and policies about infrastructure provision, housing delivery, employment opportunities and protection of our environment. As committed in my Business Plan development will be design-led, not density-led. Therefore, there are no suburban intensification areas in the Local Plan. The policies will therefore guide development to achieve this on sites that we expect to be developed to help meet the need for new homes, jobs, schools, healthcare, and leisure and other essential facilities and infrastructure we need across the borough. Furthermore, the Local Plan housing target correctly aligns with the London Plan and policy has been introduced to address Homes of Multiple Occupation

The Croydon Local Plan Review supports the renewal of the borough's District Centres and the Croydon Opportunity Area which are essential to the whole borough. The 16 places of Croydon provide the landscape for good growth that will establish the right development in the right places at the right scale, creating attractive sustainable neighbourhoods as well as new economic opportunities allowing Croydon to remain consistent with future demand and need.

This approach is supplemented by three new transformation areas – The Purley Way, Brighton Main Line and East Croydon Transformation Corridor and the North End Quarter. The Croydon Local Plan Review supports the development of a prosperous and innovative economy, thriving communities and sustaining a great quality of life.

This is a plan for the whole borough and kind of borough we want to enjoy in the future and have pride in. As part of our commitment to people focussed planning the Croydon Local Plan Review has been developed through listening and in consultation with local communities and partners across the borough. I thank everyone who has been involved in the making of the Croydon Local Plan Review. I hope that you continue to be engaged in planning in Croydon and we can continue the conversation with you.

Executive Mayor – Jason Perry

# How to use this Document

**Figure 0.1:** How to use this document



## The Strategic Policies

Strategic Policies start with the prefix 'SP...'. These policies are broken down by a series of headings phrased as statements: 'Where we want to be', 'How we are going to get there' (this is where the strategy and policies are set out), 'What it will look like', and 'Why we have taken this approach'.

### Where we want to be

This looks at the key issues and priorities; it articulates the issues and strategic objectives needed to contribute to the delivery of the overall spatial vision, Croydon's Sustainable Community Strategy priorities and the desired policy direction.

### How we are going to get there

This sets out the proposed strategic policy for achieving the strategic objectives. These provide the strategic planning policies that provide the opportunity for the production of Neighbourhood Plans. This will enable communities to influence the planning of their Place, in conformity with Strategic Policies.

### What it will look like

This shows the spatial elements of the strategic policy on a map.

### Why we have taken this approach

Here we set out our reasoned justification for the policy citing evidence and rationale.

## **The Detailed Policies**

Detailed Policies start with the prefix 'DM...'. These policies are broken down by a series of headings that as follows:

- a. Strategic Objectives and related Croydon Local Plan strategic policies;
- b. Why we need this policy;
- c. The policy itself
- d. How the policy works; and
- e. Key supporting documents.

## **The Place-specific policies (including the detailed proposals)**

For each Place of Croydon there is a vision, summarising the opportunities and constraints and the changes that can be expected to take place. This is followed by a Place-specific policy (prefixed with 'DM...') for which the following information is provided:

- a. A description of the general character of the Place;
- b. The policy wording;
- c. A full description of how the policy works; and
- d. A list of all the detailed proposal sites in each place including the proposed use on each site.

A guide to how the detailed proposals were identified can be found in Appendix 6 and a schedule containing further details of each site including indicative unit numbers and phasing can be found in Appendix 7.

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# Map of the 16 Places of Croydon



## A quick guide to which policies apply to which types of development

a new table will be produced on adoption



# Introduction

# 1. Introduction

**1.1** Croydon is a growing borough. It is already the most populous borough in London and aims to be London's most enterprising borough. Planning is critical to ensuring that Croydon meets the needs of its residents, business community and visitors. The Croydon Local Plan sets out the strategy, sites and planning policies necessary to meet these needs.

**1.2** The Croydon Local Plan is a key document in Croydon's Local Plan. It sets out the spatial vision and plan for the future of the borough and how it will be delivered.

**1.3** Croydon needs a spatial plan to rise to the challenges facing the borough and its communities over the next 20 years and beyond. The borough has a need for new homes, jobs and the infrastructure to support them, whilst respecting the context of the Places of Croydon. The Croydon Local Plan addresses each of these needs and sets out how Croydon will plan to meet them. Increasing the supply of homes through sustainable growth, including affordable homes, which is enshrined throughout the Croydon Local Plan. In part, the sustainable growth of the suburbs will deliver this growth as encouraged by this Plan. This will be achieved whilst protecting the borough's open space and the distinctive heritage and character, alongside the necessary infrastructure to mitigate the impact of growth. The Croydon Local Plan 2018 sets out the issues that the Plan as a whole is addressing and the strategic policy framework.

**1.4** In preparing the Croydon Local Plan 2018 and this review the Council has worked with partners and interested parties to devise policies and proposals that it thinks will best address the needs of the borough up. As part of this process the Council has drawn upon an extensive evidence base referenced throughout this document and the comments made during consultation on drafts of the Plans. This review of the Croydon Local Plan 2018 has been undertaken since it was adopted in accordance with the Statement of Community Involvement and the Local Development Scheme.

**1.5** Paragraph removed

**1.6** The Croydon Local Plan is accompanied by a number of other documents which together form the development plan for Croydon and supporting documents. Table 1.1 shows the different scales of documents forming Croydon's planning policy framework. The Strategic Policies in the Croydon Local Plan set the framework that provides the opportunity for the production of Neighbourhood Plans. This will enable communities to influence the planning of their Place, in conformity with Croydon's Strategic Policies.

**Table 1.1** Croydon's planning policy framework

| Scale                                   | Document  |
|---|---|
| <b>Croydon – strategic policy</b>       | The London Plan   |
|   | The strategic policies of the Croydon Local Plan  |
| <b>Croydon – place making</b>           | The Detailed Policies and Proposals (including the Place Specific Policies) of the Croydon Local Plan |
|   | Policies Map  |
|   | South London Waste Plan   |
|   | Neighbourhood Plans   |
| <b>Croydon – development management</b> | Supplementary Planning Documents (including the Croydon Opportunity Area Planning Framework)          |
|   | Neighbourhood Development Orders Interim Planning Guidance (including Masterplans)                    |
|   | Interim Planning Guidance (including Masterplans)   |



# Setting the scene

**2.1** The Croydon Local Plan addresses the needs of the borough for new homes and jobs plus the infrastructure needed to support growth. Determining what these needs are begins with understanding how Croydon became the borough that it was in 2011 and by looking at the challenges it will face.

## 2. Setting the scene

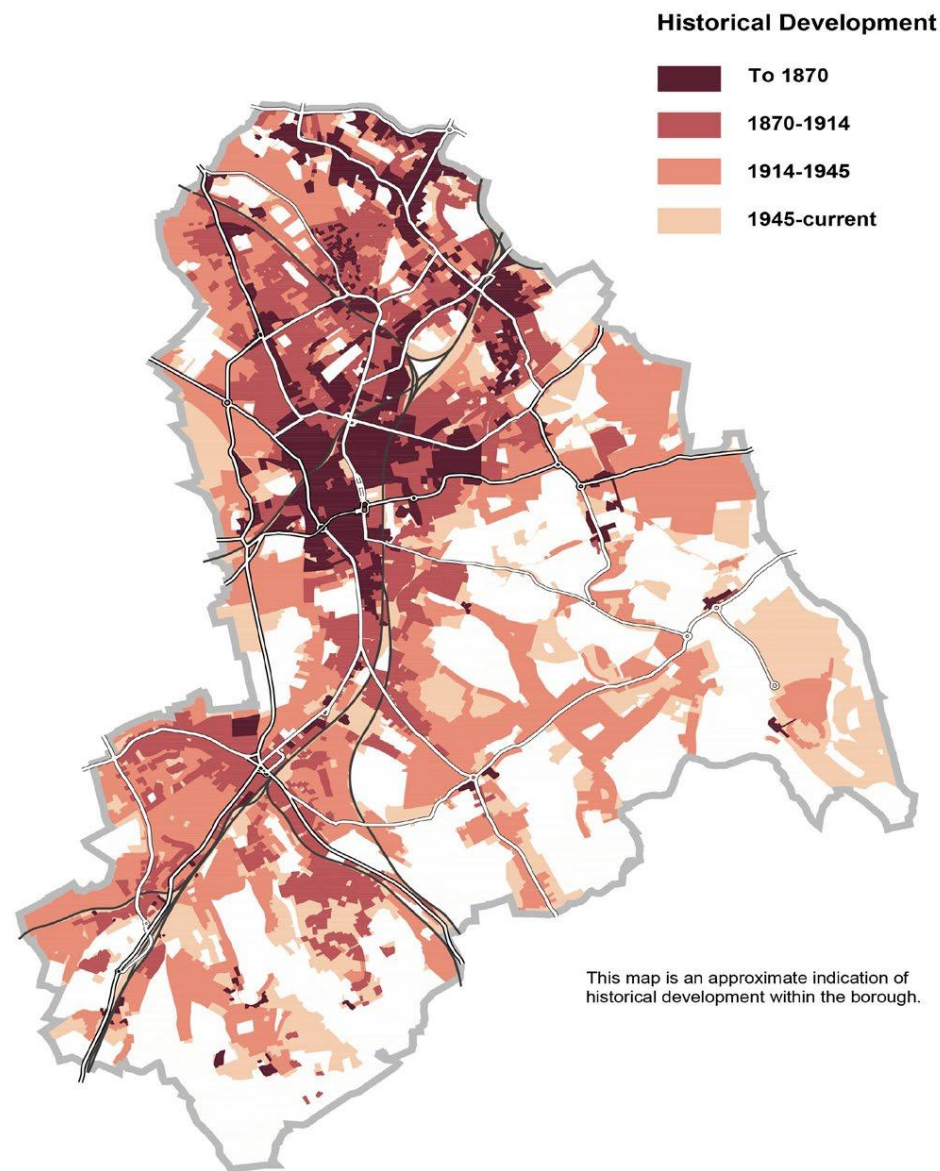
### Historical context

**2.2** Croydon historically was a market town, which in the medieval period benefited from the presence of an Archbishop's residence and key trading links with the outlying villages of Addington, Sanderstead and Coulsdon to the south. A period of prosperity in the 18th century saw the development of settlements at Broad Green, Woodside and Thornton Heath. Construction of the pioneering Surrey Iron Railway in 1801-03, initially between Wandsworth and Croydon, created new links for the thriving manufacturing industries along the Wandle Valley. The borough's character was fundamentally changed by the arrival of railway connections to London in 1839 and then Brighton in 1841, with new stations appearing along the line later in the century promoting the rapid development of town centres at Thornton Heath, Norbury and South Norwood. Stations at Purley and Coulsdon likewise encouraged growth of both towns and suburbs. Croydon was incorporated as a borough in 1883 and with subsequent civic enthusiasm rebuilding took place across its towns through the proceeding decades with new buildings and parks. By 1914, the borough had become contiguous with central London.

**2.3** 1915 saw the arrival of the world's first international terminal building at Croydon Airport (the original London airport); resulting in the subsequent development of industry to the west of the town. A developing road and public transport system also paved the way for suburban expansion further to the south and south eastern edge of the borough, which was newly accessible by car. As a consequence, areas of the countryside were developed for house building, a trend that stopped with the introduction of the Green Belt. The town experienced its most dramatic transformation following the Croydon Corporation Act of 1957. Redevelopment led to an unparalleled office boom, with almost 500,000m<sup>2</sup> of office space built or given permission in the town between 1957 and 1964. Private developers also took advantage of new commercial opportunities, with the Whitgift Foundation notably relocating the Trinity School out of the town to release its 11 acres of land for a large new shopping centre between North End and Wellesley Road, which itself was being transformed into an urban motorway.

**2.4** From the 1970s, however, Croydon Town Centre suffered a period of gradual decline as the Modernist vision fell out of favour and with the launch of a new office district at Canary Wharf. Central government's increased emphasis on out of town shopping areas through the 1980's and 90's resulted in a new retail area growing along the A23 (Purley Way). Croydon is changing the reputation it received as a result of its post-war development endeavours. As it became clear that the vehicular transport system previously central to the Modernist vision was unsustainable, new public transport infrastructure was developed as part of a new vision. The new East Croydon railway station was opened in 1992 and the Croydon Tramlink (introduced 2000) provided improved transport links. A series of detailed masterplans have already been drawn up for Croydon Town Centre and supported the Croydon Local Plan 2018 too. These lie at the heart of a new wave of transformation across the Town Centre.

Figure 2.1: Historical development in Croydon



## Croydon Today

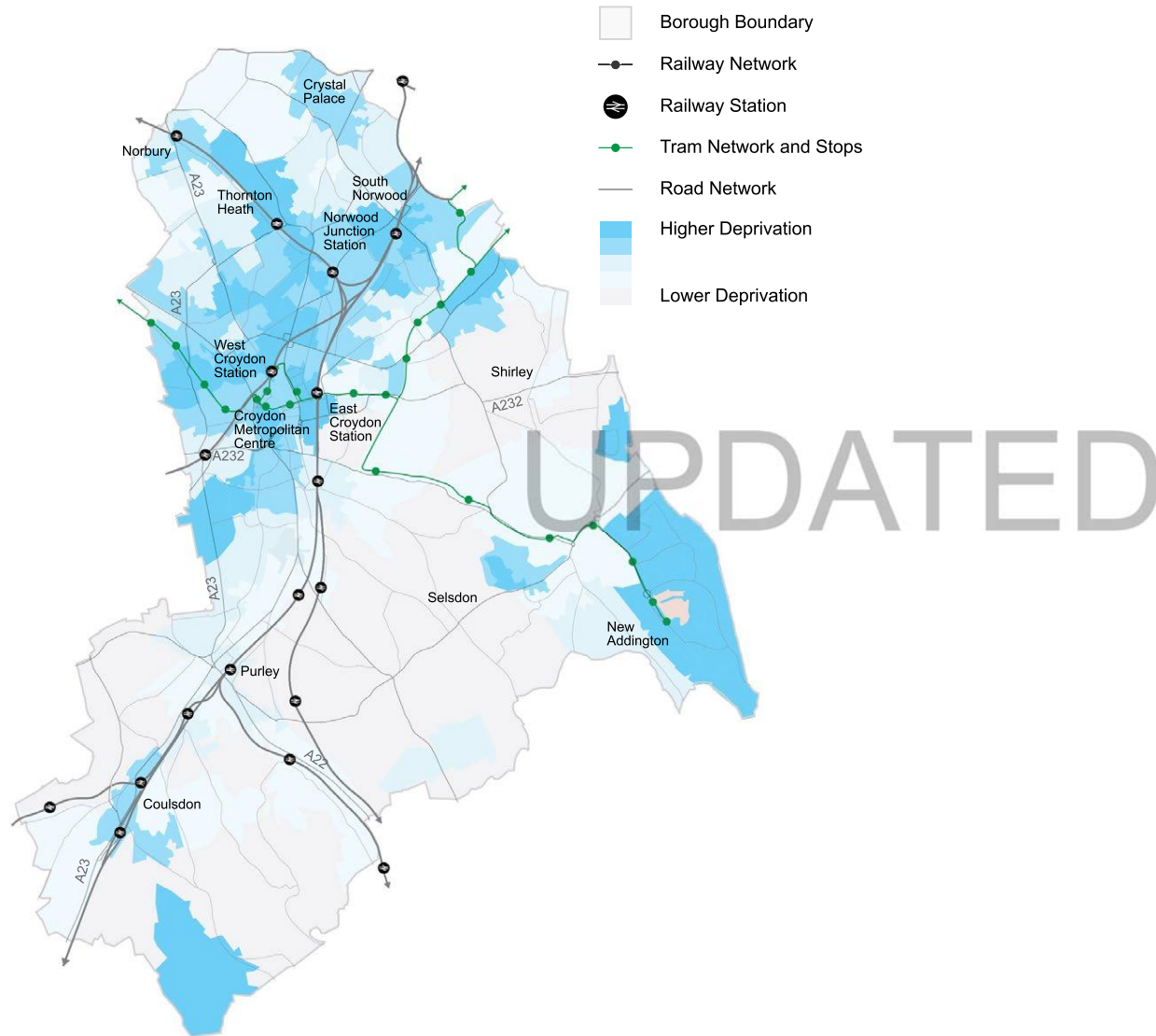
**2.5** Croydon as a borough has many strengths and opportunities. It also faced some challenges too, which the Croydon Local Plan sets out to address.

**2.6** Croydon is a borough of contrasts. It was a borough with a series of distinct places from Victorian railway suburbs in the north and along the railway line in the valley, towards Purley and Coulsdon to 20th century suburbs on wooded hillsides in the south and away from the railway line in the east. The challenge for the Croydon Local Plan is to respect local character and distinctiveness whilst accommodating growth. Croydon already has all the right ingredients. It is one of the top retail and commercial centres in London and enjoys some of the best transport connections in the UK, with London's only tram system; 15 minute rail connections from East Croydon Station to central London, only 20 minutes to Gatwick and connections to London Overground at West Croydon. The borough is renowned for its long and rich cultural history, including fostering the birth of Punk, Dubstep and Grime. Institutions such as The Fairfield Halls, Croydon Art College, and the Brits School have fostered and showcased world class creative talent. Croydon plays host to an increasing number of festivals and events, celebrating its diverse mix of cultures; in December 2018, Croydon was named as one of the Mayor of London's first Creative Enterprise Zones (CEZ) to further establish it as a place where creative industries flourish and grow. The newly refurbished Fairfield Halls lies at the centre of the emerging Cultural Quarter, acting as a further catalyst for culture within the borough. Croydon was named as the Mayor of London's Borough of Culture for the year 2023.

**2.7** In Croydon Metropolitan Centre the borough has more shops in one location than anywhere else in London apart from the West End itself. However, in 2011 they faced stiff competition from other centres such as Bromley, Kingston and Bluewater. The Metropolitan Centre had more office floor space than anywhere else in South London and neighbouring districts in Surrey, but many of the offices in Croydon were seen as dated and vacancy had increased. Croydon Town centre is dated and unattractive to shoppers, employers, workers and new residents. In some areas progress has been made, for example the Ruskin Square development around East Croydon Station. This development is just under a quarter the size of Canary Wharf. Additionally, Croydon's Town Centre was designated only the second Growth Zone nationally. This released over £500M to finance and deliver a major regeneration programme to unlock further growth in the centre and beyond.

**2.8** The retailing along the Purley Way leads to its own challenges of traffic congestion at peak times. The Purley Way employment areas are prime locations owing to their accessibility to the M25 and the rest of London and the Mayor of London's strategic employment protection recognises the demand for industrial premises in Croydon. The challenge for the Strategic Policies are to address ways of reducing traffic impact and making the shift from private transport to more sustainable modes of transport.

**Figure 2.2:** Deprivation in Croydon relative to the rest of England



**2.9** Deprivation levels, however, differ greatly, with greater concentrations in the north of the borough and in the places of Addington and Shirley. The Victorian and Edwardian areas of the borough suffer from deprivation as do some of the inter and post-war local authority built housing estates. In general the south and east of the borough incorporate some of the least deprived areas of London. The challenge for the Strategic Policies is to reduce social, economic and environmental deprivation, look at measures to reduce unemployment, improve skills and education, community and environmental conditions and renew housing.

**2.10** By 2019 Croydon was the second largest borough in London in terms of population. Croydon is home to 396,837 people and this is expected to increase to just under 500,000 by 2050. They will need to have homes in which to live.

**2.11** Demographically, Croydon is a young borough and in 2019 just under a quarter of its residents were under the age of 17. However, the residents of the borough are getting older and by 2031 the number of people in Croydon over the age of 65 will have increased by 41% which will bring with it challenges in terms of the types of homes that are needed in the borough and the infrastructure needed to support an aging population. In contrast, the population aged between 20 and 64 will have increased by just 2.5%. By 2031 Croydon will also be a more diverse borough with over half of the population being a member of a black and minority ethnic community, compared to 36% in 2001. The challenge for the Strategic Policies is to meet the needs of the population growth, the aging population and the cultural diversity.

**2.12** The Green Belt around Croydon together with the protection of open spaces elsewhere in the borough has ensured that over a third of the borough is open space. Whilst this is an asset, it is also a constraint for the borough as it limits the land available for new homes to house Croydon's growing population. The open space is unevenly distributed in the borough creating some areas, mainly to the north, with degrees of deficiency in access to nature and/or open space. The challenge for the Croydon Local Plan is to ensure access and quality of existing open space is improved whilst making the most of the natural resources and adapting to climate change.

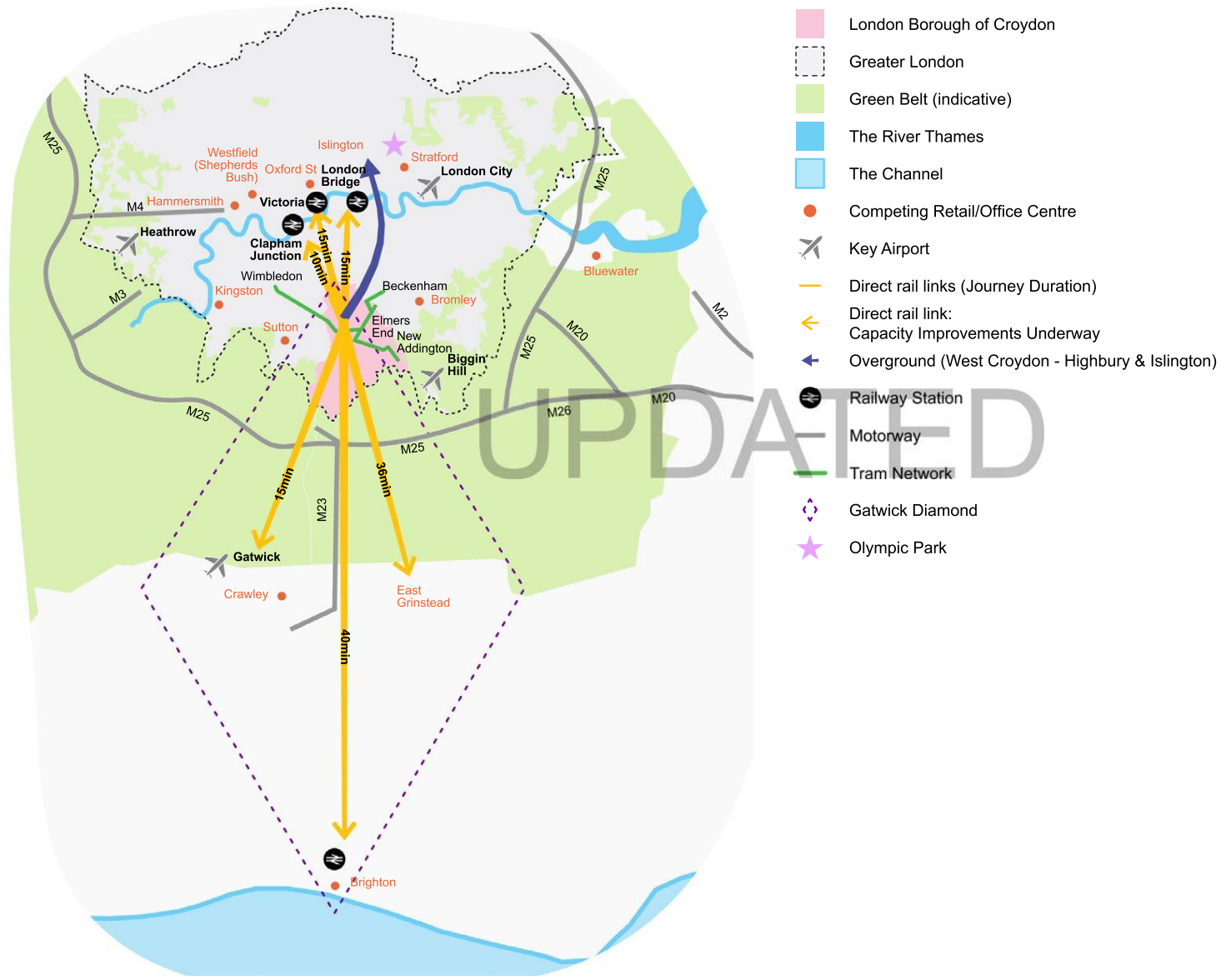
## Croydon in the wider sub-region

**2.13** The future of Croydon needs to be viewed in the context of growth and development in London and the south east of England. At a London level, direction is provided by the Mayor of London through the London Plan.

**2.14** Croydon has responded to the London Mayor's policy direction in the London Plan to work with neighbouring local authorities and cross borough issues have been considered by the Croydon Local Plan. Looking ahead it will be important for Croydon to build positive relationships with the Wandle Valley regional co-ordination corridor (through south London and outwards towards Gatwick Airport) and the Brighton to London corridor, which includes working closely with the Coast to Capital Local Enterprise Partnership of which Croydon is a member.

**2.15** A summary of how Croydon relates to the wider sub-region is shown in Figure 2.3.

Figure 2.3: Croydon and its sub-regional context







# We are Croydon

## Spatial Vision, Objectives

**3.1** This section sets out how the **sustainable** priorities are embedded into the Croydon Local Plan. A complimentary Spatial Vision sets out how Croydon will develop over the **Plan period** in response to the local challenges and opportunities. The Spatial Vision is translated into a set of Strategic Objectives which have informed a series of thematic policies, sub visions for the 16 Places of Croydon, the programmes of delivery (including a schedule of infrastructure projects) and the accompanying monitoring framework.

## 3. We are Croydon

3.2 Paragraph deleted.

3.3 Paragraph deleted.

3.4 Paragraph deleted.

3.5 Paragraph deleted.

3.6 Paragraph deleted.

Table deleted.

Graph removed.

3.7 Paragraph deleted.

### The Croydon Local Plan's Spatial Vision

**3.8** By the end of the plan period, we will be London's most enterprising borough - that fosters ideas, innovation and learning and provides skills, opportunity and a sense of belonging for all; an enterprising borough city, a Metropolitan Centre, a learning borough, a creative borough, a connected borough, a sustainable borough, and a caring borough.

**3.9** The historic legacy of Croydon as a major trading centre within the Wandle Valley and south of central London gives richness to its streets and public spaces. The 'sixties boom' added many buildings with a range of varied and interesting attributes. New development in our borough has been respectful of this historic legacy, including enhancement and intensification of Croydon's distinctive district centres and suburbs. Croydon's suburbs will have sustainably grown to accommodate homes, including affordable homes, to contribute to the borough's housing need.

**3.10** Croydon Metropolitan Centre has a friendly atmosphere with a retail and commercial centre unrivalled south of the Thames, serving the wider Gatwick Diamond economic area following the comprehensive redevelopment of the retail core. The scope for growth and new enterprises to locate is significant and the Council will be continuing to create an environment for inward investment. Large numbers of people use its shops, businesses, leisure and cultural facilities and enjoy returning to it with its compact and convenient arrangement of large stores, multiples and brand shops as an alternative to central London or out-of-town centres. Historic areas such as Surrey Street, Church Street and George Street, South End and the area around West Croydon station boast bijou, independent and culturally diverse shops, markets and restaurants, all within easy walking distance of North End and Wellesley Road. The cultural offer within Croydon Metropolitan Centre stems from the recently refurbished Fairfield Halls and links through to Exchange Square. The public realm is high quality and encourages outdoor life, vitality and cultural activity. Many existing office blocks have been refurbished, converted or redeveloped into homes and a new residential community now resides in the centre which boasts an environment that is family friendly. The Council will continue to take a flexible approach to offices in the Croydon Metropolitan Centre becoming residential, whilst not undermining the opportunity for economic growth and office development around East Croydon Station and in New Town.

**3.11** Croydon's connectivity has continued as its main strength, being outer London's largest regional public transport interchange. Access to people, markets and goods, puts Croydon Metropolitan Centre at the top of the list of successful business centres. The upgrades to Brighton Mainline, rebuild of East Croydon station, the metroisation of the suburban services and continued investment into the Tram network have all assisted in retaining this status. The Square Mile and West End can be reached more quickly on public transport from Croydon than from most parts of east and west London. Croydon has the largest economy in the Wandle Valley and is the main business centre serving Gatwick Airport, supplying it with many of the people, skills and facilities it needs. Croydon's relations with both Central London and the South Coast are stronger, providing an alternative, exciting place to do business, live and visit.

**3.12** By the end of the plan period the borough's District, Local, Neighbourhood Centres and local parades will still possess their unique characteristics and support the growing communities they serve. The Council's regeneration, capital and public realm programmes will have enhanced the centres vitality and viability. Enterprise and leisure facilities in these areas contribute to diverse local economies. The economic growth of the borough has benefitted all sections of Croydon's community and access to work has been increased. The richness of character of Croydon's suburbs has been respectfully enhanced and intensified through demanding the best design from new development and having a deep understanding of the qualities places have for homes, open spaces, diversity, facilities and natural resources. Their easy access to the beautiful countryside of the North Downs is an important asset and a substantial factor in people's decision to live in the borough.

**3.13** The borough has experienced an uplift in housing delivery to aid with alleviating borough's pressing housing need. This has led to the increased opportunity for affordable housing throughout the borough. This housing delivery has occurred in sustainable locations, is supported by the necessary infrastructure and the growth has supported the vitality and viability of the borough's centres.

**3.14** The delivery of critical infrastructure, particularly in Croydon Opportunity Area, has been enabled by Croydon's Growth Zone status and the Council's willingness to embrace the opportunities presented by devolution to ensure delivery.

## Strategic Objectives

**3.15** The strategic objectives below are referenced in the Strategic Policies in the following chapters. They are the objectives needed to fulfil the spatial vision. The policies and delivery programme within the Croydon Local Plan show how this can be achieved within the plan period.

### A Place of Opportunity

#### Strategic Objective 1:

Establish Croydon as the premier business location in South London and the Gatwick Diamond.

#### Strategic Objective 2:

Foster an environment where both existing, and new, innovative, cultural and creative enterprises can prosper.

#### Strategic Objective 3:

Provide a choice of housing for people at all stages of life.

#### Strategic Objective 4:

Reduce social, economic and environmental deprivation, particularly where it is spatially concentrated, by taking priority measures to reduce unemployment, improve skills and education and renew housing, community and environmental conditions.

### A Place to Belong

#### Strategic Objective 5:

Ensure that high quality new development both integrates, respects and enhances the borough's natural environment and built heritage.

#### Strategic Objective 6:

Provide and promote well designed emergency services, community, education, health and leisure facilities to meet the aspirations and needs of a diverse community.

#### Strategic Objective 7:

Conserve and create spaces and buildings that foster safe, healthy and cohesive communities.

### A Place with a Sustainable Future

#### Strategic Objective 8:

Improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough.

#### Strategic Objective 9:

Ensure the responsible use of land and natural resources and management of waste to mitigate and adapt to climate change.

#### Strategic Objective 10:

Improve the quality and accessibility of green space and nature, whilst protecting and enhancing biodiversity.

#### Strategic Objective 11:

Tackle flood risk by making space for water and utilising sustainable urban drainage systems.

## Growth in Croydon

### Strategic policy

How we are going to get there

#### Policy SP1: Growth in Croydon 2019-2040

**SP1.0A** Growth in homes, jobs and services that respects the existing character, will be supported, provided growth is directed to places with good concentrations of existing infrastructure or areas where there is capacity to grow with further infrastructure and following the good growth principles. Across the borough growth will be accommodated as follows:

##### Targets for growth

- a. A minimum of 34,145 new homes will be delivered (2019-2040) to address future demographic and economic needs. Of these, 13,461 homes (641 dpa) will be delivered on small sites (below 0.25ha) and at least 20,790 homes by March 2029.
- b. The Croydon Opportunity Area will accommodate at least 14,500 new homes and 10,500 jobs up to 2040, supported by upgrades to the Brighton mainline and provision new/enhanced supporting infrastructure.
- c. Ensure 50% of all additional housing delivered is affordable to low income groups during the life of the Plan.
- d. The local economy will be supported through the retention and intensification of employment land, primarily in the borough's SIL and local industrial land, the Croydon Opportunity Area and District Centres for all sectors that support sustainable economic growth and job creation.
- e. To support the overall growth, sufficient new and enhanced infrastructure will be provided in sustainable locations.

##### Development Hierarchy

These locations according to the hierarchy provide for a level of services and facilities to serve their appropriate catchment. Growth and facilities should be provided in line with the hierarchy.

- a. **The Croydon Opportunity Area** – This is the main focus of significant growth of housing, employment, town centre uses and infrastructure as it provides excellent access to jobs, retail, services and visitor facilities with well-established transport links with other places within and outside the borough.
- b. **Main District Centres of Purley and Thornton Heath** – These locations have a sufficient provision of retail, local services, community facilities and good public transport provision including main line stations that are able to be accessed from more than one of the Places of Croydon, enabling them to be the secondary focus of development and other supporting facilities.
- c. **District Centres – Addiscombe, Coulsdon, Crystal Palace, New Addington, Norbury, South Norwood and Selsdon.** These locations provide good access to local services and facilities such as retail, community uses and public transport and can accommodate growth and additional facilities, for the wider local area.
- d. **Local and Neighbourhood Centres** – These locations provide small scale facilities and community uses for day to day needs for the immediate local area, with some access to public transport.

**Transformation areas**

**SP1.0B** Transformation areas are identified locations for large scale redevelopment, change and renewal alongside the required infrastructure.

- a. The Purley Way Transformation Area is an opportunity for mixed use redevelopment using large areas of brownfield land. It will include three new local centres, a neighbourhood centre, renewed and intensified light industry and warehousing providing jobs to support residential growth alongside much improved public realm that reduces the dominance of the road infrastructure and creates a safe and welcoming environment for pedestrians and cyclists;
- b. The North End Quarter Transformation Area will be renewed with integrated retail and leisure alongside green and blue infrastructure and public life at its core. It will have a more balanced and resilient mix of uses including new homes, public realm, education and other knowledge economies, creative and cultural uses and supporting services.
- c. The Brighton Main Line and East Croydon Transformation Corridor will accommodate major new transport infrastructure to address the 'Croydon Bottleneck' and enable growth (development and inward investment) across the borough and elsewhere in the Croydon-Gatwick-Brighton corridor.

**Sustainable Growth and Protection of Character**

**SP1.0C** Developments will be supported that can achieve the following.

- a. Protect and enhance what is distinctive about Croydon and its Places collectively by securing a sense of belonging and high quality design that sits well with its surroundings.
- b. Sustainable growth while protecting and enhancing the borough's natural environment and built heritage.
- c. An enhanced Green Grid with creating a biodiversity network contributing towards better health and well-being of the residents and help address climate change.
- d. A welcoming place that is designed inclusively to meet the needs of the residents and visitors.

**Sustainable development**

**SP1.1** When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- b. Specific policies in that Framework indicate that development should be restricted.

**Allocations**

**SP1.1A** Development is allocated on sites as set out in Appendix 6 and 7.

## Housing Land Supply – London Plan Housing Targets

**3.15A** The Croydon Local Plan period started in 2019, to accord with the housing targets set through the London Plan. This Local Plan Review is anticipated to conclude in 2025 with the adoption of the Plan by the Council. As per the NPPF, the Plan is required to look forward for 15 years from adoption, and as such it extends to 2040.

**3.15B** As such the Plan period runs from 1st April 2019 – 31st March 2040, a period of 21 Years. The total housing target for that period is 34,145 units, and consists of::

- 10 Years at the rate of 2,079 units 2019-2029 (Policy H1)
- 11 Years at the rate of 641 units 2029 – 2040 (London Plan Para 4.1.11)
- 6,304 units 2029-41\* (GLA SHLAA 2017)

**Table 3.1** Housing Target Components 2019-2040

| Period                 | Source          | Calculation  | Total         |
|------------------------|-----------------|--|---------------|
| 2019 – 2029            | H1 including H2 | 10 years at the rate of 2,079  | <b>20,790</b> |
| 2029 – 2040            | H2              | 11 years at the rate of 641  | <b>7,051</b>  |
|                        | Para 4.1.11     | SHLAA capacity 2019-40 (20,684) minus H1 larger site capacity 2019-29 (14,380) | <b>6,304</b>  |
| <b>2019-2040 Total</b> |                 |  | <b>34,145</b> |

**3.15C** This equates to an annualised average of 2,079 units 2019-2029, and 1,214 units 2029-2040.

### Completions

**3.15D** Croydon has recorded completions of 8,505 units over the 4-year period 2019/20-2022/23.

### Extant Supply

**3.15E** At 1st April 2023, there was an extant supply of 2,665 units on unallocated sites. In Croydon 95% of residential planning permissions are built out. By applying a 95% non-implementation ratio, 2,532 units are expected to complete in the 3-year period 2023/24-2025/26.

### Windfall

**3.15F** Windfall completions on non-allocated sites have occurred at a rate of 1,051 units per annum over the 7-year period 2016/17 – 2022/23. The long-term windfall trend is used to “fill in” the 4th & 5th Years of the 5 Year Housing Land Supply in 2026/27-2027/28.

**3.15G** From 2027/28 onwards, windfall development is estimated to be 641 units per annum, in line with London Plan Policy H2..

**Table 3.2** Windfall Supply 2022-2040

| Year            | 2022/23<br>– 2024/25<br>(3 Yrs) | 2025/26<br>– 2026/27<br>(2 Yrs) | 2027/28<br>– Dec 2040<br>(12.75 Yrs) | Total         |
|-----------------|---------------------------------|---------------------------------|--------------------------------------|---------------|
| <b>Windfall</b> | <b>2,532</b>                    | <b>2,102</b>                    | <b>7,692</b>                         | <b>12,326</b> |

### **Allocations**

**3.15H** Sites are allocated in the 16 places of Croydon in this document. Together they total 18,932 new homes expected to come forward 2022-2040.

### **Aggregated supply**

**3.15I** Aggregating the sources of supply shows a total land supply over the Local Plan period of 39,763 net additional residential units.

### **Version Control**

**3.15J** The Publication version of this Local Plan is being prepared in 2023-2024, with Submission modifications expected to be proposed in 2024. With adoption scheduled for 2025, there are three years of housing data that will materially affect the housing land supply during the Plan Review's Submission-Examination in Public-Adoption process.

**3.15K** The latest completions data is from 1st April 2023, and the latest permissions data is from 1st April 2024. Ad-hoc permissions and site progression information up to summer 2023 is also available. Forecasts for windfall completions and extant permissions are only based on full year data.

**Figure 3.1:** The Places of Croydon

### Why we have taken this approach

**3.16** Croydon is a borough made up of a series of varied and distinctive neighbourhoods and areas, which are referred to here as 'Places'. Understanding and expressing the character and what makes each place special and different enables sensitive planning.

**3.17** The overarching strategy must make sense for the borough as a whole, and celebrate and respect the characters of different parts of the borough whilst delivering the spatial vision. All Places will grow and change, to varying degrees, as a consequence of the strategy of welcoming sustainable development and growth of the suburbs, with renewal and regeneration.

**3.18** The overarching thematic policies put forward in the Croydon Local Plan's Strategic Policies have developed and are based on development needs to reflect the distinctive character and unique places of Croydon; whilst also encouraging and creating a collective policy environment for the borough's development needs to be delivered. The appropriate approach for the 16 Places over the plan period will be determined largely by the opportunities and constraints that exist. Opportunities for development should always consider brownfield sites in the first instance.

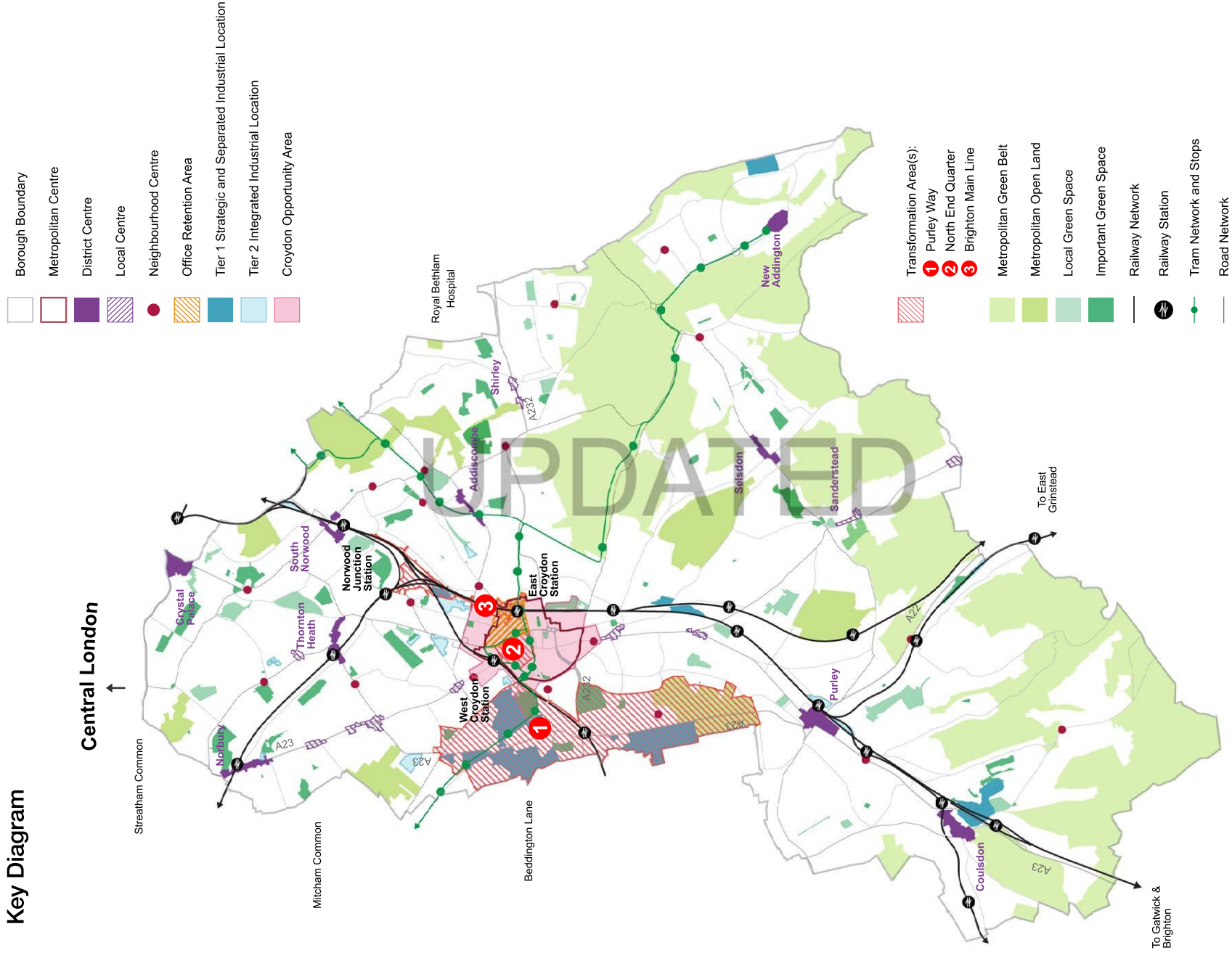
**3.19** The borough Character Appraisal 2016, identified and analysed the characteristics of the 16 Places of Croydon, considered a number of key aspects that add to the way these Places are today and what contributes to their local distinctiveness. This Appraisal has helped to inform the production of more detailed policies contained within the Croydon Local Plan.

**3.20** National guidance clearly sets out the need for planning to be “spatial” - dealing with the unique needs and characteristics of places. Place making helps to deliver sustainable communities.

**3.21** The 16 Place Policies are frameworks that help to steer those involved in shaping the built environment, in order to assist in creating sustainable neighbourhoods. Each Place Policy includes a vision, map and summary of how the borough-wide thematic policies will shape the places over the plan period. Forthcoming planning documents, including Development Plan Documents, Supplementary Planning Documents and masterplans, as well as planning applications will be used to help implement each of the Place’s visions. Furthermore, it is considered the Places provide some context to the possible formulation of Neighbourhood Plans.

# Key Diagram

Central London ↑





# A Place of Opportunity

The content of this section is related to the theme of Croydon as 'A Place of Opportunity'. It looks at planning for homes and employment, and the need for new homes and new jobs resulting from future population growth.

## 4. Homes

### Strategic policy

#### Where we are now

**4.1** The key issues that the borough faces in terms of planning for new homes are as follows:

- According to the 2021 census, the borough of Croydon has the largest population in London. The borough is an attractive employment location, which has a high demand for housing. This has created an imbalance in the housing market. A quarter of the population is under 17 years old, but the population of the borough overall is ageing. This will impact the type, size and tenure of housing that will be needed to address local needs.
- There is a need to increase the delivery of family sized (three bed+) homes to cater for families, as well as a range of different sized housing. A mix of housing types will need to be designed to address the needs of residents with disabilities and age-related illnesses, as well as specialised housing for an ageing population.
- The need to achieve a level of affordable housing that addresses the level of need, whilst still ensuring that developments are viable and much needed market homes continue to be built in Croydon.
- Managing Croydon's sustainable growth that accommodates homes across the borough which contributes to the borough's housing need and vitality and viability of centres, whilst not undermining the borough's valued character and heritage.

#### Where we want to be

##### Strategic Objective 3:

Provide a choice of housing for people at all stages of life.

##### Strategic Objective 4:

Reduce social, economic and environmental deprivation, particularly where it is spatially concentrated, by taking priority measures to reduce unemployment, improve skills and education and renew housing, community and environmental conditions.

##### Strategic Objective 5:

Ensure that high quality new development both integrates, respects and enhances the borough's natural environment and built heritage.

##### Strategic Objective 6:

Provide and promote well designed emergency services, community, education, health, and leisure facilities to meet the aspirations and needs of a diverse community.

##### Strategic Objective 7:

Conserve and create spaces and buildings that foster safe, healthy and cohesive communities.

##### Strategic Objective 9:

Ensure the responsible use of land and natural resources and management of waste to mitigate and adapt to climate change.

## How we are going to get there

### Policy SP2: Homes

**SP2.1** In order to provide a choice of housing for people in socially-balanced and inclusive communities, the Council will apply a presumption in favour of sustainable development of new homes to meet the future needs of the borough.

#### Quantities and Locations

**SP2.2** In order to provide a choice of housing for people in Croydon, the Council will seek to deliver homes which are safe and well designed to meet the future needs of the borough. This will be achieved by:

- a. Concentrating development in the places with the most capacity to accommodate new homes whilst respecting the local distinctiveness of the Places and protecting the borough's physical, natural and historic environment, whilst recognising that Places change and in particular suburbs will sustainably grow;
- b. Clause deleted.
- c. Clause deleted.
- d. Clause deleted.
- e. Clause deleted.
- f. Ensuring land is used efficiently, and that development addresses the need for different types of homes in the borough and contributes to the creation or maintenance of sustainable communities;
- g. Not permitting developments which would result in a net loss of homes or residential land; and
- h. Supporting a range of housing delivery methods, including self-build, custom-build and community-led housing.

#### Affordable Homes

**SP2.3** The Council will seek to ensure that a choice of homes is available in the borough that will contribute to addressing the borough's need for affordable homes. On sites of 10 or more dwellings the strategic target of 50% of all homes should be provided as affordable housing. This will be achieved by delivering a range of affordable housing products, with the recommended tenure split of:

- a. 70% of all new affordable homes developed in the borough over the plan period will be low-cost rented homes. With this percentage broken down as; a minimum of 40% delivered as Social Rent with the remaining 30% delivered as London Affordable Rent;
- b. 30% of all new affordable homes in the borough developed over the plan period to be intermediate affordable housing.

#### SP2.4 Policy deleted

**SP2.5** The Council will require a minimum provision of affordable housing to be provided either:

- a. Preferably as a minimum level of 50% affordable housing on the same site as the proposed development or, if 50% on site provision is not viable;
- b. If the site is in the Croydon Opportunity Area or a District Centre, as a minimum level of 25% affordable housing on the same site as the proposed development plus the simultaneous delivery of the equivalent of 25% affordable housing on a donor site with a prior planning permission in addition to that site's own requirement. If the site is in the Croydon Opportunity Area, the donor site must be located within either the Croydon Opportunity Area or one of the neighbouring Places of Addiscombe, Broad Green & Selhurst, South Croydon or Waddon. If the site is in a District Centre, the donor site must be located within the same Place as the District Centre; or

- c. In order to meet the London Mayor's fast-track route: Applications must demonstrate that a minimum of 35% affordable housing provision will be provided without public subsidy, provide affordable housing on-site and accord with the tenures outlined in SP2.3(a) and SP2.3(b).
- d. Where development proposes a higher level of affordable housing than 75%, a different tenure mix may be supported without the need for a viability assessment, where this is agreed with a Registered Provider;

In assessing viability, the Council will compare Residual Land Value with **Benchmark Land Value (competitive)** or Alternative Use value if there is an alternative use for the site which would comply with the policies of the development plan and could be implemented; will take account of features which appear to seek to exclude affordable housing by design or by incurring upper quartile construction costs; and will take account of abnormal costs incurred.

**SP2.6** Affordable housing should be delivered on site to support the development of mixed and inclusive communities. In exceptional circumstances:

- a. Where it is not practical to provide affordable housing on site, alternative provision may be accepted in the form of off-site affordable housing on a donor site. Any offsite affordable housing requirement will be calculated in relation to the total provision on the main site plus any donor sites. The donor site should be in an area with a similar land value to the main site or otherwise provide a significant additional benefit in terms of the overall level or type of affordable housing.
- b. Where all options have been explored and it is not possible to provide the affordable housing onsite or on an alternative site, and evidence is provided to justify this, a commuted sum payment towards the cost of providing additional affordable housing in the borough will be required instead.

**SP2.6A** Where development is for Build to Rent or community-led housing scheme, the affordable housing may be provided in a different form such as discounted market rent, providing it is genuinely affordable and meets identified housing needs in the borough. Affordable housing contributions for large purpose-built shared living schemes will be in the form of a single upfront payment in line with London Plan Policy H16.

### **Mix of Homes by Size**

**SP2.7** The Council will seek to ensure that a choice of homes is available that will address the borough's need for homes of different sizes. For both market and affordable housing, this will be achieved by:

- a. Setting a strategic target for 30% of all new homes to have three or more bedrooms;
- b. Setting a preferred unit mix on individual sites; and
- c. Working with partners to facilitate the provision of specialist and supported housing for elderly, **care leavers** and vulnerable people.

### **Quality and Standards**

**SP2.8** All housing developments should be designed to ensure that new homes in Croydon meet the needs of residents over a lifetime, and contribute to sustainable communities with the borough. This will be achieved by:

- a. Requiring that all new homes achieve the minimum design and space standards for different sized dwellings set out in table 3.1 of the London Plan;
- b. Ensuring that all new homes designed for future residents meet minimum design and amenity standards set out in the Croydon Local Plan's Detailed Policies and Proposals, Nationally Described Space Standards and other relevant London Plan and National Technical Standards (2015) or equivalent;
- c. Development will need to demonstrate the design of both private and communally shared spaces contribute positively to resident's health and wellbeing, whilst offering places for activity, shared experiences and retreat;
- d. Ensure the design and layout will support independent living;
- e. Be designed to a the highest quality; be functional, accessible, adaptable, sustainable, in compliance with all relevant standards and applied neutrally across all tenures; and
- f. At least 10% of all affordable homes will be built to meet M4 (3) 'wheelchair user dwellings and the remainder should meet M4 (2) accessible and adaptable dwelling standards in line with London Plan Policy D7. In exceptional circumstances, site specific factors may be considered to assess whether meeting the above requirement is achievable within development.

### **Gypsies and Travellers**

**SP2.9** The Council will deliver a minimum of 36 additional Gypsy and Travellers pitches in the borough by 2040 to meet the need of Croydon's Gypsy and Traveller community. Land is allocated for Gypsy and Traveller pitches in the Croydon Local Plan's Site Allocations. Any proposals for additional sites that are not allocated should meet the following criteria:

- a. Should be available and deliverable; and
- b. Should have good access to essential services including health and education facilities and access to local shops; and
- c. Have good means of access from roads; and
- d. Not be located in areas of high flood risk (Flood Risk Zone 3); and
- e. Should not have unacceptable adverse impact on the biodiversity of the borough.

## What it will look like

**Figure 4.1** Graphic removed.

**Figure 4.2** Moved to Appendix 11.

**Figure 4.3** Graphic removed.

## Why we have taken this approach

### Quantities and Locations

**4.2** There is a need for over 41,580 new homes in Croydon by 2040 and evidence indicates that approximately 40% of these need to be larger homes. The target of 34,145 homes reflects the availability of land for development in Croydon, facilitating the sustainable growth of the suburbs, the need to provide a mix of homes to support sustainable communities and the objective to provide a choice of homes for people at all stages of life. It also reflects the need to provide land for other uses such as employment, education, health and other infrastructure to support growth in Croydon. In particular, in Croydon Opportunity Area allowance has been made for office and retail development in line with Policy SP3 (Employment).

**4.3** The provision of new homes is phased in accordance with the supply of land for new homes. Sites identified by the Strategic Housing Land Availability Assessment (SHLAA) as being deliverable have been included in the first five years of the plan. Those sites which could be developed but are not available now have been phased after 2026. Deliverable sites with planning permission have been included in the first five years of the Plan. The nature of the borough being primarily built-up means that a number of the available sites for delivery growth are small. These small sites are allocated for development in the Plan and have been identified in Appendix 7. It is recognised that there are many types of housing that can help diversify the market and speed up delivery, as well as providing more specific products to cater for the needs of different communities.

### Affordable Homes

**4.4** Of the overall number of homes needed in Croydon, almost all of these would have to be built as affordable homes for residents on lower incomes to meet our needs. It is not realistic to expect that this proportion of new homes in the borough will be affordable, both in terms of deliverability and because the private rental sector also meets and will continue to meet a significant proportion of the need for affordable housing. For this reason the strategic target is 50% of overall supply, which reflects the findings of the Strategic Housing Market Assessment (SHMA) (2023), has regard to development viability and the need to deliver balanced communities with a mixture of tenures and dwelling types. The SHMA findings recognise that there is a need to maximise the delivery of affordable housing in the borough. This Council will make representations to the Government to make changes to National Planning Policies that will enable this level of annual need for affordable homes to be met, and will work with partners including the Greater London Authority and the Government to maximise the delivery of affordable housing in our Borough each and every year. However, this will be dependent on viability; the London Plan strategic target is 50% and this would be a reasonable starting point to consider viability and the need to deliver balanced communities with a mixture of tenures and dwelling types.

**4.5** The updated Whole Plan Viability Assessment has found that a requirement for 50% on site affordable housing will be viable for the majority of the major residential development types in the borough. Affordable housing requirements will be calculated using habitable rooms so long as the resultant mix of units on the site meets the need for affordable housing in the borough identified by the most up to date Strategic Housing Market Assessment (or equivalent). In order to follow the GLA's fast-track approach, development is expected to maximise the provision of affordable housing and provide a mix of low cost rented housing and intermediate housing. A target tenure mix of 70% low cost rented housing and 30% intermediate housing has been set, based on the findings of the Strategic Housing Market Assessment and viability evidence from the Whole Plan Viability Assessment.

**4.5A** A different tenure mix may be acceptable in certain circumstances, for example, where a development is proposing more than 75% affordable housing or where an increased level of low cost rented housing is proposed on a development providing at least 35% affordable housing where this will continue to support the delivery of mixed and inclusive communities. This will be decided on a case-by-case basis having regard to the housing need that will be met by the scheme and the additional benefit provided. In other circumstances where an applicant is proposing a lower proportion of low cost rented homes for viability reasons, they will have to submit a viability assessment for review and to demonstrate that they are meeting local housing needs.

**4.5B** First Homes is the Government's initiative to increase home ownership amongst individuals and households, who are first time buyers and were priced out of the housing market, either due to their low income, lack of supply of supply of affordable homes or shortage in suitable accommodation that adequately addresses their needs. The key national criteria for meeting the definition of First Homes are; first a minimum discount of 30% must be applied against the market value to be protected in perpetuity to ensure the housing remains affordable for future buyers. Secondly Local Authorities do have the discretion to require a higher minimum discount of either 40% or 50% (if there is a demonstrable need). The SHMA findings found that even with a percentage discount of 40% or 50%, it is possible in some locations or for some types of property, even after applying the discount, the housing will be more expensive than that typically available in the open market. It should be noted that providing a higher discount on First Homes may have an impact on viability, as it may not be possible to provide as many homes in other tenures (such as rented affordable housing which is likely to be needed by those with more acute needs and fewer choices in the housing market. The price of first homes must be no higher than £420,000 in London, after the discount has been applied. Thirdly to be eligible for a First Homes, the purchaser(s) must be an individual, couple or groups who are first time buyers whose annual income does not exceed £90,000. Government indicates 25% of all affordable housing contributions in new housing schemes will need to be First Homes. Local and up to date evidence will be used to establish the percentage of First Homes that will contribute to affordable housing contributions within the borough.

**4.5C** The housing needs of students in London, whether in Purpose Built Student Accommodation (PBSA) or shared conventional housing is an element of the overall housing need for London determined in the GLA's 2017 SHMA and the completion of new PBSA contributes to meeting London's overall housing need. The London Mayor has established an overall strategic requirement of 3,500 PBSA bed spaces to be provided annually over the plan period. However, this target is not broken down into specific Borough level targets. The SHMA 2023 findings have concluded that there is a clear current and future demand for student accommodation in the Borough, the provision of which will help to meet an identified need and contribute towards meeting the Borough's London Plan housing target.

**4.6** In line with the Ministerial Statement (24th May 2021), the Council will consider the need to provide First Homes within major housing developments, as part of the overall housing affordable housing contributions. The Council will maintain a First Homes register, to enable potential first-time buyers to declare their interest and demonstrate they meet the local and national eligibility criteria. This will form a key evidence base of the type, size and location homes may be required and address the needs of those individuals/households considered a priority. Developers of First homes will be required to refer to this register and address the needs of first-time buyers included on this. If the units remain unsold, evidence will be required to demonstrate that the First Homes units have been actively and extensively marketed, prior the removal any legal restrictions to enable them to be sold on the open market. Compensation will need to be paid to the Council to the value of the final sale price of the units in the open market (less the 30% discount) to enable the Council to deliver First Homes on another site and provide compensation.

**4.7** All viability assessments will be reviewed by comparing the Residual Land Value with the Existing Use Value (plus a premium) or Alternative Use value, if there is an alternative use for the site, which would comply with the policies of the development plan and could be implemented. Features which have been found to exclude affordable housing by design include an insufficiency of circulation cores (lifts and stairwells) to allow both affordable rented and private market homes to be managed in coexistence, or unnecessary basement car parks which inflate service costs.

**4.8** In exceptional circumstances where it is not possible to provide affordable housing on site or off site, for example if the number of on-site affordable homes is low, a commuted sum in lieu of on-site provision of affordable homes may be acceptable if it is not possible to find a Registered Provider to manage the on-site affordable homes. Three registered Providers should provide evidence to demonstrate that onsite affordable housing cannot be practically delivered. The calculation of the commuted sum payment will be based on the uplift in the gross development value that results from the replacement of onsite affordable housing with market housing and index-linked to reflect the value at the point of sale.

**4.9** Affordable housing should be genuinely affordable and respond to local housing needs and income levels. Social rent and London Affordable Rented homes are considered to meet the needs and income levels of the majority of lower income households.

**4.9A** Affordable rented homes at rents up to 80% of market rent will only be affordable for a minority of households on the housing register and will only be considered in exceptional circumstances or where the rents are significantly lower than 80%. Intermediate housing should contribute towards a mix of rented and low-cost home ownership tenures which meet the full range of need.

**4.9B** Intermediate housing products such as shared ownership, discounted market sale and intermediate and discounted market rent, including London Living Rent, will be supported where they are genuinely affordable, and targeted at local residents with incomes that are insufficient to afford decent housing that meets their needs in the market. From time to time, updated non-statutory guidance will be issued setting out the preferred forms of affordable housing, the local definition of genuinely affordable and any local eligibility requirements. This will take account of the changes in affordable housing products and funding priorities over the plan period and the availability of updated data sources and evidence on housing need.

### **Mix of Homes by Size**

**4.10** Analysis of the Strategic Housing Market Assessment suggests that approximately 60% of homes should have three or more bedrooms.

**4.11** Between 2021 and 2040 the number of older people in Croydon who are aged 65+ is projected to increase by 58%, while the population aged under 65 is expected to increase by 5%. Due to the ageing population older peoples' wellbeing must be at the forefront, with the physical and mental needs of older people and their carers varying greatly. Housing should respond to these needs, providing a variety of homes and environments that meet the changing needs of older people, allowing them to live independently for longer. In addition there is a growing and significant number of care leavers in the borough, which the Council must legally support, requiring appropriate and suitable accommodation. Therefore the Council will need to work with partners to facilitate the provision of specialist and supported housing for older and disabled people, care leavers and the vulnerable.

**4.11A** The SHMA population projections between 2021 – 2040 show an increase in the population aged 65 and over of 30,800 people. This is against a backdrop of an overall increase of 49,200 – population growth of people aged 65 and over therefore accounts 63% of the total projected population change. The proportion of people who are disabled under the Equality Act drawn from 2021 Census data indicates that 28% of households in Croydon contain someone with a disability. This figure is slightly higher than seen across London but below the national average. All new housing will need to be built to accessible and adaptable design standards, to ensure people are able to independently live within their properties longer, feel safe and do not face any discrimination, as well as enjoying a good quality of life.

**4.11B** Flatted development will need to incorporate design solutions both inside and out so that living and private amenity spaces meet the needs of individuals and families. The layout and design of these spaces will need to be inherently flexible and be usable child play, family activities and needs of multiple age groups.

### **Quality and Standards**

**4.12** New homes in Croydon need to provide a choice of housing for people at all stages of life. In order to do so they will need to meet minimum standards of design. The **London Plan space standards** or National Technical Standards (2015) (or equivalent), whichever is greater will be applied to all new residential developments.

**4.13** A good quality design can mean that a smaller two bedroom property is suitable for smaller families. In order to establish what a home suitable for a family is, the **Local Plan** will set out the design and amenity standards that are expected of family homes.

**4.14** Older peoples' wellbeing must be designed in, with the physical and mental needs of older people and their carers varying greatly. Housing should respond to these needs, providing a variety of homes and environments that meet the changing needs of older people, allowing them to live independently for longer. A variety of housing types will be encouraged, including those between traditional market housing and nursing homes such as downsizer living with shared amenities (e.g. communal gardens), supported or sheltered housing including support or care services, and older people's co-housing with an informal care offer. This could include bungalows where it is demonstrated that this is an appropriate development typology to free up other housing stock in the borough. The London Plan sets requirements for 10% of homes to be designed to be wheelchair accessible (units that are designed for wheelchair users to live in) or easily adaptable for residents who are wheelchair users. All buildings should be positioned to maximise access, mitigating the need for unsightly ramps, external lifts, stairs or terraces, whilst working sympathetically with the existing landscape conditions and character. In exceptional circumstances, the Council will take into site specific factors (i.e. topography, small infill sites, type of scheme such as flats, maisonettes) to determine whether it is achievable for the developments to meet the accessible adaptable housing requirements. The London Plan also requires all new housing to make provision for play and informal recreation based on the expected child population generated by the development. The Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation' provides further guidance on the requirements. As the London Plan forms part of the statutory development plan for Croydon, these requirements are not duplicated in the Croydon Local Plan but will be applied to all residential developments.

**4.15** The London Plan's design led approach seeks to optimise the best use of land for delivering of high quality homes. Good design of homes forms a basis for a good quality of life. Together these requirements contribute to ensuring that developments incorporating new homes will contribute to promoting sustainable use of resources and the principles of good design. They will also help to address the health and wellbeing impacts of poor quality housing.

### **Gypsies and Travellers**

**4.16** Both English Gypsies and Irish Travellers are recognised as ethnic groups and, like other members of Croydon's Black and Minority Ethnic communities, are protected from discrimination by the Equalities Act 2010. Local authorities are required to assess their need for housing in the same way that they are required to assess the needs for new homes for people who live in "bricks and mortar" homes.

**4.17** There is a need for 49 new Gypsy and Traveller pitches (a pitch being space for one mobile home) and one emergency stopping place in Croydon up to 2040 providing for the English Gypsy and Irish Traveller communities. However, that need was identified by a method which is reported to result in an overestimate of need. Subsequent to the study, government has amended the definition of gypsy and traveller for planning purposes so the figure for identified need is further reduced. Three spaces have been found at the existing Latham's Way site. In consequence, the residual requirement is estimated to be 36 pitches. The location of new pitches (including the emergency stopping place) must enable the residents to access services including schools and health facilities in the same way that residents of new houses need to be able to access community facilities. In addition, Gypsy and Traveller sites need good access to the road network as they often need to move larger vehicles as part of their livelihood and way of life. The Croydon Local Plan's Detailed Policies and Proposals allocates land to help meet this need for additional pitches.

## **Housing choice for sustainable communities**

### **Strategic Objectives and related Croydon Local Plan strategic policies**

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#### **Strategic Objective 3**

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#### **Strategic Objective 7**

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#### **Policy SP2.7**

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#### **Policy SP2.8**

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#### **Policy SP4.1**

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### **Why we need this policy**

**4.18** The Council seeks the provision of a mix and range of housing as set out in Strategic Policy 2 of the Croydon Local Plan and it is also the aim of Strategic Objective 3. This will assist in building sustainable communities, in line with paragraph 63 of the National Planning Policy Framework (2023).

**4.19** In line with Strategic Objective 7, residential development should set out to achieve healthy and liveable communities to support the health and wellbeing of residents. *It will be important that the right size, type of homes are delivered to address future needs and ensure the efficient use of the existing housing stock.*

**4.20** *The Strategic Housing Market Assessment 2023 identifies that over 60% of the future requirement for market housing is for larger homes.* Croydon has large numbers of households that are overcrowded. Meanwhile there is also a growth in single person households which is driving the requirement for smaller homes. *The loss of 3-bedroom homes particularly through sub-division or conversion of existing homes can result in poor housing.*

**4.21** Three bedroom (or more) residential units are needed to house families and the existing stock retained to assist provision. The London Plan defines family housing as ‘a dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally having three, four, five or more bedrooms’. In line with London Plan Policy H10, the retention of residential units originally designed with three or more bedrooms is supported by the Council.

**4.22** There has been a steady decline in the number of new homes being delivered with 3 or more bedrooms, from April 2021 to March, 17% of new homes had 3 or more bedrooms. From April 2020 to March 2022, 16% of homes had 3 or more bedrooms. The recent delivery of many 1 and 2-bedroom homes, with uptake particularly strong from younger households, does not match the Strategic Housing Assessment’s findings that 60% of new homes should be larger homes. To redress this imbalance in new supply there is a need for policy that both protects the existing supply of larger units, and promotes the delivery of more, new larger homes.

**4.23** Paragraph deleted.

**4.24** Within the Croydon Opportunity Area, the Croydon Housing Typologies Study has found that the strongest opportunities for homes suitable for families will be associated with the lower and moderate density sites in the Croydon Metropolitan Centre (including the inner residential area in the Croydon Opportunity Area). It indicates that there will be more opportunities for studio, one and two bedroom units on the higher density sites in the Croydon Metropolitan Centre.

## Policy DM1: Housing choice for sustainable communities

**DM1.1** To maintain a supply of larger family homes to meet Croydon's housing need, the conversion of a larger home to smaller self-contained homes (Class C3) is only acceptable where:

- a. The gross original internal floor space of the existing dwelling is greater than 130m<sup>2</sup>;
- b. A family-sized unit of at least 130m<sup>2</sup> remains post-completion;
- c. The proposal meets minimum internal space standards, the provision of satisfactory levels of amenity space, privacy, daylight, parking and access, and adequate and convenient refuse storage and collection;
- d. The resulting units achieve internal configurations that are practical and fit for purpose, including vertical and horizontal stacking arrangements that minimise noise transfer between homes, including neighbouring homes;
- e. The design of any external alterations does not detract from the appearance of the property or the street scene and, wherever possible, retains a single door to the front elevation of dwellings in residential areas;
- f. The balance of hard and soft landscaping on the forecourt (including forecourts that are already substantially hard-surfaced) does not detract from the appearance of the property or the street scene; and
- g. The proposal provides for a mix of unit sizes in line with Table 4.1.

**DM1.2** To enable housing choice for sustainable communities, the minimum provision of homes designed with 3 or more bedrooms, must comply with Table 4.1 except where there is evidence from an associated affordable housing provider that 3 or more bedroom dwellings are not required to address their priority needs.

**Table 4.1** Minimum percentage of three bedroom or larger

| Setting  | PTAL of 0, 1a, 1b, 2 or 3               | PTAL of 4, 5, 6a or 6b   |
|--|---|--|
| Suburban – areas with predominantly lower density development such as, for example, detached and semi-detached houses, predominantly residential, small building footprints and typically 2 to 3 storeys   | 70%                                     | 60%  |
| Urban – areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of 2 to 4 storeys, located within 800 metres walking distance of a Town Centre or along main arterial routes | 60%                                     | 40%  |
| Central – areas with very dense development, a mix of different uses, large building footprints and typically buildings of 4 to 6 storeys, located within 800 metres walking distance of Croydon Metropolitan Centre   | This location does not exist in Croydon | 20% (minimum of 5% in Retail Core area of Croydon Opportunity Area and 10% in 'New Town' and East Croydon as defined by the Croydon Opportunity Area Planning Framework) |

## How the policy works

**4.25** This policy applies to both market and affordable housing, whether the homes are new build or conversions.

**4.25A** Family housing is a dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three or more bedrooms. To manage the current shortage of family homes, proposals must not result in the net loss of three bed or larger homes or the loss of housing stock below 130m<sup>2</sup>. This policy is intended to ensure that the redevelopment of larger homes, including 4 or 5 bedroom homes, incorporates a replacement unit of at least 130m<sup>2</sup> to retain existing stock of family homes.

**4.26** To meet the need for three bedroom homes the Council will require a minimum proportion of homes to have three bedrooms or more. The approach recognises that more central locations with higher density development will be less compatible for accommodating larger units.

**4.27** Paragraph deleted

**4.28** The Strategic Housing Market Assessment 2023 identifies a difference in the size of housing required between tenures with affordable housing requirement for a greater proportion of smaller homes (particularly two bedroom homes) than market homes.

**4.29** The Croydon Opportunity Area Planning Framework identifies percentages for levels of three bed housing in six 'character areas' in the Croydon Opportunity Area which are reflected in this policy.

**4.30** Paragraph deleted

**4.31** Paragraph deleted

**4.32** Paragraph deleted

## Key supporting documents

- Croydon's Strategic Housing Market Assessment (2023)
- Borough Character Appraisal (2015)
- Character Typology (2015)
- Croydon Housing Typologies Study (2010)
- Croydon Opportunity Area Planning Framework (2013)
- Mayor of London's Housing Design Standards (LPG) (2023)

## Estate Renewal

### Why we need this policy

**4.32A** The Borough contains a number of publically owned housing estates which make an important contribution to meeting local housing need. In addition to owning these sites the Council has a responsibility for ensuring that they are maintained now and into the future.

**4.32B** A number of these housing estates were developed in the early to mid 20th Century, and have been constructed using design and construction principals of different eras. While some assets perform their function well, and will continue to do so, some are starting to come to the end of their lifespan, and have a range of issues that need addressing.

**4.32C** There is a particular issue with 1960s Large Panel System (LPS) tower blocks. In late 2022 the Council considered a desktop assessment of the costs of refurbishing or redeveloping the LPS tower blocks on the Regina Road Estate. It was recommended that the site was not economical to refurbish, and as such redevelopment would be more appropriate. A ballot of residents on the site subsequently confirmed local support for the redevelopment of the estate, and the redevelopment is expected to come forward in the Plan period.

**4.32D** Regina Road Estate is not the only LPS estate in the borough, and it is likely that further estates will face similar decisions over their future over the Plan period. This represents an issue that needs to be appropriately managed, in concert with the London Plan Policies on estate renewal.

### Policy DM1A: Estate Renewal

**DM1A** Subject to meeting the requirements of the London Plan, including a successful ballot or residents to explore opportunities for estate renewal, the Council will support estate renewal proposals which are:

- a. Appropriately masterplanned to ensure the new site configuration makes the best use of public land, respects local character, and delivers improved social and economic opportunities for residents of the estate as well as the local area;
- b. Opportunities to improve connections across the site and into neighbouring residential areas have been identified, including consideration of how the site can contribute to the borough's Green Grid;
- c. Demonstrate improvement to the standard of on-site community infrastructure arrangements which are a matter for residents and the body managing the building.

## How the policy works

**4.32E** Policy H8 of the London Plan regarding regeneration of housing estate sites is fairly comprehensive, and this policy does not seek to repeat those requirements. Considering that the Council is likely to start seeing estate renewal developments coming forward, it is important that local benefits are secured when they do.

**4.32F** Housing estates can vary greatly in size, including large sites which have a considerable opportunity to deliver local improvements through their design. These benefits stand to be maximised if estates are designed comprehensively. Proposals for estate renewal projects that are larger than a single road-facing block should be accompanied by a site-wide masterplan.

**4.32G** Proposals for estate renewal offer an opportunity to improve connections for existing residents. This should include improving links to local transport, jobs, and services, including open spaces. Where a new or improved public open space is included in the site, consideration of how neighbouring areas can access it should be included, to ensure that the all-borough Green Grid continues to be improved.

**4.32H** Many housing estates have community infrastructure on site in the form of community centres, nurseries/ crèches, or other assets. The London Plan policy states that a net loss of residential capacity is not acceptable on sites of this type. As such community facilities should be replaced, enhanced, and where possible, improved as part of estate renewal programmes.

**4.32I** Communal amenity space is defined as amenity space that is shared, accessible to all within the development and be used for their exclusive use.

**4.32J** Balconies, winter gardens or roof terraces may help to meet a development's private outside space requirement and will be supported providing they are designed to minimise any overlooking and privacy issues. Enclosures may need to be opaque to achieve this. They may be an innovative way of providing private or communal amenity space in areas of high density.

**4.32K** The amenity space provided for play space can be part of the shared amenity area; it may be a void deck within a tall flatted development, possibly on the ground floor and in small developments of less than ten dwellings it could be part of the shared or private garden.

**4.32L** The GLA Population Yield Calculator should be used to calculate the expected number of children and young people likely to live in the development. The London Plan Housing Supplementary Planning should be referred to for the allocation and design guidance for play space.

**4.32M** All new housing developments should enhance the quality of local places, considering their physical context, local character, density; tenure and land use mix; and relationships with, and provision of public, communal and open spaces that takes into account the needs of children and old people. The need to provide communal amenity space should reflect the local character. It is important that the site layout, ensures the provision of useable amenity space, alongside the siting of the building. Private outdoor spaces should have level access.

## Amenity standards for residential developments

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 3

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#### Strategic Objective 7

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#### Policy SP2.1

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#### Policy SP2.7

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#### Policy SP2.8

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#### Policy SP4.1

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### Why we need this policy

**4.32N** One of the key aims of the Plan is to address local housing needs and the housing crisis. Alongside this, there is a need for site layout and design to consider the provision of useable amenity space alongside the siting of the building. This policy sets the local amenity standard for residential dwellings alongside the policies and guidance in the London Plan.

**4.32O** It is important that private outdoor spaces should be useable not only for residents but also their visitors, so they should have level access with the minimum depth and width. Other good design requirements that communal open space should adhere to are that it should be; overlooked by surrounding development, accessible to wheelchair users and other disabled people, seeking to take advantage of direct sunlight, as well as have necessary management arrangements in place to provide suitable amenity for residents. This will ensure the outdoor space remains useful and welcoming to all its intended users. The only exception to this is the management arrangements which are a matter for residents and the body managing the building.

## Policy DM1B: Amenity standards for residential developments

**DM1B.1** Residential development will need to provide private amenity space that:

- a. Is of high quality design, and enhances and respects the local character
- b. Provides a minimum amount of private amenity space of 5m<sup>2</sup> per 1-2 person unit and an extra 1m<sup>2</sup> per extra occupant thereafter; and it must achieve a minimum depth and width of 1.5m;
- c. Provides functional space with a minimum width and depth of balconies should be 1.5m;
- d. All flatted developments and major developments need to provide a minimum of 10m<sup>2</sup> per child of new play space, calculated using GLA's population yield calculator;
- e. All flatted developments of 10 units should provide a minimum of 50 square metres of communal amenity space with a further 1 square metres per additional unit thereafter;
- f. In the case of development in the grounds of an existing building which is retained, a minimum length of 10m and no less than half or 200m<sup>2</sup> (whichever is the smaller) of the existing garden area is retained for the host property, after the subdivision of the garden.

**DM1B.2** When calculating the communal amenity space requirements each bedroom will be treated as a 1b1p flat and the resultant private outdoor space requirement will be combined to form the total need for communal amenity space.

## How the policy works

**4.32P** Amenity space is an important and essential element of a residential development, providing an outdoor space that is practical and can be used as a utility, social and recreation area. The health and wellbeing of local residents is a key consideration on the quantum of outdoor space, child's play space and communal open space to be provided for developments.

**4.32Q** Private outside space is defined as an area which is accessible only to, useable for and screened for the purposes of individual dwellings at the rear or in the case of flatted schemes within the grounds. Private outside spaces can take form of a garden, terrace, roof garden, courtyard garden or balcony. The use of roof areas, including podiums, and courtyards for additional private or shared outside space is encouraged.

**4.32R** Communal amenity space is defined as amenity space that is shared, accessible to all within the development and is be used for their exclusive use.

**4.32S** Balconies, winter gardens or roof terraces may help to meet a development's private outside space requirement and will be supported providing they are designed to minimise any overlooking and privacy issues. Enclosures may need to be opaque to achieve this. They may be an innovative way of providing private or communal amenity space in areas of high density.

**4.32T** The amenity space provided for play space can be part of the shared amenity area; it may be a void deck within a tall flatted development, possibly on the ground floor and in small developments of less than ten dwellings it could be part of the shared or private garden.

**4.32U** The GLA Population Yield Calculator should be used to calculate the expected number of children and young people likely to live in the development. The London Plan Housing Supplementary Planning should be referred to for the allocation and design guidance for play space.

**4.32V** All new housing developments should enhance the quality of local places, considering their physical context, local character, density; tenure and land use mix; and relationships with and provision of public, communal and open spaces that takes into account the needs of children and older people. The need to provide communal amenity space should reflect the local character. It is important that the site layout, ensures the provision of useable amenity space, alongside the siting of the building. Private outdoor spaces should have level access.

## Key supporting documents

- The Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance 2017
- Mayor of London's Housing Design Standards Document (2023)

## Residential care and nursing homes

### Strategic Objectives and related Croydon Local Plan strategic policies

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Strategic Objective 3

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Strategic Objective 5

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Strategic Objective 7

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Policy SP2

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Policy SP5

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### Why we need this policy

**4.33** The Council seeks the provision of a mix and range of housing as set out in Strategic Policy of the Croydon Local Plan and it is also the aim of Strategic Objective 3. This will assist in building sustainable communities, in line with paragraph 63 of the National Planning Policy Framework (2023). The London Plan (2021) acknowledges that the population of London is ageing, with the number of older people households (aged 65 and over) experiencing a 37% increase by 2029. Similarly the number of older people households aged 75 and over, who are most likely to move into specialist older people housing, are expected to increase by 42%. Further, it has estimated that the future benchmark requirement for specialist older people housing for the Council area has increased to 225 units per annum (2017-2029) from a figure of 195 units (2015-25) per annum in the previous Plan. To address the implications of this and assist in building sustainable communities, a mix and range of housing needs to be delivered as informed by the latest SHMA.

**4.34** In line with Strategic Objective 7, residential development should set out to achieve healthy and liveable communities to support the health and wellbeing of residents.

**4.35** Croydon has a very high number of nursing and residential care homes compared to other London boroughs. Analysis of changing needs for services supplied by the nursing and residential care home market evidences a 'saturation point' has been reached for some customer groups or categories of people in need. At the same time there is a greater public policy focus on supporting people to remain living at home safely whenever possible. It is therefore necessary that Croydon plans to enable it to supply care provision to meet current and future needs of Croydon residents. A change in policy ensures:

- a. Croydon's planning policy supports its commissioning intentions;
- b. The Council has first-hand knowledge of the services operating in the borough as required by the Care Act 2014; and
- c. The provision is in alignment with emerging care needs.

**4.36** Croydon experiences a range of challenges arising from the significant number of nursing and residential care homes that continue to be sited in the borough. These challenges include excess demand on a range of local health and social care services which is not reflected in national funding formulae for central Government funding towards local services.

**4.37** As of **March 2020** the **126** care homes in Croydon have a total capacity of **2,837** bed spaces. Between April **2019** and November **2019**, **872** of those bed spaces were occupied by people placed by Croydon Council and Croydon Care Commissioning Group (the grouping of GPs in Croydon that provides primary health care services in the borough). It was estimated that between 1,000 and 1,150 bed spaces were occupied by self-funders. The remainder of the bed spaces were either vacant or occupied by people placed from outside of Croydon. This has an adverse impact on the provision of health services in Croydon.

**4.38** Services provided by care homes within the borough do not fully meet the needs of Croydon residents with more specialised or urgent needs. As a consequence between April and November **2019**, **412** people were placed in nursing and residential care homes outside the borough. This is an undesirable outcome because vulnerable people risk losing their natural family and community support networks when placed at distance from Croydon.

**4.39** Croydon **will seek to meet the needs of households with complex and dual care housing needs. This includes family members and individuals with learning disabilities, mental health illnesses and physical disabilities.**

**4.40** The National Planning Policy Framework (**2023**) (paragraphs **61 and 63**), states that local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community.

**4.41** In accordance with the London Plan, the need for this type of accommodation has been identified taking into account the indicative requirement benchmarks set out in **Table 4.3: Specialist Housing for Older People.**

## Policy DM2: Residential care and nursing homes

**DM2.1** Planning permission for new residential care or nursing homes will only be granted if there is a need for the particular services provided by the home in supporting with the care of residents of Croydon.

**DM2.2** Proposals for supported living and sheltered accommodation will generally be supported in the borough in accordance with the London Plan, [Table 4.3](#), Specialist Housing for Older People.

**DM2.3** This policy does not apply to accommodation for children (under the age of eighteen).

### How the policy works

**4.42** Where there is an identified demand for residential care and nursing home bed spaces, the Council will support provision of this type of housing. This policy seeks to meet this need, however does not support an over-provision of care and nursing home bed spaces. This is the preferred approach as set out in the care home forecast.

**4.43** The Care Act 2014 places a duty on all local authorities to meet the need for residential care and nursing home bed spaces within their own area. The policy accords with [Table 4.3: Specialist Housing for Older People](#) of the London Plan.

**4.44** According to Croydon's Market Position Statement there are ample care and nursing home bed spaces within the borough to satisfy demand up to 2031. The policy therefore seeks to address the current over-provision and supply this type of accommodation only where there is an identified need.

**4.45** Croydon's Market Position Statement will be used to assess applications for new residential care and nursing homes to determine whether there is a need.

**4.46** It is considered preferable that people within the borough that require care are cared for within their community, close to their networks of friends and family.

### Key supporting documents

- Croydon's Market Position Statement (2018-19)
- Care Home Forecast (2015)
- [Strategic Housing Market Assessment \(2023\)](#)

## Large scale purpose built shared-living

### Strategic Objectives and related Croydon Local Plan strategic policies

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**Strategic Objective 3**

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**Strategic Objective 4**

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**Strategic Objective 7**

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**Policy SP1**

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### Why we need this policy

**4.46A** Large-scale purpose-built shared living housing (LSPBSL), is generally understood to be a large-scale purpose-built managed rental block, comprising of functional private living units with extensive communal facilities, under single professional management. These schemes include a wide range of amenities to support a diverse community of residents and their needs. These may be able to help meet the housing need among single-person households by adding to the stock of rooms available for rent in the borough; as well as help free up larger dwellings and flats to address the shortfall in family homes.

**4.46B** Large scale purpose built shared housing is a unique new form of development that seeks to address the demands of a niche subset of the housing market, so policies are required to shape the delivery of these. This will ensure the development of well designed, adequately sized rooms with a sufficient quantity of quality communal areas and facilities; in order to enable future residents to fulfil their daily needs, interact with one another; and a develop sustainable and cohesive communities, as well as promote their health and well-being. It will provide residents with increased security via a medium – long term tenancy agreement, to enable them to establish themselves, feel more connected to a locality, and be part of a community. This will also help avoid generic issues related to HMO properties a high concentration of these such as sub-standard sized rooms, a lack of/poor quality shared communal facilities and amenity facilities and insufficient parking spaces, lack of long term tenancy security and transitory living as well as poor management/maintenance of properties. Finally, it will seek to ensure future schemes are located within the most accessible locations to local facilities, services and avoid the potential loss of residential uses/permissions via speculative applications and an over concentration of large scale purpose built shared living and student accommodation

## Policy DM2A: Large scale purpose built shared living

**DM2A.1** Large scale purpose built shared living is categorised as a sui-generis non-self-contained market housing use. Development proposals for large-scale purpose-built shared living will be supported where they meet both the requirements of London Plan Policy H16 and the following additional Croydon -specific requirements:

- a. Proposals should not compromise the delivery of self-contained housing to meet the future needs of the borough during the life of the Plan
- b. Proposals should be sited within locations with good or excellent public transport accessibility levels (6b) and should be well served by local services;
- c. There should not be more than two large scale purpose built shared living schemes and purpose built student housing within a 250m distance of each other and total capacity of schemes (using a ratio of 1.8 beds/per C3 unit) should not exceed 5% of total place based housing growth. This will ensure development would not result in an over-concentration of similar uses, which may be detrimental to residential amenity or the balance and mix of uses in the area or place undue pressure on local infrastructure including Green and social Infrastructure).

**DM2A.2** Each private unit shall include or have exclusive access to the following;

- a. Units should not be less than 18 sqm and not more than 27 sqm to avoid being converted to substandard self-contained units. Accessible units are expected to be between 28 and 37 sqm to accommodate ease of access to amenities;
- b. At least 1 sqm of external communal space should be provided per resident. This benchmark is relevant for up to 400 residents. For every additional resident over the 400 benchmark, 0.5 sqm of external communal amenity space should be provided;
- c. The provision of private balconies or terraces (for individual units) should not count towards the communal amenity space requirement;
- d. One of each of these communal kitchen facilities (hob, oven and sink) should be provided per 15 residents;
- e. Additional storage areas in the form of lockers or cupboards should be provided for each resident to store personal belongings;
- f. All applications must be accompanied by a management plan that, to the satisfaction of the Council, demonstrates how management practices will meet policy requirements, outlines how operations will be managed and how spaces will be maintained to ensure that the development continues to function as an LSPBSL scheme.

## How the policy works

**4.46C** In Croydon, large-scale purpose-built shared living, also referred to as co-living, is a type of non-self contained housing which consists of at least 50 private individual rooms and communal spaces and facilities. Large scale purpose built shared living is generally used to meet the accommodation needs of single person households who are not capable or who choose not to live in self-contained homes or HMOs. It is generally suited for those who require accommodation on a transitional basis until longer term housing is acquired.

**4.46D** Proposals for large-scale purpose-built shared living should not compromise delivery of self-contained housing to meet the future housing needs of the borough. It is a unique form of accommodation which does not meet minimum housing standards and does not cater for the ongoing needs of London households. Therefore it is not considered to be an affordable housing product.

**4.46E** A minimum range of circa 18-27 SQM of personal functional living space per bed/person is considered acceptable in a large scale purpose-built shared living development. A smaller area per person would not provide an adequate living environment for the health and well-being of the borough's residents. Each personal room should include a window. In addition, proposals will need to be; well-designed that will include an adequate level of natural sunlight and ventilation.

**4.46F** A minimum communal space of 5SQM per bed/person is considered reasonable, given the relatively small size of private space and potentially a high number of residents residing and using these. An adequate quantity of kitchen facilities are an important component of shared living and these should be well designed and highly accessible, to meet needs of all users. This will enable residents to fulfil their day to day needs, interact, socialise with their neighbours, develop healthy relationships and build a diverse inclusive, cohesive community. Communal spaces should provide a range of amenities that facilitate health and well-being, support a diverse community, and address their daily needs.

**4.46G** Given the very high-density nature of this type of accommodation, proposals should be located in parts of the borough with good or excellent public transport accessibility levels and well-served by local services. Proposals for this type of accommodation should be car-free and not contribute to car dependency.

**4.46H** To avoid an over concentration of Large-Scale Purpose Built Shared Living, no more than two of these similar uses should be located within 250m distance of each other and the total quantity of the former should not exceed 5% of the total housing growth proposed for a place within the Plan. This will ensure that shared living schemes are located throughout the area and within the most sustainable locations of the borough in line with the settlement hierarchy. Further, it will help ensure that schemes do not compromise the delivery of conventional housing, particularly in places where lower levels of housing growth is proposed by the Plan. This approach will prioritise the delivery of conventional housing to address the needs of families, avoid any potential adverse effects of over concentration on residential amenity or the mix of uses and balance of population in a neighbourhood and local pressures on services, infrastructure given the very high-density characteristics.

**4.46I** Large-scale purpose-built shared living schemes fall within a sui generis non-self-contained market housing use. Both the functional private living areas, communal areas/facilities should be designed, planned to be used integrally by future residents at the outset and these schemes should not be used to provide a mass quantity of poor quality mini living units, as an alternative to providing well designed, high quality C3 residential dwellings. Any applications for change of use to convert these schemes to C3 residential use at a later date will be very challenging. To effectively achieve this, it will need to ensure full compliance with the Housing Design Standards LPG as well as the minimum design and amenity standards of the Local Plan.

## Policy DM2B: Houses in Multiple Occupation

**DM2B.1** Proposals for the conversion of larger homes to Houses in Multiple Occupation (HMO), including small HMOs (3-6 unrelated people) within the area covered by the Article 4 Direction (whole of the borough), will only be permitted where:

- a. The gross original internal floor space of the existing dwelling is greater than 130m<sup>2</sup>;
- b. They do not give rise to any significant adverse amenity impact(s) on the surrounding neighbourhood, including cumulative impacts arising from an overconcentration of HMOs within an area;
- c. They are located in areas meeting a minimum Public Transport Accessibility Level (PTAL) rating of 4, and are accessible by public transport, cycling and walking;
- d. They provide high quality accommodation that satisfies the relevant policies of the Local Plan, including internal space standards, provision of a satisfactory level of amenity space for occupants, and adequate and convenient refuse storage and collection;
- e. Where non self-contained, have exclusive use of a kitchen or space within a shared kitchen for each household;
- f. Soft landscaping is incorporated to improve and enhance the site.

**DM2B.2** Planning applications for the change of use from an HMO to self-contained accommodation will only be considered where the property does not meet the appropriate standards for an HMO (as set out in the Housing Act 2004 and the Management of HMOs (England) (Regulations) 2006) and has no realistic prospect of meeting the standards.

### How the policy works

**4.46J** HMO accommodation plays an important role in meeting particular housing needs, especially for low income residents, young people and those needing temporary accommodation. However, many HMOs in Croydon provide sub-standard living conditions, are clustered in areas resulting in adverse impacts on local character and amenity, and also reduce the availability of smaller family housing, for which there is significant need. Additionally the introduction of large scale purpose built shared living offer an alternative method of accommodating shared private rental needs.

**4.46K** In response to the many problems associated with poor quality HMOs in the Borough, an Article 4 Direction was introduced in January 2020, which removed permitted development rights for conversion of homes to HMO. The Article 4 Direction requires those wishing to change a single use dwelling unit to a HMO in the Borough to apply for planning permission. Therefore, the acceptability of proposals for HMOs are required to be assessed against the above policy criteria. HMOs will be required to satisfy the appropriate Croydon Environmental Health Standards.

## Vacant building credit

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 3

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#### Policy SP2

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### Why we need this policy

**4.47** A Ministerial Statement on 28th November 2014 introduced a vacant building credit for developers of vacant buildings such that a reduced provision of affordable housing should be required. **National policy provides an incentive for brownfield development on sites containing vacant buildings, via a vacant building credit. This allows developers of these buildings to reduce their affordable housing contributions based on the amount of vacant floor space being bought back into use or redeveloped.** This vacant building credit only applies to buildings which have not been made intentionally vacant in order to redevelop them and to sites which do not have an extant or recently expired permission for the same or similar development. A policy is required to set out how it will be determined that a building has not been made intentionally vacant, to define a same or similar development and a recently expired permission.

**4.48** The Mayor of London's Draft Interim Housing SPG encouraged boroughs to have policies in their local plans that set out the criteria for how the vacant building credit will be applied. In particular it suggested minimum vacancy periods and marketing requirements should be set.

## Policy DM3: Vacant building credit

**DM3.1** The Council will promote the re-use or redevelopment of existing buildings by applying a vacant building credit such that affordable housing requirements will only apply to the net increase in floor space resultant from development of buildings which have been:

- a. Vacant for a period of at least eighteen months prior to the granting of planning permission; and
- b. Marketed for their lawful use (or uses which could be lawful under the General Permitted Development Order) throughout the period they have been vacant.

**DM3.2** Vacant building credit will not be applied to development proposals or to proposals to modify S106 agreements for schemes which are the same as or similar to an extant or recently expired planning permission where:

- a. A similar planning permission is one where there is less than a 25% increase in the proposed residential and non-residential floor space and where the overall residential floor space is more than half that of the existing or recently expired permission; and
- b. A recently expired permission is one that lapsed within the previous two years prior to the granting of consent of the new planning permission.

### How the policy works

**4.49** The policy should ensure that only genuinely vacant buildings benefit from the vacant building credit and thus encourage their return to use.

**4.50** Buildings that have been made intentionally vacant, including those made redundant through estate rationalisation will not benefit from the vacant building credit.

**4.51** Vacant building credit does not apply to abandoned buildings. There is no planning definition of abandoned buildings; however **courts have set out circumstances for deciding whether a use has been abandoned and the relevant circumstances for consideration, such as the condition of the property, the period of non-use, whether there is an intervening use; and any evidence regarding the owner's intention.**

**4.52** The threshold for a similar proposal is set to prevent applications for developments with marginal increases or decreases in floor space, or changes of use or reduction in size of non-residential floor space avoiding providing needed affordable housing.

**4.53** Likewise, a two year period as the definition of a recently expired permission is set to provide a disincentive to simply let existing permission expire so that vacant building credit can be applied for thus reducing the amount of affordable housing provided.

**4.54** Where vacant building credit is applicable to a development proposal, the full affordable housing requirements set by Policy SP2.4 of the Croydon Local Plan will apply to the net increase in floor space. This means that the Council will negotiate for 50% of the net increase in floor space to be for affordable housing and the current minimum requirements will apply in full. The Council will expect overall scheme viability to improve with the application of vacant building credit and this will be reflected in negotiations around any planning obligations including affordable housing.

## 5. Employment

### Strategic policy

#### Where we are now

**5.1** The key issues that the borough faces in terms of planning for employment are:

- Land for industry and warehousing will need to protection to support these sectors in the future.
- While there is approximately 30% of vacant office floor space in Croydon Metropolitan Centre, this is predominantly B grade office space while the area is experiencing an undersupply of A grade floor space. This is exacerbated by low rents which do not support the development of new office floor space.
- Supporting the area around East Croydon Station and New Town as Croydon Metropolitan Centre's office centre.
- The public realm of Croydon Metropolitan Centre has seen considerable investment and improvement, but renewal remains necessary as poor public realm discourages businesses from locating in Croydon and people shopping in the town.
- Encouraging development in Croydon Metropolitan Centre through flexible and pragmatic planning, that contributes to the centre's economic prosperity and vitality.
- Croydon faces competition from other areas of London and the South East for inward investment both in office and retail markets.
- The increase in the population of Croydon and planned house building will result in an increase in the need for jobs.

- Establishing a policy response to the contracting of retail uses within District and Local Centres.
- Retail Uses are declining with Croydon's Town Centres which include the Croydon Metropolitan Centre as well as the District and Local centres. This has led to an increase in vacant premises. In combination with poorly designed conversions to other uses, it has had a negative impact on the public realm and consequently the ability of centres to attract new businesses to create attractive focal points for the community.

#### Where we want to be

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##### Strategic Objective 1:

Establish Croydon as the premier business location in South London and the Gatwick Diamond.

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##### Strategic Objective 2:

Foster an environment where existing, new, innovative, cultural and creative enterprises can prosper.

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##### Strategic Objective 4:

Reduce social, economic and environmental deprivation, particularly where it is spatially concentrated, by taking priority measures to reduce unemployment, improve skills and education and renew housing, community and environmental conditions.

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##### Strategic Objective 8:

Improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough.

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##### Strategic Objective 9:

Ensure the responsible use of land and natural resources and management of waste to mitigate and adapt to climate change.

## How we are going to get there

### Policy SP3: Employment

**SP3.1** The Council will encourage innovation and investment into the borough to support enterprise and increased employment for the benefit of all Croydon residents. The Council will apply a presumption in favour of employment-related development, provided it meets the standards of Policy SP3 and other applicable policies of the development plan.

#### ***Innovation, Investment & Enterprise***

**SP3.2** Innovative approaches that reflect technology changes in delivery and servicing to future proof the borough's industrial and employment land will be supported in accordance with the '4-Tier' hierarchy approach to the retention and redevelopment of land and premises relating to industrial/employment activity.

- a. Tier 1) Strategic and Separated Industrial Locations are significant sized self-contained industrial locations that have separation from nearby residential properties, with strong protection for existing industrial and warehousing activities and support for new industrial and warehousing activity. Employment generating Sui-Generis uses and ancillary uses that complement and support the area's industrial function are supported;
- b. Tier 2) Integrated Industrial Locations are smaller scale industrial estates, where residential development has grown up alongside the commercial buildings but there is strong protection for existing industrial and warehousing activities and support for new industrial and warehousing activity as well as employment generating Sui-Generis Uses and non-town centre community uses that support growth in the borough;
- c. Tier 3) Town Centre Employment Sites are locations where Industry, warehousing and employment generating Sui-Generis Uses are in town centre locations, with protection for existing for existing industrial and warehousing activities, and support for new industrial and warehousing activity, with other uses supported as set out in Policy DM9 and;
- d. Tier 4) Scattered Employment Sites are isolated industry, warehousing as well as employment generating Sui-Generis Uses not in Tier 1, Tier 2 or town centre locations where there is protection for existing employment generating Sui-Generis Uses and industrial and warehousing activity, support for new Research and Development and Light Industrial or Warehousing uses, with other uses supported as set out in Policy DM9.

**SP3.3** To support the Borough's function as a hub of culture and creativity, development supporting the expansion of Cultural and Creative Industries as a driver of growth and enterprise in the local economy will be supported. The focus for accommodating Cultural and Creative Industries will be the network of Enterprise Centres set out below:

- a. Croydon Metropolitan Centre, particularly focusing on the CEZ;
- b. Purley District Centre;
- c. Crystal Palace District Centre; and
- d. South Norwood District/Portland Road

**SP3.4** Policy deleted

**SP3.5** Croydon is home to a diverse population known for its creative industries and unique culture so development for creative industry uses that promote culture and diversity will be supported alongside the temporary occupation of empty buildings and sites by creative industries, cultural organisations. Other meanwhile uses will be supported where they contribute to regeneration and enhance the character and vitality of the area as part of long term redevelopment or regeneration.

### **Town Centres**

**SP3.6** The Council will apply the London Plan Town Centre hierarchy as follows:

- a. Croydon Metropolitan Centre.
- b. District Centres: Addiscombe, Coulsdon, Crystal Palace, New Addington, Norbury, Purley, Selsdon, South Norwood and Thornton Heath.
- c. Local Centres: Beulah Road, Brighton Rd (Sanderstead Road), Brighton Road (Selsdon Road), Broad Green, Hamsey Green, Pollards Hill, Sanderstead, Shirley and Thornton Heath Pond.
- d. Future new Local Centres: Fiveways, Waddon Marsh, Valley Park.

### **Neighbourhood Centres**

- e. In addition, 18 Neighbourhood Centres have been identified as follows:  
Ashburton Park, Bridgstock Road, Brighton Road/Downlands Road, Coulsdon Road/Court Road, Green Lane/Northwood Road, Godstone Road, Fieldway, London Road/Kidderminster Road, Lower Addiscombe Road/Cherry Orchard Road, Portland Road/Watcombe Road/Woodside Avenue, Shirley Road, Selsdon Park Road/Featherbed Lane, Selhurst Road, South End/Parker Road/St. Peter's Church, Spring Park/Bridle Road, South Norwood Hill, Waddon Road/Abbey Road, and Woodside Green.
- f. A new Neighbourhood Centre is proposed at Waddon Way.

**SP3.7** The Council will work with the GLA and neighbouring boroughs to ensure Croydon's network of town centres is sufficiently flexible to accommodate change by:

- a. Working with its partners through the process of regular town centre 'health checks' to highlight **potential** reclassifications of the borough's existing Local and District Town Centres; **and**
- b. Designating the boundaries of the network of town centres and their Primary Shopping Areas in the Croydon Local Plan's Detailed Policies and Proposals and undertaking regular review to ensure the vitality of the centres is maintained.
- c. Clause deleted.

**SP3.8** A focus on innovation and enterprise will be promoted through development that encourages opportunities for local business to start, grow and remain in Croydon. Local business and enterprise will be encouraged through promoting a healthy mix of uses at a variety of scales. Development of between 5,000m<sup>2</sup> and 7,000m<sup>2</sup> of net convenience retail floorspace up to 2029, primarily focussed in town centres, will be supported.

**SP3.9** Croydon's location lends it a number of strategic benefits and is well positioned to support innovation and enterprise uses. As the borough's metropolitan centre the Croydon Metropolitan Centre will remain the principal location in the borough for **business uses (including office, light industry and research & development), retail, leisure (including evening/night-time economy uses), visitor accommodation, housing and community facilities. A flexible approach will be applied to these uses, the mix and scale of these uses must be appropriate to support the Croydon Metropolitan Centre's higher order destination function.**

**SP3.10** Neighbourhood centres are key to sustainable neighbourhoods that are intended to be located within walking or cycling distance for local residents providing multimodal access for communities' day-to-day service needs. A wide variety of smaller scale development that enhance the vitality and viability of a neighbourhood centre and meet community needs will be supported.

**SP3.11** Policy deleted.

**SP3.12** Policy deleted.

**SP3.13** Development should reflect the implications of a shifting work environment, supporting the flexible use of office space to reinforce the employment function of Croydon's network of centres. The Council will promote and support the development of new and refurbished office floor space in Croydon Metropolitan Centre, particularly around East Croydon Station and within New Town, and the District Centres as follows:

- a. Up to 30,500m<sup>2</sup> to be located in Croydon Metropolitan Centre; **and**
- b. Retaining, or **creating** through refurbishment, higher quality office floor space (Grade A), or lower quality floor space for which there remains a demand, within the Office Retention Area of the Croydon Metropolitan Centre. Mixed use developments must include a level of office floor space proportionate to Croydon's role as an **Edge of London** Office Centre.
- c. Clause deleted.

**SP3.14** Opportunities for employment and skills training will be considered by means of section 106 agreements for major developments (residential developments of 10 units or more or non-residential developments exceeding 1,000m<sup>2</sup>). The Council will seek to secure a minimum of 20% of the total jobs created by the construction of new development above the set threshold to be advertised exclusively to local residents through the Council's Job Brokerage Service for a specified minimum period. It is expected that best endeavours be used and that the developer will work with the Council to ensure that the target of 20% employment of local residents is achieved in both construction and end user phase of new qualifying development.

**SP3.14A** Each of Croydon's Metropolitan, Town, District and Local Centres collectively form the borough's town centre hierarchy as defined in Annex 2 of the NPPF. Each has a diverse community and unique culture. To encourage local opportunities to live, work and play, development in these centres should support the consolidation of uses that serve the local community.

**Table 5.1** Table moved to follow policy “DM9” see Table 5.13

## Designations shown on the Policies Map

Each of the designations set by this policy are shown on the *Policies Map*. The designations are summarised in Table 5.2:

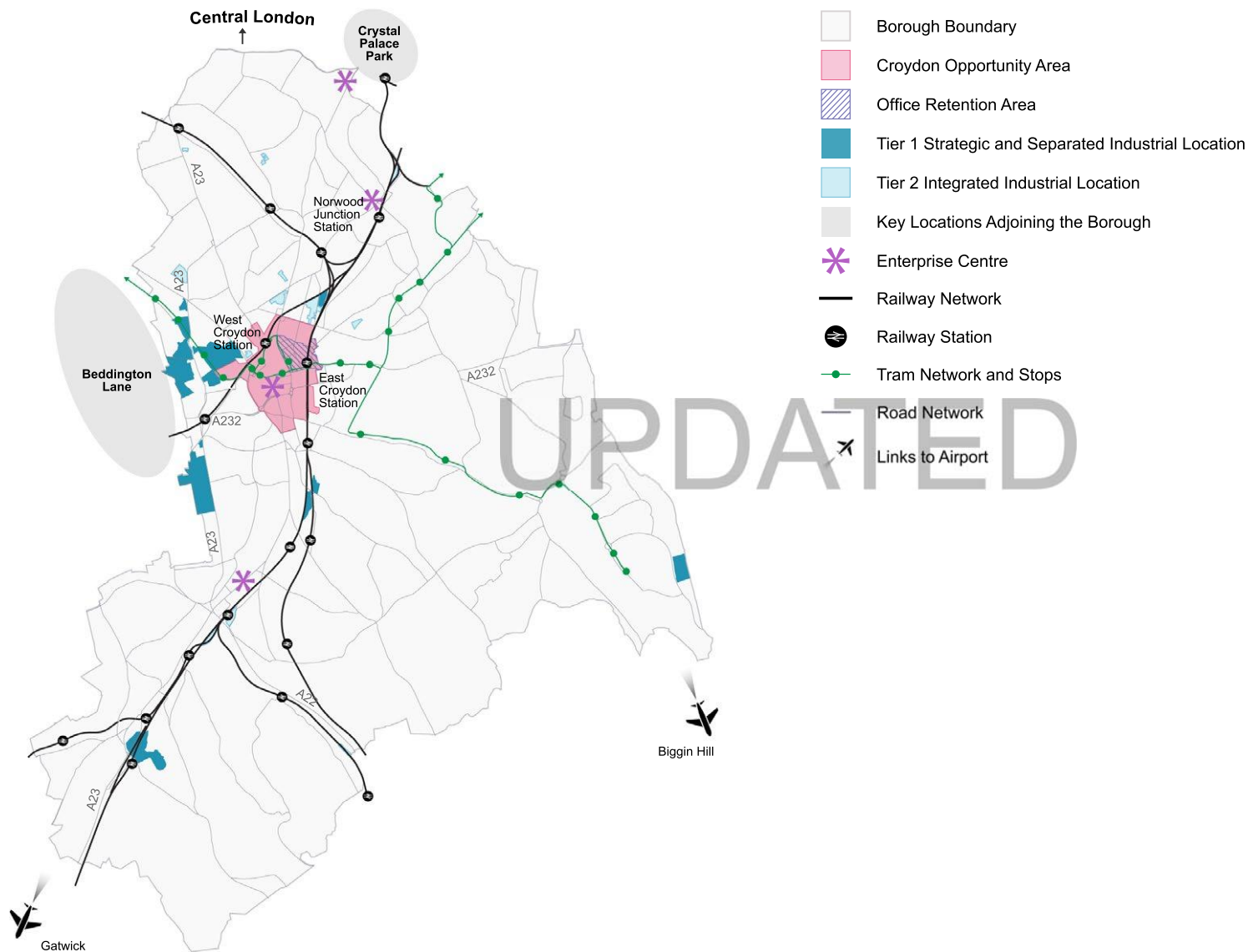
**Table 5.2** Designations set by Policy SP3 shown on the Policies Map

| Designation                    | Locations   |
|--------------------------------|---|
| Strategic Industrial Location  | Marlpit Lane<br>Purley Way North<br>Purley Way South  |
| Separated Industrial Location  | Gloucester Road (East)<br>Selsdon Road<br>Vulcan Way  |
| Integrated Industrial Location | Approach Road, Purley (Safeguarded Rail Aggregates Site)<br>Bensham Grove<br>Bushey Close<br>Gloucester Road (West)<br>Hampton Road<br>Hastings Road<br>Land between railway tracks (Norwood Junction/Penge Road)<br>Land between railway tracks (Purley/Fairbairn Close)<br>Norbury Trading Estate<br>Pitlake<br>Thornton Road<br>Union Road |
| Croydon Metropolitan Centre    | Croydon Metropolitan Centre   |

| Designation           | Locations   |
|-----------------------|---|
| District Centre       | <p>Coulsdon</p> <p>Crystal Palace</p> <p>New Addington</p> <p>Norbury</p> <p>Purley</p> <p>Selsdon</p> <p>South Norwood</p> <p>Thornton Heath</p>   |
| Local Centre          | <p>Addiscombe</p> <p>Beulah Road</p> <p>Brighton Road (Sanderstead Road)</p> <p>Brighton Road (Selsdon Road)</p> <p>Broad Green</p> <p>Hamsey Green</p> <p>Pollards Hill</p> <p>Sanderstead</p> <p>Shirley</p> <p>Thornton Heath Pond</p> |
| New Local Centre      | <p>Fiveways</p> <p>Waddon Marsh</p> <p>Valley Park</p>  |
| Office Retention Area | New Town and East Croydon areas of the Croydon Opportunity Area   |

### What will it look like

Figure 5.1: Employment in Croydon



UPDATED

Figure 5.2: Employment in Croydon

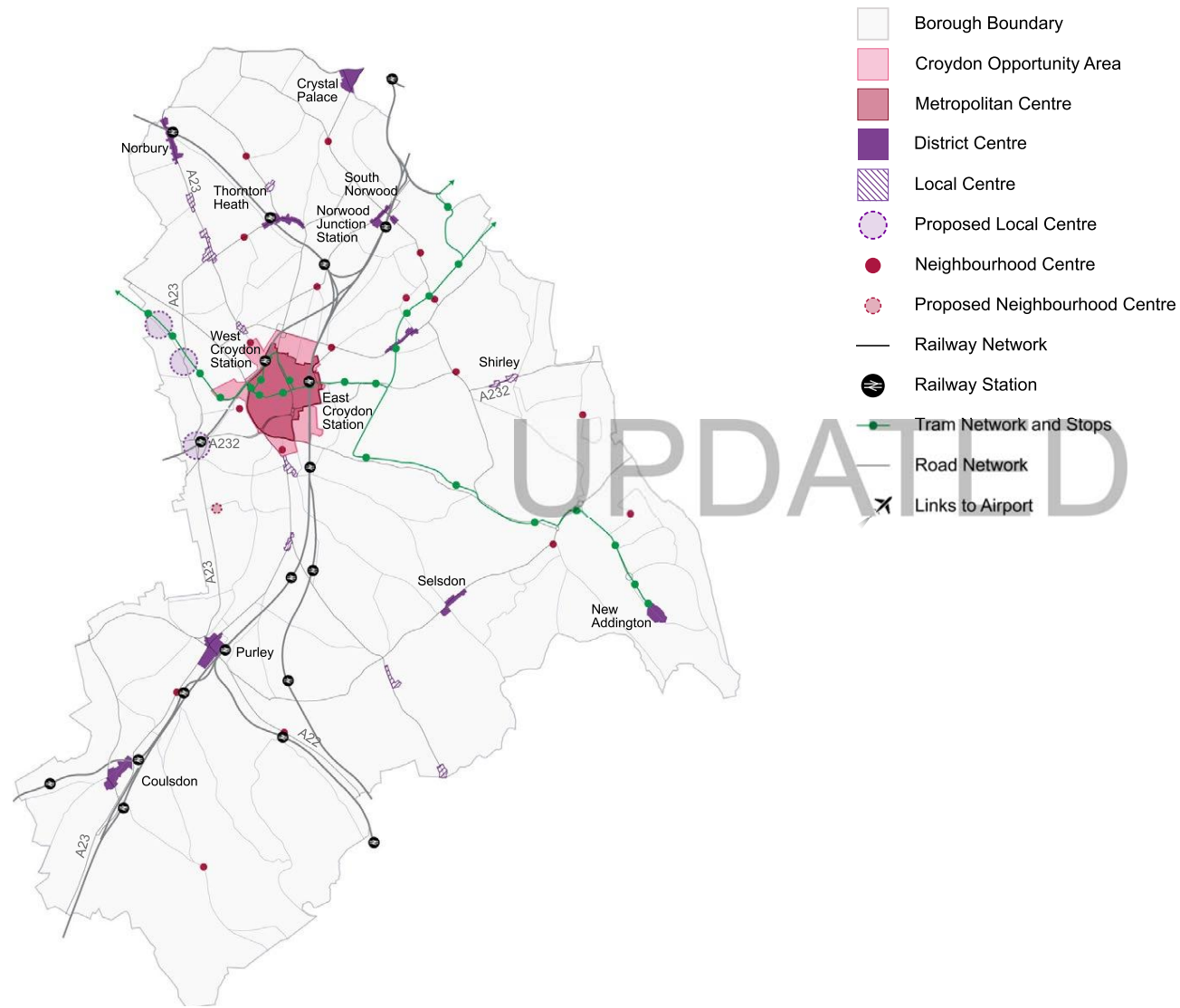
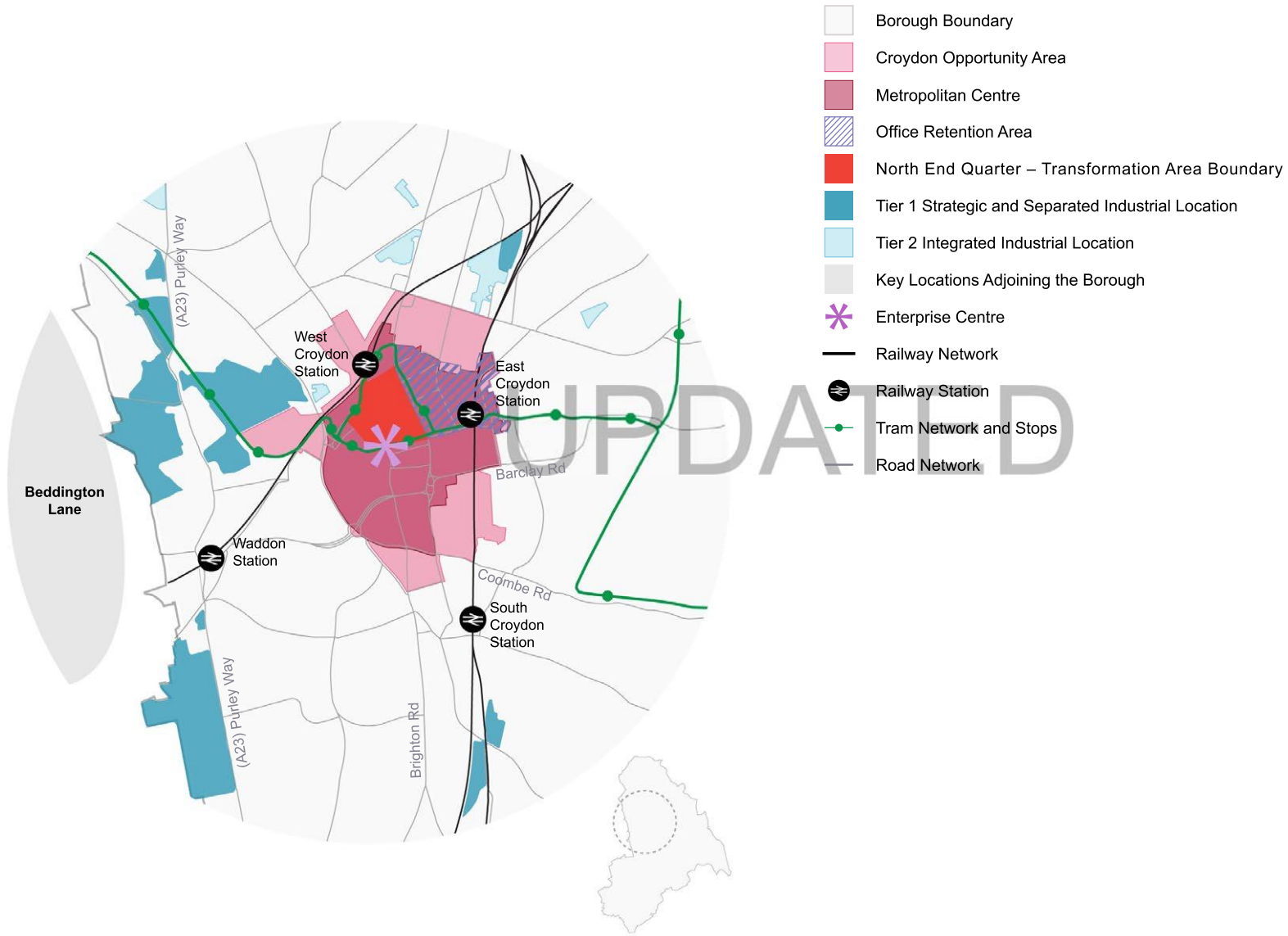


Figure 5.3: Employment in Croydon



## Why we have taken this approach

### ***Innovation, Investment & Enterprise***

**5.2** The Mayor's Business Plan includes the objective to "Support the local economy and enable residents to upskill and access job opportunities."

A network of Enterprise Centres focusing on cultural and creative industries and innovation will be pursued across the borough as part of realising this vision.

**5.3** The Council is committed to training, work placements and apprenticeships and views them as being a sustainable way to improve employment prospects for local people. The Council is determined to ensure that S106 obligations secure placements for local people during the construction phase of building projects and the provision of skills training.

**5.4** Paragraph deleted.

**5.5** It is essential that Croydon has the floor space capacity to meet expected demand for small and medium enterprise employment, it is essential that Croydon has the capacity to meet expected demand for small and medium enterprise employment, as well as industrial and warehousing activities. The Employment Land Review evidence base indicates that the current employment land supply is tight and predicted to become more so. The Croydon Monitoring Report (April, 2018) found that overall there was a net loss of almost 34,811m<sup>2</sup> of Class B floor space in Croydon between 2011 and 2018.

**5.6** The '4-tier' approach is a strong approach to the protection of industrial capacity which supports the South London Waste Plan, yet also offers greater prospects of bringing about investment and renewal of industrial/employment locations, bringing forward new workshops/studios in town centre locations and meeting other policy objectives.

**5.7** 'Tier 1' locations are significant sized industrial locations that have historically been established and are self-contained so that they benefit from better separation from nearby residential properties and therefore lend themselves to the highest level of protection for industrial and warehousing activity. Two of these areas Purley Way (comprising Purley Way North and South) and Marlpit Lane are also identified in the London Plan as Strategic industrial Locations and should therefore have the highest policy protection to ensure their economic importance which have local as well as regional economic significance is assured.

**5.8** 'Tier 2' Locations perform an important economic function but are smaller scale industrial estates where residential development grew up alongside the commercial buildings. They perform a valuable economic function as they generally employ a local workforce. The function of Tier 2 locations has a social benefit as well as being sustainable as the workforce does not generally travel as far thereby encouraging sustainability of the location. Both Tier 1 & 2 sites, other than those designated as SIL in the London Plan, are considered as LSIS under Policy E6 of the London Plan.

**5.9** Paragraph deleted.

**5.10** Within town centres ('Tier 3') (industrial/warehousing uses will be protected to help the Council limit the losses in the borough-wide stock of such premises. The promotion of new workshops in these locations will also add a greater degree of diversity (and theoretically a greater resilience), to the employment offer of the borough's town centres.

**5.11** Paragraph deleted.

**5.12** Paragraph deleted.

**5.13** In order to demonstrate that there is no demand for a scheme comprised solely of Class B2 and B8 uses in 'Tiers 2, 3 and 4' locations, evidence will need to be submitted that a marketing exercise has been undertaken for a minimum of 18 months. The Council will need to be satisfied that the site has been offered at a price commensurate with the value of the site for the permitted uses and that active promotion has been undertaken by agents marketing the site.

**5.14** Paragraph deleted.

**5.15** The creative and cultural sectors are a key industry in Croydon, the Enterprise Centre in the Croydon Metropolitan Centre acts as a flagship for the sector. Developing a central location as a 'hub' will provide a clear signal that Croydon is 'open for creative businesses'.

**5.16** Croydon is well known for the success rising from its creative economy. The Fairfield Halls is a cultural asset and creative space synonymous with Croydon and is also of regional importance. As a creative space synonymous with Croydon, its retention has a prominent role in supporting the development of spaces for the creative economy and merits inclusion within the Strategic Policies of the Croydon Local Plan.

**5.17** The creative economy has previously been associated with those of with low social mobility which has constraining the sectors ability to thrive.

Across Croydon, but particularly within Croydon Metropolitan Centre, there are substantial amounts of underused sites/buildings. This usually corresponds with sites that are pending development. The Council considers such sites lying dormant a potential opportunity. Organisations within this sector such as ACAVA (Association for Cultural Advancement through Visual Art) and ACME (providing artists with affordable studio and living space) are experts at making temporary use of such space. Opportunities to support Croydon's Cultural and Creative industries through temporary occupation should be taken allowing the industry to grow and support chances for increased social mobility. Elsewhere in the Strategic Policies other temporary uses are promoted such as urban greening, urban agriculture and providing space for community groups. Providing a variety of various sized employment and workspaces aims to encourage and maintain local business in Croydon. Ensuring small and medium units are available following redevelopment provides affordable options for businesses starting out as well as making sure there is space for businesses to grow and expand within the borough

**5.18** As well as encouraging new activity in this sector, it is essential that the Council continues to protect existing capacity for activities such as theatres, cinemas, art galleries etc. This is supported by the Culture for all Londoner's – Mayor of London's Cultural Strategy.

**5.18A** The Council's strategic approach to development of cultural and creative infrastructure will be informed by the legacy of the London Borough of Culture programme, delivered 2023-24. The strategic aims of this programme include: developing cultural leadership and skills within the creative sector; creating opportunities for young people to participate in culture and follow creative career pathways; engaging new audiences and activating places and spaces around the borough with cultural programming; and using culture to improve people's health and wellbeing in Croydon. The delivery of the Mayor of London's Cultural Strategy and the Council's cultural strategy will be relevant for decision making and development management in regards to cultural infrastructure and should be considered alongside the Local Plan.

**5.19** Encouraging design that is sensitive to the character of the area is an important way to improve the quality of the built environment in the borough. Development should consider its orientation on site with respect to main roadways, providing clear signage and landscaping where appropriate. Addressing the interface between industrial and non-industrial sites as well as the streetscape should be used to improve the quality of the environment. Design considerations that address place making should be integrated into industrial sites to improve conditions for employment and worker amenity. Improvements should incorporate good design that supports economic conditions and encourages investment. Derelict sites and buildings can impact on the perception of the borough and the visual quality of the public realm. They can have an adverse impact on community safety owing to a lack of active frontages. A policy to encourage creative and cultural uses can enhance the public realm to help build social cohesion, support cultural diversity, engender a sense of safety and belonging as well as helping this sector to grow in the borough.

### **Town Centres**

**5.20** The process of conducting town centre health checks should ensure that the role of the borough's town centres and their relationships to one another is fit for purpose and adequately supports the London network of town centres and convenience and comparison retail needs. Centres can be reclassified in the light of subsequent reviews or alterations to [the Local Plan or the London Plan](#).

**5.21** The objective to direct town centre uses to existing centres (because of their higher levels of accessibility and ability to support multiple purpose trips) remains central to government policy in the National Planning Policy Framework and provides justification for this policy. The mix of uses in each centre will be determined by factors such as existing clusters of activity (e.g. vibrant evening economy, grouping of large offices, presence of higher education providers, etc.) as well as other designations.

**5.22** Croydon Metropolitan Centre has the highest level of regional and sub-regional accessibility in the borough. The case for it to be the principal location for the town centre uses is supported by the importance attached to Croydon Metropolitan Centre in the London Plan. The Council is committed to facilitating development within Croydon Metropolitan Centre. Therefore, the Council will seek to strengthen Croydon's role as a Metropolitan Centre. Policies in the Transport and Communications [Chapter](#) to improve Wi-Fi connectivity and mobile phone bandwidth will support this policy.

**5.23** Development in Croydon Metropolitan Centre will be promoted in accordance with the London Plan designation as an 'Opportunity Area, a 'Metropolitan Centre', a 'Potential Outer London Development Centre' for 'Strategic Office' uses and in accordance with its status as a 'Strategic Cluster of Night-Time Activity with Regional/Sub-Regional Importance'.

**5.24** Regular town centre 'health checks' form part of the Council's promotional role and help to ensure boundaries, policies and classifications remain relevant. The nature of planned growth in the borough over the plan period could necessitate the need to provide additional town centres. Conversely, other centres which face challenges resulting from changes in retailing (growth in online shopping, competition from out-of-town retail, etc.) may require consolidation.

**5.25** In addition to the London Plan town centre hierarchy, Neighbourhood Centres have been identified. These offer the opportunity for clusters of uses, in particular community uses, to emerge or be supported by planning policy. [Given the higher levels of accessibility to residents by active transport, these well connected areas are key to improving the health of the local population by increasing activity and improving air quality through reduced dependence on the private vehicle.](#) The identification of Neighbourhood Centres goes beyond recognising centres solely for their retail function, but for the wider role they play in supporting the local community.

**5.26** Croydon is in competition for inward investment with other parts of London, notably the Thames Gateway and the M4 corridor (the Western Wedge). It also competes with centres in Surrey and West Sussex, but to do so successfully, the stock of commercial premises needs to be improved. Policy SP4 (Urban Design, Heritage & Local Character) will also help Croydon to retain/attract new job opportunities.

**5.27** It is anticipated that the level of reduction in retail vacancies will be achieved through the regeneration of Croydon as a Metropolitan Centre and through a mixture of new lettings and redevelopments of town centre sites.

**5.28** Based on labour growth forecasts the demand for office space in the borough over the plan period is 30,500m<sup>2</sup>. The lower end of the range reflects a change to more home working. It is this figure that is taken forward as the floor space target in the Local Plan. The majority of this office space demand, (90%), is projected to be for Grade A accommodation in prime locations within the Croydon Metropolitan Centre in the vicinity of East Croydon station and within the New Town area (as defined in the Opportunity Area Planning Framework). Croydon being identified as a strategic outer London office location in the London Plan means this area is attractive to commercial developers. Therefore, development in this area is encouraged to be office based (in full or part) and it is required that office development is explored fully as part of any development proposal. Demand is highest in this area for Grade A Office floor space (as defined in the Glossary in Appendix 1). There remains demand for cheaper, lower quality accommodation for new businesses so, within the Office Retention Area loss of office floor space needs to be justified by the submission of a viability appraisal to show that there is no demand for office floor space, proportionate office floor space or refurbished offices. Office floor space provision within a scheme will also be considered against the complexion and merits of the other uses proposed. This growth and protection will increase the opportunities for employment in Croydon Metropolitan Centre, support its urban renewal and contribute to the Croydon Local Plan's spatial vision of being London's most enterprising borough.

**5.28A** Higher education attainment has been shown to correspond to lower rates of unemployment and poverty. Positive outcomes in these areas are associated with increased resilience within the community through reduced societal deprivation. Opportunities to provide higher education uses such as universities and associated facilities in the borough are supported. Provision of higher education uses should encourage the full range of associated activities to the town centre.

## Development in Croydon Metropolitan Centre, and District and Local Centres

### Strategic Objectives and related Croydon Local Plan strategic policies

Policy SP3.6

Policy SP3.9

Policy SP3.10

Policy SP3.13

### Why we need this policy

**5.29** Retailing is at the heart of the borough's town centres. These spaces serve as the primary location for retail, meeting the day-to-day needs of the community and can often be accessed through active travel. However, they are also places where a wide range of other uses help to ensure vitality and viability is maintained. The policies in this section set out the approach to uses by location within a the borough's centres. For this purpose it sets the following designations:

- a. Boundaries of the Croydon Metropolitan Centre District and Local Centres (the borough's town centres);
- b. Primary shopping Areas; and
- c. Secondary retail frontages.

**5.30** Paragraph deleted

**5.31** London Plan policy SD6 identifies a range of measures boroughs should undertake in relation to town centres, including setting out policies for each type of area within centres.

**5.32** Paragraph 90 of the National Planning Policy Framework states 'Planning policies should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaption.'

## Policy DM4: Development in Croydon Metropolitan Centre, District and Local Centres

**DM4.1** The vitality and viability of Croydon Metropolitan Centre and the borough's District and Local Centres **will be** maintained and increased by permitting new developments or changes of use **in accordance with Table 5.3**.

**DM4.2** Policy deleted.

**DM4.3** Outside of Main and Secondary retail frontages, but within centres, proposals for mixed use developments will be required to either:

- a. Demonstrate that a specific end user will be occupying the ground floor unit upon completion; or
- b. Provide a free fitting out of all ground floor units for the eventual end occupier to ensure that the unit is capable of occupation and operation by the end user and ensure that the ground floor units are capable of conversion to the same use as the remainder of the building if after two years, subsequent to completion, no end user has been found for the ground floor unit.

**Table 5.3** New development proposals and changes of use in Croydon Metropolitan Centre and Town Centres

| Part of the town centre                             | Use   | Expansion of existing uses or newly proposed uses  |
|---|---|--|
| Main retail frontages                               | A1 Shops (Class E and F2)                         | Acceptable in principle  |
|   | Class E (except F2 and shops)                     | Acceptable in principle as long as it does not result in more than 60% of the ground floor of units falling outside the A1 use class shop use (Classes E & F2)   |
|   | Pub or drinking establishment, hot food Takeaway) | Acceptable in principle as long as it does not result in more than 60% of the ground floor of units falling outside the A1 use class shop use (Classes E & F2), and does not result in two or more adjoining A5 takeaway units |
|   | All Other Uses                                    | Not acceptable   |
| Secondary retail Frontage                           | Commercial, business and service (Class E)        | Acceptable in principle  |
|   | Pubs and drinking establishments (Sui Generis)    | Acceptable in principle  |
|   | Hot food takeaways (Sui Generis)                  | Acceptable in principle as long as it does not result in two or more adjoining hot food takeaway units at ground floor   |
|   | Class C1 Hotels, boarding and guest houses)       | Acceptable in principle as long as it results in an active frontage and does not undermine the retail function of the frontage   |
|   | All Other Uses                                    | Not acceptable unless it relates to a Community Use proposals involving an increase of existing non E or F2 A Class ground floor   |
| Outside a Frontage but within Primary Shopping Area | All Uses  | Acceptable in principle subject to the requirements of Policy DM4.3  |
| Rest of Centre                                      | Class E and Class F2                              | See Policy DM8: Development in edge of centre and out of centre locations  |
|   | All Other Uses                                    | Acceptable in principle subject to the requirements of Policies DM4.3 and SP3.2  |

## Designations shown on the Policies Map

Each of the designations set by this policy are shown on the *Policies Map*. The designations are summarised in Table 5.4:

**Table 5.4** Designations set by Policy DM4 shown on the Policies Map

| Designation               | Locations  |
|---------------------------|--|
| Primary Shopping Area     | Croydon Metropolitan Centre<br>Addiscombe District Centre<br>Beulah Road Local Centre<br>Brighton Road (Sanderstead Road) Local Centre<br>Brighton Road (Selsdon Road) Local Centre<br>Broad Green Local Centre<br>Coulsdon District Centre<br>Crystal Palace District Centre<br>Hamsey Green Local Centre<br>New Addington District Centre<br>Norbury District Centre<br>Pollards Hill Local Centre<br>Purley District Centre<br>Sanderstead Local Centre<br>Shirley Local Centre<br>Selsdon District Centre<br>South Norwood District Centre<br>Thornton Heath District Centre<br>Thornton Heath Pond Local Centre |
| Main Retail Frontage      | See Appendix 3 for locations   |
| Secondary Retail Frontage | See Appendix 3 for locations   |

## How the policy works

**5.33** To allow for flexibility in uses this policy allows for Class E uses in town centre frontages. This policy limits the saturation of hot food takeaways as the associated waste and delivery issues can cause harm to residential amenity. The clustering of hot food takeaways can have an adverse impact on the vitality and viability of town centres, therefore limiting hot food takeaways will help to ensure residents have a greater choice of retail services.

**5.34** Furthermore, studies have identified that one in three children is overweight or obese by the time they leave primary school and in 2014, an estimated 62% of the adult population were overweight or obese. Croydon was selected as a pilot for the Mayor of London's Food Flagship program and one of the aims of the program is to improve the quality of food available to schools and communities. Limiting the number of hot food takeaways in the borough's town centres will support the public health agenda of tackling obesity and associated health problems and will promote access to healthier food options.

**5.35** Paragraph deleted.

**5.36** Paragraph deleted.

**5.37** Across the borough there are many examples of mixed use developments in town centres but outside of Main and Secondary Retail Frontages, where the ground floor units have been left as an empty shell. The costs of fitting out these units to a standard that allows them to be used for their intended purpose can be prohibitive and the resultant boarded up units harm the vitality of the centre. To avoid this, all mixed use developments within a town centre but outside of a designated frontage will be required to have either an end user for the unit (evidenced by a pre-let agreement or by the applicant being the end user) at the time of granting permission or to provide a free fitting out of the unit for the first occupier.

**5.38** All speculative schemes in town centres but outside of **Primary** and **Secondary** Frontages will also be required to be designed in a way that would allow conversion of the ground floor unit to residential or the same use as the remainder of the building if not residential. In some cases, the Council may enter a legal agreement with the applicant to ensure that the ground floor unit is let and if not then converted to the same use as the remainder of the building.

**5.39** For the purposes of Part 3 Class M and MA of the General Permitted Development Order (2015), which sets out the circumstances where planning permission is not required for changes of use from retail to residential use, **Primary** Frontages are considered to be key shopping areas. In these locations any change of use from a retail use to residential will require an application to be made for planning permission which will be considered against the requirements of this policy.

## Key supporting documents

- Understanding and Shaping the Cultural Sector in London Borough of Croydon (Draft Final Report) (Sept 2010)
- Croydon's Monitoring Report (annual)
- **Croydon Town Centre and Retail Study (2023)**
- Office, Industrial & Warehousing Land/Premises Market Assessment (2010)
- Employment Land Review Update (2020)
- Review of Town Centre Designations (2013)
- Assessment of boundaries and designations for Croydon Metropolitan Centre, District and Local Centres including analysis of mixed use developments (2012 and 2015)
- Appendix 3 – Designated retail frontages
- **Understanding and Shaping the Cultural Sector in London Borough Croydon (Draft Final Report) (Sept 2010)**
- **Building the foundations: Tackling obesity through planning and development (Town and Country Planning Association) (March 2016)**

## Development in Neighbourhood Centres

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 5

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#### Strategic Objective 6

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#### Strategic Objective 7

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#### Policy SP4.9

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#### Policy SP5.3

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#### Policy SP5.4

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#### Policy SP5.5

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#### Policy SP5.6

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#### Policy SP5.7

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### Why we need this policy

**5.40** The Council seeks to provide a range of services and community facilities to contribute to its aim of creating healthy and liveable neighbourhoods.

**5.41** In appropriate areas, the Council will seek to promote development of community facilities that will serve a neighbourhood demand for these uses.

**5.42** Paragraph deleted.

**5.43** Neighbourhood Centres are not intended to compete with designated District or Local Centres, and should serve a local need smaller in scale to that of a Local Centre. They should be able to meet the day-to-day needs of the local community and allow for modest growth in order to accommodate local needs.

**5.44** Typically more limited in retail offer to Local or District Centres, Neighbourhood Centres may contain a place of worship, playground, school, public house, GP and pharmacy.

**5.45** Neighbourhood Centres serve the whole community, but are particularly important to those who do not have access to a car, are unable to travel far or those with a disability.

**5.46** The London Plan states that boroughs should identify and promote the complementary offers of the other smaller centres in the network including neighbourhood centres and local shopping parades. These play a key role in meeting 'walk to', everyday needs and are often the core of local 'Lifetime' neighbourhoods.

**5.47** Neighbourhood Centres typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket, sub-post office, pharmacy, launderette and other useful local services. They can play a key role in addressing areas deficient in local retail and other services.

**5.48** The London Plan sets out its ambitions to plan for a range of social infrastructure required for London's communities and neighbourhoods to support a high and improving quality of life. It supports a city of diverse, strong, secure and accessible neighbourhoods and seeks to ensure that neighbourhoods provide convenient access, especially by foot, to local goods and services needed on a day to day basis. Local neighbourhoods should act as a focal point for local communities and enhance their overall attractiveness.

**5.49** Surplus commercial capacity should be identified and brought forward to meet housing and local community needs, recognising that this process should contribute to strengthening the 'offer' of the Centre as a whole.

**5.50** Paragraph deleted.

**5.51** The Urban Design Compendium notes that 'local facilities bring residents together, reinforce community and discourage car use'. Furthermore, it states that newsagents should be within a five minute walk, and local shops, health centres and other services which serve a local need, should be a ten minute walk. This approach is also considered appropriate in Shaping Neighbourhoods: A Guide for Health, Sustainability and Vitality.

## Policy DM5: Development in Neighbourhood Centres

**DM5.1** The Council will ensure that the vitality and viability of Neighbourhood Centres are maintained and enhanced and that they continue to provide a level of service of neighbourhood significance.

**DM5.2** In the vicinity of Neighbourhood Centres, development proposals:

- a. For **town centre uses** and community facilities should be of a reasonable scale, proportionate to serve a neighbourhood need and have a clear relationship to other facilities within the centre. Guidance is given in Appendix 4;
- b. Must accord with Table 5.5; and
- c. Demonstrably relate to the Neighbourhood Centre, be in scale and be within reasonable walking distance to other retail and community uses within the centre.

**Table 5.5** New development proposals and changes of use in the vicinity of Neighbourhood Centres

| Part of Neighbourhood Centre | Use   | Expansion of existing units or newly proposed units  |
|------------------------------|---|--|
| Within a Shopping Parade     | All   | See Policy DM6: Development in Shopping Parades  |
| Outside of a Shopping Parade | <b>Main town centre Class E uses (Commercial, business and service); pubs and drinking establishments; hot food takeaways</b> and town centre community uses  | Acceptable in principle with a limit of floor space of 280m <sup>2</sup> (net), located within a five or ten minute walk from the centre, having a clear visual relationship to the centre and not disconnected from the centre by physical barriers. Guidance is given in Appendix 4. |
|                              | <b>Non-main town centre Class E uses (Commercial, business and service)</b>   | Acceptable in principle  |
|                              | All other community uses  | Acceptable in principle  |
|                              | C3  | Acceptable in principle  |
|                              | All other uses (including <b>Main town centre Class E uses Commercial, business and services, pubs and drinking establishments, hot food takeaways</b> and town centre uses with more than 280m <sup>2</sup> (net) floor space) | Not acceptable   |

## Designations shown on the Policies Map

Each of the designations set by this policy are shown on the *Policies Map*. The designations are summarised in Table 5.6:

**Table 5.6** Designations set by Policy DM5 shown on the Policies Map

| Designation          | Locations                                   |
|----------------------|---|
| Neighbourhood Centre | Ashburton Park                              |
|                      | Brighton Road/Downlands Road                |
|                      | Brigstock Road                              |
|                      | Coulsdon Road/Court Avenue                  |
|                      | Fieldway                                    |
|                      | Green Lane/Northwood Road                   |
|                      | Kenley (Godstone Road)                      |
|                      | London Road/Kidderminster Road              |
|                      | Lower Addiscombe Road/Cherry Orchard Road   |
|                      | Portland Road/Watcombe Road/Woodside Avenue |
|                      | Selhurst Road                               |
|                      | Selsdon Park Road/Featherbed Lane           |
|                      | Shirley Road                                |
|                      | South End/Parker Road/St Peter's Church     |
|                      | South Norwood Hill                          |
|                      | Spring Park/Bridle Road                     |
|                      | Waddon Road/Abbey Road                      |
| Waddon Way           |   |
| Woodside Green       |   |

## How the policy works

**5.52** This approach is the preferred approach as it assists in promoting the development of community facilities to serve neighbourhood areas and complies with the **NPPF** and the London Plan.

**5.53** Neighbourhood Centres are not town centres (unlike District and Local Centres). Thresholds are applied to specific uses within Neighbourhood Centres to ensure that proposed developments only serve a neighbourhood need and should not be to the detriment of designated Local or District Centres whilst enabling development of town centre uses that serve the local community.

**5.54** This policy seeks to ensure that flexibility is granted to community facilities that wish to locate in Neighbourhood Centres in order to serve a local identified need.

**5.55** Where indicated as acceptable in principle, proposals will also have to comply with other policies in the plan such as those on neighbouring amenity or traffic safety.

**5.56** Neighbourhood Centres typically serve their immediate residential properties, and as such a five to ten minute walk is considered an appropriate distance.

**5.57** The Council will not permit the development or expansion of **main town centre uses** that would significantly increase the 'offer' of the Neighbourhood Centre to the detriment of a Local or District Centre. For this reason, development of town centre uses with a floor space above 280m<sup>2</sup> will still be subject to a sequential test in accordance with Policy DM8: Development in edge of centre and out of centre locations. **Main town centre uses are defined in the glossary of the NPPF (under main town centre uses) and in Appendix 1 of this Plan.**

**5.58** For the purposes of Part 3 Class M and MA of the General Permitted Development Order (2015), which sets out the circumstances where planning permission is not required for changes of use from retail to residential use, designated Shopping Parades within Neighbourhood Centres are considered to be key shopping areas.

### Key supporting documents

- Croydon's Monitoring Report (annual)
- Assessments of boundaries and designations for Croydon Metropolitan Centre, District and Local Centres (2012 and 2015)
- **Croydon Town Centre and Retail Study (2023)**
- The Urban Design Compendium (2000)
- Barton, H., et al. (2003) Shaping Neighbourhoods: A Guide for Health, Sustainability and Vitality

## Development in Shopping Parades

### Strategic Objectives and related Croydon Local Plan strategic policies

Policy SP3.6

Policy SP3.7

Policy SP3.8

Policy SP3.9

Policy SP3.10

Policy SP3.11

Policy SP3.12

Policy SP3.13

### Why we need this policy

**5.59** The primary function of Shopping Parades is to provide local convenience shopping facilities. This policy sets out the policy approach to different uses within Shopping Parades and also designates each Shopping Parade in the borough.

**5.60** Paragraph deleted.

**5.61** A review of all retail units outside any town centre or Shopping Parade based on the Croydon Monitoring Report 2014/15 has identified that there are a number of locations in the borough that could benefit from designation as a Shopping Parade.

## Policy DM6: Development in Shopping Parades

The Council will ensure that the vitality and viability of the borough's Shopping Parades is maintained and increased and that they continue to serve local communities by ensuring new development proposals and changes of use on the ground floor are in accordance with Table 5.7.

**Table 5.7** New development proposals and changes of use in Shopping Parades

| Use  | Expansion of existing units or newly proposed units  |
|--|--|
| Town centre Class E (Commercial, business and service) uses and pubs and drinking establishments | Changes of use or proposals which do not result in an increase in floor space of the overall Parade are acceptable in principle. Other development will be subject to the provisions of Policy DM8: Development in edge of centre and out of centre locations.   |
| Non-town centre Class E (Commercial, business and service) uses and Community Uses               | Acceptable in principle.   |
| Hot food takeaways   | Acceptable in principle as long as it does not result in more than 60% of the ground floor of such units (within the entirety of the Parade), falling outside the shop use (Classes E and F2 uses) and does not result in two or more adjoining hot food takeaway units.<br><br>It must provide an active frontage, adequate arrangements for dealing with waste (including customers' waste) and any delivery service intended must be accredited in accordance with the Council's Eat Well Croydon scheme. |
| All Other Uses   | Unless it relates to a Class F2 Community Use, proposals involving an increase of non-Class E ground floor space within parades will be refused  |

## Designations shown on the Policies Map

Each of the designations set by this policy are shown on the *Policies Map*. The designations are summarised in Table 5.8:

**Table 5.8** Designations set by Policy DM6 shown on the Policies Map

| Designation     | Locations                      |                                     |                                 |
|-----------------|--------------------------------|-------------------------------------|---------------------------------|
| Shopping Parade | Bensham Lane                   | London Road/Fairholme Road          | Shirley Poppy                   |
|                 | Brighton Road/Biddulph Road    | London Road/Mead Place              | Shirley Road                    |
|                 | Brighton Road/Kingsdown Avenue | London Road/Nova Road               | Shirley Road/Bingham Road       |
|                 | Brighton Road/Newark Road      | Lower Addiscombe Road               | Shrublands                      |
|                 | Brigstock Road                 | Lower Addiscombe Road/Davidson Road | Southbridge Road                |
|                 | Bywood Avenue                  | Lower Addiscombe Road/Warren Road   | South Norwood Hill              |
|                 | Calley Down Crescent           | Lower Barn Road                     | Stoats Nest Road                |
|                 | Chapel View                    | Mayday                              | Taunton Lane                    |
|                 | Cherry Orchard Road            | Milne Park East                     | The Parade, Coulsdon Road       |
|                 | Chipstead Valley Road          | Mitcham Road/Aurelia Road           | Thornton Road                   |
|                 | Crossways Parade               | Mitcham Road/Wentworth Road         | Waddon Road                     |
|                 | Crown Parade                   | <b>Mitchley Avenue</b>              | Wayside, Fieldway               |
|                 | Elmfield Way                   | Monks Orchard                       | West Croydon                    |
|                 | Fiveways Corner                | Norbury Road                        | Whitehorse Lane                 |
|                 | Forestdale Centre              | Portland Road                       | Whitehorse Road                 |
|                 | Godstone Road, Kenley          | Portland Road/Sandown Road          | Whitehorse Road/Pawsons Road    |
|                 | Green Lane                     | Purley Oaks                         | Wickham Road                    |
|                 | Grovelands                     | Purley Way                          | Windmill Road/St Saviour's Road |
|                 | Headley Drive                  | St James's Road                     | Windmill Road/Union Road        |
|                 | Kenley Station                 | Sanderstead Station                 | Woodside Green                  |
|                 | Lacey Green                    | Selhurst Road                       |                                 |
|                 |                                | Selsdon Road                        |                                 |

## How the policy works

**5.62** This policy seeks to ensure that units within the Shopping Parade are within Class E use (Commercial, business and service), or a pub or drinking establishment. Unless it relates to a Class F2 community use, proposals involving the net loss of ground floor Class E floor space within Shopping Parades will be refused.

**5.63** The policy limits the opening of new hot food takeaways units or changes of use to hot food takeaways in shopping parades. This will help to ensure residents have a greater choice of local retail services and will limit associated waste and delivery issues that can cause harm to residential amenity. Controls on the opening of new hot food takeaways support access to healthier food options outside town centres as shopping parades are often located in residential areas in close proximity to open spaces and schools.

**5.64** Sui Generis activities which serve the local area (such as a launderette) and community facilities are also acceptable uses within Shopping Parades. Shopping Parades can also provide space for small start-up companies who need office or workshop space, so changes of use to Business uses are also acceptable to facilitate this. However all other uses (including Sui Generis which serve a wider catchment) are not acceptable uses. New development of Class B1 uses are also unacceptable as new development of this type could threaten the retail character of a Shopping Parade in a way that change of use would not.

**5.65** Paragraph deleted.

## Key supporting documents

- Croydon's Monitoring Report (annual)
- Assessments of boundaries and designations for Shopping Parades (2012 and 2015)
- Appendix 3 – Designated retail frontages
- [Croydon Town Centre and Retail Study \(2023\)](#)

## Development in Restaurant Quarter Parades

### Strategic Objectives and related Croydon Local Plan strategic policies

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**Policy SP3.6**  
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**Policy SP3.7**  
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**Policy SP3.8**  
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**Policy SP3.9**  
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**Policy SP3.10**  
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**Policy SP3.13**  
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### Why we need this policy

**5.66** The Restaurant Quarter in South End has grown over many years into a popular collection of largely independent bars and restaurants. The area is also home to Scream Studios, a recording studio and live music venue, which, along with other complementary activities, helps to diversify the cultural/leisure offer.

**5.67** This policy applies to the ground floor only and seeks to encourage more bar and restaurant activity. The policy differs from that which relates to Shopping Parades by not placing a limit on the number of **restaurants, cafes and, drinking establishments** within the frontage. **The Restaurant Quarter Parade is** shown on the Policies Map.

**5.68** Paragraph deleted.

**5.69** A survey of South End indicated that the cluster of bars and restaurants is significant not only in terms of the cultural and leisure offer, but also as a generator of direct and indirect employment.

**5.70** Policy **HC5** of the London Plan encourages the designation and development of cultural quarters.

## Policy DM7: Development in Restaurant Quarter Parades

The designated Restaurant Quarter Parades will ensure the vitality and viability is maintained and increased and that it continues to serve local communities by ensuring new development proposals and changes of use are in accordance with Table 5.9.

**Table 5.9** New development proposals and changes of use in Restaurant Quarter Parades

| Use  | Expansion of existing units or newly proposed units  |
|--|--|
| Restaurants & Cafes;<br>and pubs and drinking establishments | Acceptable in principle  |
| Hot food takeaway  | Proposals for new hot food takeaways uses or extensions to existing hot food takeaways uses will be refused  |
| All Other Uses   | Unless it relates to a Community Use (up to 250m <sup>2</sup> gross), proposals involving an increase of uses other than restaurants, cafes, pubs and drinking establishments on ground floors within Restaurant Quarter Parades will be refused |

## Designations shown on the Policies Map

Each of the designations set by this policy are shown on the *Policies Map*. The designations are summarised in Table 5.10:

**Table 5.10** Designations set by Policy DM7 shown on the Policies Map

| Designation               | Location  |
|---------------------------|-----------|
| Restaurant Quarter Parade | South End |

## How the policy works

**5.71** This policy seeks to promote bar and restaurant activity by limiting the amount of other uses that can occupy (or extend) the ground floor of premises. A Restaurant Quarter Parade has, therefore, been designated at 6-78 (even) and 1-77 (odd).

**5.72** The policy limits **hot food takeaways** in this area (which could undermine the area's function if restaurants and bars are replaced with hot food takeaways). This will help to safeguard and promote the Restaurant Quarter.

**5.73** Allowing community uses to locate here but limiting their size will enable complementary activities to move into the area but not dominate it.

## Key supporting documents

- Appendix 3 – Designated retail frontages
- **Croydon Town Centre and Retail Study (2023)**

## Development in edge of centre and out of centre locations

### Strategic Objectives and related Croydon Local Plan strategic policies

Policy SP3.6

Policy SP3.7

Policy SP3.8

Policy SP3.9

Policy SP3.10

Policy SP3.13

### Why we need this policy

**5.74** In line with the ‘Town Centres First’ principle, commercial activity should be directed to town centres to take advantage of their better transport functions and so as not to undermine the established centres. However, there are circumstances when proposals for town centre uses in edge of centre and out of centre locations may be acceptable.

**5.75** In relation to drawing up Local Plans, paragraph 90(e) of the NPPF states that ‘where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre’.

**Policy DM8: Development in edge of centre and out of centre locations**

The Council will ensure the vitality and viability of the borough's town centres is maintained and increased by:

- a. Ensuring development proposals for main town centre uses in edge of centre and out of centre locations are in accordance with Table 5.11 and Table 5.12; and
- b. Applying planning conditions to control the subdivision of units, extensions (including mezzanines), and the range and mix of convenience and comparison goods sold.

**Table 5.11** Development of main town centre uses in edge of centre and out of centre locations

| Use   | Development in edge of centre locations  | Development in out of centre locations   |
|---|--|--|
| Town centre Class E (Commercial, business, service) and Leisure | <p>Where a sequential test satisfactorily demonstrates such uses cannot be accommodated, on sites or in units that are both suitable and available, within a town centre or existing vacant units in edge of centre locations, proposals will be acceptable in principle, provided the site is accessible and well connected to the town centre.</p> <p>An impact assessment will be required for proposals which result in a unit greater than 2,500m<sup>2</sup>.</p> <p>Drive through restaurants must make adequate arrangements for dealing with waste (including customer's waste) and for any delivery service intended.</p>  | <p>Where a sequential test satisfactorily demonstrates such uses cannot be accommodated, on sites or in units that are both suitable and available, within a town centre or edge of centre location or existing vacant units in any location, proposals will be acceptable in principle, provided the site is accessible and well connected to the town centre.</p> <p>An impact assessment will be required for proposals which result in a unit greater than 2,500m<sup>2</sup>.</p> <p>Drive through restaurants must make adequate arrangements for dealing with waste (including customer's waste) and for any delivery service intended.</p>   |
| Hot food takeaways  | <p>Not acceptable in wards where the existing provision of hot food takeaways exceeds the national average. In other wards, where a sequential test satisfactorily demonstrates such uses cannot be accommodated, on sites or in units that are both suitable and available, within a town centre or existing vacant units in edge of centre locations, proposals will be acceptable in principle, provided the site is accessible and well connected to the town centre and the use is accredited in accordance with the Council's Eat Well Croydon scheme. Hot food takeaways must make adequate arrangements for dealing with waste (including customers' waste) and for any delivery service intended.</p> | <p>Not acceptable in wards where the existing provision of hot food takeaways exceeds the national average. In other wards, where a sequential test satisfactorily demonstrates such uses cannot be accommodated, on sites or in units that are both suitable and available, within a town centre or existing vacant units in edge of centre locations, proposals will be acceptable in principle, provided the site is accessible and well connected to the town centre and the use is accredited in accordance with the Council's Eat Well Croydon scheme. Hot food takeaways must make adequate arrangements for dealing with waste (including customers' waste) and for any delivery service intended.</p> |
| Arts, culture and tourism                                       | <p>Where a sequential test satisfactorily demonstrates such uses cannot be accommodated, on sites or in units that are both suitable and available, within a town centre or existing vacant units in edge of centre locations, proposals will be acceptable in principle, provided the site is accessible and well connected to the town centre.</p>   | <p>Where a sequential test satisfactorily demonstrates such uses cannot be accommodated, on sites or in units that are both suitable and available, within a town centre or edge of centre location or existing vacant units in any location, proposals will be acceptable in principle, provided the site is accessible and well connected to the town centre.</p>  |
| Non town centre community uses                                  | Acceptable in principle  | Acceptable in principle  |

## How the policy works

**5.76** This policy applies to all commercial uses equating to the NPPF's main town centre uses. Together these are defined as the following:

- a. Retail development (including warehouse clubs and factory outlet centres);
- b. Leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls);
- c. Offices; and
- d. Arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**Table 5.12** Definition of edge of centre and out of centre location (informed by Annex 2 of the NPPF)

| Use                  | Edge of centre when...  | Out of centre when...  |
|----------------------|---|--|
| Retail development   | Within 300m of the boundary of the centre's Primary Shopping Area and well connected  | More than 300m from the boundary of the centre's Primary Shopping Area   |
| Offices              | Within 300m of the boundary of the centre or within 500m of East Croydon, West Croydon, Norbury, Thornton Heath, Norwood Junction, Purley or Coulsdon Town stations | More than 300m from the boundary of the centre and more than 500m from East Croydon, West Croydon, Norbury, Thornton Heath, Norwood Junction, Purley or Coulsdon Town stations |
| Other commercial use | Within 300m of the boundary of the centre   | More than 300m from the boundary of the centre   |

**5.77** When undertaking a sequential test, applicants will be required to demonstrate there is no town centre or edge of centres sites or units that **have the potential to accommodate their proposal, or a site providing a comparable service**. For a site or unit to be able to accommodate a proposal it must be both suitable for the proposed development (noting that both applicants and the Council should be flexible over issues such as format and scale) and likely to be available at the point in time that the proposal is expected to be delivered. For out of centre locations they will be required to assess whether there are any existing vacant out of centre units which can accommodate the proposal as it is sequentially preferable to occupy an existing unit in an out of centre location than develop a new unit.

**5.78** Extensions to existing, changes of use to or new **hot food takeaway** uses will not be permitted in edge of centre or out of centre locations unless the end user is accredited in accordance with the Council's Eat Well Croydon scheme, and the ward in which the proposal is located has a density of hot food takeaways which is at the national average or less. This will restrict the opening of unhealthy hot food takeaways in close proximity to schools and open spaces. In turn this will support the public health agenda of tackling obesity, particularly for children and young people, and promotes access to healthier food options.

**Figure 5.3** Density of takeaways in Croydon in 2016 – **graphic removed**

**5.79** As set out in the NPPF, the purpose of an impact assessment is to understand the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal. It also assesses the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made.

**5.80** Where a proposed extension results in a unit greater than 2,500m<sup>2</sup> of floor space, an impact assessment will be required. Impact assessment will be required to assess the impact of the whole unit and not just the proposed extension.

**5.81** For major schemes where the full impact will not be realised in five years, the NPPF states impact should also be assessed up to ten years from the time the application is made. Impact assessments will be required to assess the impact of the whole unit if it results in a floor space greater than 2,500m<sup>2</sup>.

**5.82** The use of planning conditions on the subdivision, extensions and the range of goods and mix of convenience and comparison goods sold ensures that developments in edge of centre and out of centre locations do not have any significant adverse impact of the vitality and viability of the Metropolitan, District and Local Centres.

**5.83** New community facilities in edge of centre or out of centre locations are acceptable in principle. These main town centre uses will require a sequential test and an impact assessment.

### **Key supporting documents**

- Croydon's Monitoring Report (annual)
- [Croydon Town Centre and Retail Study \(2023\)](#)

## Expansion of industrial and warehousing premises in Strategic, Separated, and Integrated industrial Locations

### Strategic Objectives and related Croydon Local Plan strategic policies

#### Strategic Objective 1

#### Policy 3.1

#### Policy 3.2

### Why we need this policy

**5.84** Paragraph deleted.

**5.84A** Croydon has extremely low industrial land vacancy rates and a high demand for industrial and warehousing spaces. The London Plan and national planning policy guide the provision and maintenance of a sufficient supply of land and premises to meet current and future demand for industrial and related functions. This guidance supports the protection of industrial locations in Croydon given the high demand and lack of supply for industrial and warehousing land and floor space.

**5.85** The Council could seek to allocate more land for industrial/warehouse activities by extending one or more of the existing Strategic, Separated or Integrated Industrial Locations. However, the physical constraints associated with the Locations (railway lines, quarry walls, Metropolitan Open Land and neighbouring residential uses) means this is not practical.

**5.86** Based on this constraint the 2020 Employment Land Review recommends that the council increase protections on Strategic, Separated and Integrated Industrial Locations. The intensification of industrial sites through a holistic and strategic design approach is one way of making the boroughs industrial land more efficient.

**5.87** The Employment Land Review (2020) found that with an increase in e-commerce, demand for industrial and warehousing land in Croydon had increased since the 2013 Employment Land Review update. Along with growth in demand for B8 space, the ELR pointed to a contraction in manufacturing employment indicating a reduction in demand floor space for heavy industrial uses (B2). The decreased demand for B2 space is balanced with an increase in demand for light industrial space, justifying the need to protect the boroughs employment and industrial land.

**5.88** Paragraph deleted.

## Policy DM9: Expansion of industrial and warehousing premises in Strategic, Separated and Integrated Industrial Locations

**DM9.1** Within the Strategic, Separated and Integrated Industrial Locations identified in Table 5.13, redevelopment that enhances and intensifies low density industrial and warehousing sites, will be supported.

**DM9.2** Schemes that improve the function of the overall SIL will be supported. These include:

- a. Making more efficient use of land for business, heavy industry and warehousing uses;
- b. Taking opportunities to support the integration of research and development of processes and products; and
- c. Taking opportunities to support uses related to education or training connected to industrial processes.

This approach must ensure no net loss of floor space for industrial or warehousing uses.

**DM9.3** In Strategic, Separated and Integrated Industrial Locations, Town Centre and Scattered Employment Sites, development and changes of use must accord with Table 5.13. All proposals for redevelopment of employment units should be designed to support a flexible range of unit sizes to enable small businesses to grow in the future.

**Table 5.13** Development proposals and changes of use in Strategic, Separated and Integrated Industrial Locations, and on Town Centre and Scattered Employment Sites

| Use  | Tier 1: Strategic and Separated Industrial Locations   | Tier 2: Integrated Industrial Locations  | Tier 3: Town Centre Employment Sites   | Tier 4: Scattered Industrial and Warehousing sites   |
|--|--|--|--|--|
| Research and Development, Light industry, including low-cost industrial, last mile distribution                                | <ul style="list-style-type: none"> <li>Existing uses protected in this location</li> <li>New uses permitted</li> </ul> | <ul style="list-style-type: none"> <li>Existing uses protected in this location</li> <li>New uses permitted</li> </ul> | <ul style="list-style-type: none"> <li>Existing uses protected in this location</li> <li>New uses permitted</li> </ul> | <ul style="list-style-type: none"> <li>Existing uses protected in this location</li> <li>New uses permitted</li> </ul> |
| General Industry, Warehousing, storage, logistics & distribution, wholesale markets and Employment generating Sui-Generis uses | <ul style="list-style-type: none"> <li>Existing uses protected in this location</li> <li>New uses permitted</li> </ul> | <ul style="list-style-type: none"> <li>Existing uses protected in this location</li> <li>New uses permitted</li> </ul> | <ul style="list-style-type: none"> <li>Existing uses protected in this location</li> </ul>                             | <ul style="list-style-type: none"> <li>Existing uses protected in this location</li> <li>New uses permitted</li> </ul> |

| Use  | Tier 1: Strategic and Separated Industrial Locations                 | Tier 2: Integrated Industrial Locations                              | Tier 3: Town Centre Employment Sites   | Tier 4: Scattered Industrial and Warehousing sites  |
|--|--|--|--|---|
| Studio, managed workspace and small business space | <ul style="list-style-type: none"> <li>New uses permitted</li> </ul> | <ul style="list-style-type: none"> <li>New uses permitted</li> </ul> | <ul style="list-style-type: none"> <li>Existing uses protected in this location</li> <li>New uses permitted</li> </ul>   | <ul style="list-style-type: none"> <li>Existing uses protected in this location</li> <li>New uses permitted</li> </ul>  |
| Residential  | <ul style="list-style-type: none"> <li>Not permitted</li> </ul>      | <ul style="list-style-type: none"> <li>Not Permitted</li> </ul>      | <p>Limited Residential development will be permitted if:</p> <ol style="list-style-type: none"> <li>There is no demand for the existing premises or for a scheme comprised solely of permitted industrial/warehousing uses;</li> <li>There is no net loss of protected uses floor space unless the other uses are required to enable development of the site to be viable; and</li> <li>Residential does not harm the site and wider location's business function</li> </ol> | <p>Residential development will be permitted if:</p> <ol style="list-style-type: none"> <li>There is no demand for the existing premises or for a scheme comprised solely of permitted industrial/warehousing uses; and</li> <li>It is provided as part of a mixed use scheme including permitted industrial/warehousing uses and the new industrial/warehousing space is designed to meet the needs of future occupiers</li> </ol> |

| Use                   | Tier 1: Strategic and Separated Industrial Locations   | Tier 2: Integrated Industrial Locations   | Tier 3: Town Centre Employment Sites  | Tier 4: Scattered Industrial and Warehousing sites  |
|-----------------------|--|---|---|---|
| Food and drink        | <p>Food and drink development will only be permitted as an ancillary function to industrial if:</p> <ul style="list-style-type: none"> <li>• They do not harm the site and wider location's industrial function; and</li> <li>• Are being provided to meet the need of people working in the Strategic or Separated Industrial Location</li> </ul> | <ul style="list-style-type: none"> <li>• Not Permitted</li> </ul>   | <p>Food and Drink development will be permitted if:</p> <ul style="list-style-type: none"> <li>• There is no demand for the existing premises or for a scheme comprised solely of permitted industrial/ warehousing uses; and</li> <li>• There is no net loss of protected uses floor space unless the other uses are required to enable development of the site to be viable.</li> </ul> | <ul style="list-style-type: none"> <li>• Not Permitted</li> </ul>   |
| Crèche or day nursery | <p>Crèches or day nurseries will only be permitted as an ancillary function to industrial if:</p> <ul style="list-style-type: none"> <li>• They do not harm the site and wider location's industrial function; and</li> <li>• It is provided to meet the need of people working in the Strategic or Separated Industrial Location</li> </ul>       | <ul style="list-style-type: none"> <li>• Permitted if they do not harm the site and wider location's industrial function</li> </ul> | <p>Crèches or day nurseries will be permitted if:</p> <ul style="list-style-type: none"> <li>• There is no demand for the existing premises or for a scheme comprised solely of permitted industrial/ warehousing uses; and</li> <li>• There is no net loss of protected uses floor space unless the other uses are required to enable development of the site to be viable.</li> </ul>   | <p>Crèches or day nurseries will be permitted if:</p> <ul style="list-style-type: none"> <li>• The site has a PTAL rating of 3 or above;</li> <li>• The existing use of the site is heavy industry or a Sui-Generis employment use; or</li> <li>• There is no demand for the existing premises or for a scheme comprised solely of permitted industrial/ warehousing uses.</li> </ul> |

| Use                  | Tier 1: Strategic and Separated Industrial Locations   | Tier 2: Integrated Industrial Locations   | Tier 3: Town Centre Employment Sites  | Tier 4: Scattered Industrial and Warehousing sites  |
|----------------------|--|---|---|---|
| Community facilities | <ul style="list-style-type: none"> <li>Not permitted</li> </ul>  | <p>Non-town centre community uses will be permitted if:</p> <ul style="list-style-type: none"> <li>It is provided as part of a mixed use scheme including permitted industrial/ warehousing/ employment generating Sui-Generis uses;</li> <li>The new industrial/warehousing space is designed to meet the needs of future occupiers; and</li> <li>They do not harm the site and wider location's industrial function.</li> </ul> | <p>Other community facilities will be permitted if:</p> <p>There is no demand for the existing premises or for a scheme comprised solely of permitted industrial/warehousing uses; and</p> <p>There is no net loss of protected uses floor space unless the other uses are required to enable development of the site to be viable.</p> | <p>Non-town centre community uses will be permitted if:</p> <ul style="list-style-type: none"> <li>The site has a PTAL rating of 3 or above;</li> <li>The existing use of the site is heavy industry or a Sui-Generis employment use; or</li> <li>There is no demand for the existing premises or for a scheme comprised solely of permitted industrial/ warehousing uses;</li> </ul> |
| Offices              | <ul style="list-style-type: none"> <li>Only ancillary offices associated with another use will be permitted</li> </ul> | <ul style="list-style-type: none"> <li>Only ancillary offices associated with another use will be permitted</li> </ul>  | <ul style="list-style-type: none"> <li>Permitted</li> </ul>   | <ul style="list-style-type: none"> <li>Only ancillary offices associated with another use will be permitted</li> </ul>  |

| Use                   | Tier 1: Strategic and Separated Industrial Locations            | Tier 2: Integrated Industrial Locations                         | Tier 3: Town Centre Employment Sites   | Tier 4: Scattered Industrial and Warehousing sites              |
|-----------------------|---|---|--|---|
| Visitor accommodation | <ul style="list-style-type: none"> <li>Not permitted</li> </ul> | <ul style="list-style-type: none"> <li>Not permitted</li> </ul> | <p>Visitor accommodation will be permitted if:</p> <ul style="list-style-type: none"> <li>There is no demand for the existing premises or for a scheme comprised solely of permitted industrial/ warehousing uses; and</li> <li>There is no net loss of protected uses floor space unless the other uses are required to enable development of the site to be viable.</li> </ul> | <ul style="list-style-type: none"> <li>Not permitted</li> </ul> |
| Other uses            | <ul style="list-style-type: none"> <li>Not permitted</li> </ul> | <ul style="list-style-type: none"> <li>Not permitted</li> </ul> | <ul style="list-style-type: none"> <li>Not permitted</li> </ul>  | <ul style="list-style-type: none"> <li>Not permitted</li> </ul> |

## How the policy works

**5.89** The approach promoted by this policy is to encourage greater density of occupation within the current boundaries of the Strategic, Separated and Integrated Industrial Locations. There are isolated examples where higher densities have been achieved without compromising the operational ability of the premises and the Council is keen to see more of this type of development. Whilst higher densities are supported to strengthen the function of the Strategic, Industrial Land (SIL), designated by the London Plan, it is important that proposals incorporate good design. This will help improve image of industrial spaces which in turn will encourage investment into the area.

**5.90** The Council is aware that some community uses can struggle to find suitable premises. This has led, in the past, to situations where 'Tier 1' type premises have been lost to community uses to the detriment of the area's business function. Allowing the change of use or redevelopment of 'Tier 2 and 4' premises in the more accessible locations, to non-town centre community uses, not only helps to safeguard 'Tier 1' premises for continued industrial uses, it also opens up a significant supply of premises for community uses/groups to consider. Restricting non-town centre community uses to higher PTAL locations means that uses which attract large numbers of visitors will be able to make more use of public transport.

**5.91** As outlined in table 5.13 limited food and drink establishments as well as crèche and day nurseries are permitted within Tier 1 sites. The provision of a limited number of these uses can enhance the employment function of SIL, addressing the particular needs of those working within the SIL. The provision of ancillary child care facilities aims to reduce barriers to employment opportunities and increase the availability of opportunities to an increasingly diverse demographic. These uses should be ancillary to the areas industrial function, while designed as safe and nurturing spaces. Location, design access and orientation of these spaces within SIL should consider the function of the wider area, whilst also ensuring the safety and well-being of users.

**5.92** An acceptable way to demonstrate that there is no demand for a scheme comprised solely of research and development, industrial or warehousing uses in 'Tiers 3 and 4' locations would be the submission of evidence that a marketing exercise has been undertaken for a minimum of 18 months continuously. The Council will need to be satisfied that the site has been offered at a price commensurate with the value of the site for the permitted uses and that active promotion has been undertaken by agents marketing the site.

**5.93** The approach promoted by this policy is to retain a mix of employment units available across the borough while allowing for the redevelopment of older employment units. This policy recognises the value small and medium enterprise adds to the creative culture of Croydon. These small and medium employment spaces provide employment that is located within neighbourhoods and is easily accessible to residents. Having a variety of units is important for the retention of local business in the borough as it provides a range of spaces and opportunities for growing business to upsize their facilities.

**5.94** Businesses in Croydon are similar to that of London on average, 89% of which employ 10 or fewer people. These businesses typically demand a range of small scale premises or managed workspace for traditional small scale engineering activity, arts and other creative uses. The Employment Land Review suggests that these types of premises, many of which are located in the Purley Way, are experiencing strong demand with low vacancy rates. Additionally, these premises often experience competition from larger schemes coming forward. With this in mind the policy protects existing managed workspace in 'Tier 2 and 3' while encouraging this space coming forward across all employment land in order to maintain employment space for a variety of industries.

## Key supporting documents

- Office, Industrial & Warehousing Land/Premises Market Assessment (2010)
- Employment Land Review Update (2020)
- Land for Industry and Transport Supplementary Planning Guidance (2012)
- GLA Industrial Land Supply Study (2023)



## A Place to Belong

The content of this section is related to the vision theme of Croydon as 'A Place to Belong'. It looks at urban design, heritage, local character, community facilities and education and considers how the borough can become a place noted for its openness, safety and community spirit where all are welcome to live and work, in an attractive environment, where the past is valued and where the community is supported.

## 6. Urban Design, Heritage and Local Character

### Strategic policy

#### Where we are now

**6.1** The key issues to be addressed to ensure Croydon's spatial vision is realised are:

- Improving the image of Croydon is important in attracting new investment and encouraging people to want to live and work in the borough.
- Poor public realm, due to dominance of the car, vacant sites and empty shops and street furniture and adverts accumulating over the years make it unattractive and difficult to navigate and add to perceptions of poor safety.
- With growth, the public realm needs to be sustainable, adapting to climate change, robust and multifunctional, providing well designed, connected open spaces where people want to be, and assisting in the establishment of healthy, safe and cohesive communities.
- Croydon needs to ensure protection of its heritage assets and their settings **for the enjoyment of future generations and**, to retain local distinctiveness and character.
- New development will need to be designed to respect the local character and distinctiveness.

#### Where do we want to be

##### Strategic Objective 4:

Reduce social, economic and environmental deprivation, particularly where it is spatially concentrated, by taking priority measures to reduce unemployment, improve skills and education and renew housing, community and environmental conditions.

##### Strategic Objective 5:

Ensure that high quality new development both integrates, respects and enhances the borough's natural environment and built heritage.

##### Strategic Objective 7:

Conserve and create spaces and buildings that foster safe, healthy and cohesive communities.

##### Strategic Objective 9:

Ensure the responsible use of land and natural resources and management of waste to mitigate and adapt to climate change.

## How we are going to get there

### Policy SP4: Urban Design, Heritage and Local Character

**SP4.1** Development will be of a high quality, respecting and enhancing Croydon's varied local character, and heritage assets contributing positively to public realm, landscape and townscape to create sustainable communities.

**SP4.2** Development will be required to:

- a. Be informed by the distinctive qualities, heritage, character, identity, topography, architectural diversity, and opportunities of the relevant Places of Croydon;
- b. Preserve and enhance Heritage Assets and their settings, Protect Local Designated Views, Croydon Panoramas, the setting of Landmarks, other important vistas and skylines;
- c. Enhance social cohesion, health and well-being, and
- d. Include well designed spaces for the proposed uses, ensuring any mixing of uses carefully integrates high quality amenity, access and servicing.

**SP4.3** Policy deleted.

#### **Croydon Opportunity Area**

**SP4.4** In the Croydon Opportunity Area the Council will support high quality, developments that are tailored to and help to protect or establish local identity.

#### **Tall Buildings**

**SP4.5** Tall buildings within Croydon are defined as buildings higher than 21m in height as measured from the ground to the top of the building. Proposals for tall buildings will be considered appropriate only in the Tall Building Zones identified on the Policies Map.

**SP4.6** Tall buildings will be required to:

- a. Respect and enhance local character, and heritage assets and their settings;
- b. Minimise the environmental impacts and respond sensitively to topography;
- c. Make a positive contribution to the skyline and image of Croydon;
- d. Include high quality public realm in their proposals to provide a setting appropriate to the scale and significance of the building and the context of the surrounding area: and
- e. Comply with Policy D9 of the London Plan in terms of visual, functional, environmental and cumulative impacts.

### **Public Realm**

**SP4.7** The Council will work with partners (including private land owners) to improve the public realm within the borough.

**SP4.8** The Council with its partners will improve Croydon's public realm to respect, enhance, create local character and distinctiveness, and integrate with the historic environment.

**SP4.9** The Council will establish a hierarchy of places and key strategic roads as part of a public realm framework which will guide the delivery of public realm improvements to assist regeneration focusing on Croydon's Metropolitan, District, and Local Centres, Conservation Areas, **Local Heritage Areas** and key strategic roads.

**SP4.10** The Council will **deliver a Smart City vision and programme, with associated infrastructure integrated into public realm design.**

### **Conservation of Heritage Assets and the Historic Environment**

**SP4.11** The use of heritage assets and the **historic environment will be promoted** as a catalyst for regeneration and cohesion and to strengthen the sense of place.

**SP4.12** The Council **will support** opportunities to enhance Croydon's heritage assets, their setting and the historic landscape, through high quality new development and public realm **improvements, will be supported where they respect and enhance the historic the historic environment and are well integrated.**

**SP4.13** The Council and its partners will strengthen the protection and **enhancement** of the following heritage assets and their settings:

- a. Statutory Listed Buildings;
- b. Conservation Areas;
- c. Registered Historic Parks and Gardens;
- d. Scheduled Monuments;
- e. Archaeological Priority Areas;
- f. Local Heritage Areas;
- g. **Non-designated** Local List of Buildings of Historic or Architectural Importance;
- h. **Non-designated** Local List of Historic Parks and Gardens;
- i. Croydon Panoramas;
- j. Local Designated Landmarks; and
- k. Local Designated Views.

**SP4.14** The Council will maintain a regularly updated schedule of Croydon's designated heritage assets and **non-designated** locally listed heritage assets.

**SP4.15** The Council and its partners will promote improvements **and enhance** the accessibility of heritage assets to allow enjoyment of the historic environment for all.

## Designations shown on the Policies Map

Designations set by this policy are shown on the *Policies Map*. The designations are summarised in Table 6.1. Only those designations that exist because they are in the Croydon Local Plan are shown in the table. Other designations including Conservation Areas and Statutory Listed Buildings have their own procedure for designation and can be adopted at any time:

**Table 6.1** Designations set by Policy SP4 shown on the Policies Map

| Heritage Asset                | Location   |   |
|-------------------------------|--|---|
| Archaeological Priority Areas | Addington and Addington Park<br>Addington Hills<br>Ampere Way<br>Ashburton Park<br>Cane Hill<br>Central Croydon<br>Croham Hurst<br>Croham Hurst Round Barrow<br>Croydon 19th Century Cemeteries<br>Croydon Downs<br>Deepfield Way<br>Elmers End<br>Farthing Down<br>Haling Grove<br>Hook Hill<br>Lion Green Road<br>London to Brighton Roman Road<br>London to Lewes Roman Road<br>Mere Bank | Norwood Grove<br>Old Coulsdon<br>Pampisford Road<br>Park Lane Anglo-Saxon Cemetery<br>Pollards Hill<br>RAF Kenley<br>Riddlesdown Road<br>Russell Hill<br>Sanderstead<br>Waddon<br>Watendone |

| Heritage Asset       | Location   |  |
|----------------------|--|--|
| Local Heritage Areas | Addiscombe College Estate<br>Auckland Road<br>Beatrice Avenue<br>Bingham Road<br>Birdhurst Road<br>Bishops Walk<br>Brighton Road (Purley)<br>Campden Road and Spencer Road<br>Chipstead Valley Road (St Dunstan's Cottages)<br>Henderson Road<br>Ingatestone Road<br>Laud Street area<br>London Road (Broad Green)<br>London Road (Norbury)<br>Pollards Hill South<br>Portland Road (Market Parade)<br>Portland Road Terraces<br>St Peter's Road<br>South End with Ye Market<br>Station Approach (Coulsdon)<br>Stoats Nest Village | Stuart Crescent<br>The Dutch Village<br>Thornton Heath High Street<br>Upper Shirley Road |

| Heritage Asset                           | Name  |  |
|--|---|--|
| Local List of Historic Parks and Gardens | <p>Addiscombe Recreation Ground</p> <p>All Saints Churchyard, Sanderstead</p> <p>All Saints with St Margaret's, Upper Norwood</p> <p>Ashburton Park</p> <p>Beaulieu Heights</p> <p>Beulah Hill Pond</p> <p>Bradmore Green</p> <p>Chaldon Way Gardens</p> <p>Coombe Wood</p> <p>Coulsdon Manor (Coulsdon Court)</p> <p>Coulsdon Memorial Ground</p> <p>Croham Hurst</p> <p>Croydon Airport, Purley Way West</p> <p>Duppas Hill</p> <p>Geoffrey Harris House</p> <p>Grangewood Park</p> <p>Haling Grove</p> <p>Hall Grange</p> <p>Heathfield</p> <p>Kenley Airfield</p> <p>Kings Wood</p> <p>Lloyd Park</p> <p>Millers Pond</p> <p>Mitcham Road Cemetery</p> <p>Norbury Hall</p> <p>Park Hill Recreation Ground</p> | <p>Pollards Hill</p> <p>Queen's Gardens</p> <p>Queen's Road Cemetery</p> <p>Royal Russell School</p> <p>St John the Evangelist, Old Coulsdon</p> <p>St John's Churchyard, Shirley</p> <p>St John's Memorial Garden, Church Street</p> <p>St Mary's Churchyard, Addington Village</p> <p>St Peter's Churchyard, South Croydon</p> <p>Sanderstead Pond (and Green)</p> <p>Selsdon Park Hotel (and golf club)</p> <p>South Norwood Lake &amp; Gardens</p> <p>South Norwood Recreation Ground</p> <p>The Lawns</p> <p>Thornton Heath Recreation Ground</p> <p>Thomas Moore School- (frontage)</p> <p>Upper Norwood Recreation Ground</p> <p>Virgo Fidelis School inc St. Joseph's RC Infant and Junior Schools</p> <p>Waddon Ponds</p> <p>Wandle Park</p> <p>Wettern Tree Garden</p> <p>Whitehorse Road Recreation Ground</p> <p>Whitgift Almshouses</p> <p>Woodcote Village Green</p> <p>Woodside Green</p> |

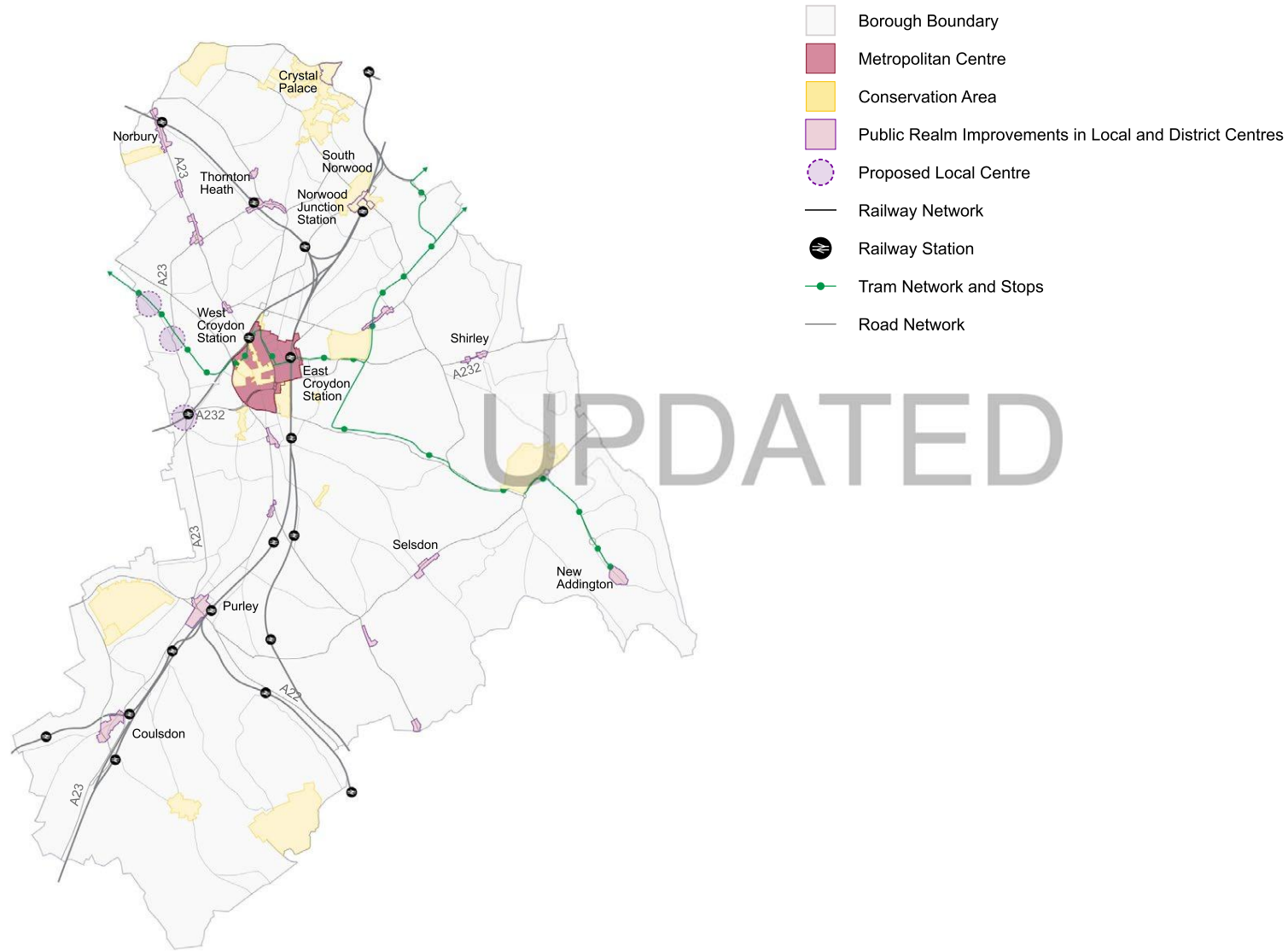
| Name              | New  |
|-------------------|--|
| Croydon Panoramas | <p>(CP1) From Addington Hills of Croydon Metropolitan Centre (landmarks NTL Mast, Shirley Windmill, and No.1 Croydon)</p> <p>(CP2) From Beulah Hill of Croydon Metropolitan Centre (landmarks No.1 Croydon and IKEA Towers)</p> <p>(CP3) From Croham Hurst looking south west of Purley and the Downs</p> <p>(CP4) From Farthing Downs of Coulsdon (landmark No.1 Croydon) From Kenley Common of Riddlesdown (A good viewpoint to see a unique view of Riddlesdown, and the quarry on the hillside)</p> <p>(CP5) From land adjacent to Parkway and North Downs Crescent of Addington Palace and Shirley Hills (landmark Addington Palace)</p> <p>(CP6) From Norwood Grove of Croydon Metropolitan Centre (landmark No.1 Croydon)</p> <p>(CP7) From Pollards Hill of Croydon Metropolitan Centre (landmarks No.1 Croydon, George Street and IKEA Towers)</p> <p>(CP8) From Purley Way Playing Field of Croydon Metropolitan Centre (landmarks NTL mast, the Town Hall Clock Tower in Katharine Street, No.1 Croydon and the Park Hill Water Tower)</p> <p>(CP9) From Riddlesdown of Kenley (A good viewpoint to see a unique view of Kenley)</p> <p>(CP10) From Ross Road of IKEA Towers (landmark IKEA Towers)</p> |

| Name                       | New  |
|----------------------------|--|
| Local Designated Landmarks | <p>(1) Addington Palace</p> <p>(2) All Saints Church, Sanderstead</p> <p>(3) Cane Hill Water Tower</p> <p>(4) Clock Tower, High Street, Thornton Heath</p> <p>(5) Clock Tower, Station Road, South Norwood</p> <p>(6) Croydon Minster</p> <p>(7) IKEA Towers, part of former power station</p> <p>(8) No.1 Croydon, George Street</p> <p>(9) NTL Mast, South Norwood Hill</p> <p>(10) Park Hill Water Tower</p> <p>(11) Shirley Windmill</p> <p>(12) St. Andrew's Church, Woodmansterne Road, Coulsdon</p> <p>(13) St. Peter's Church, South Croydon</p> <p>(14) The Town Hall Clock Tower, Croydon</p> <p>(15) Whitgift Almshouses, North End</p> |

| Name                   | New  |  |
|------------------------|--|--|
| Local Designated Views | <p>(LV1) From Addiscombe Road by Sandilands Tramstop of No.1 Croydon</p> <p>(LV2) From Church Street of Whitgift Almshouses and No.1 Croydon</p> <p>(LV3) From Crown Hill of Croydon Minster</p> <p>(LV4) From Farthing Downs of Cane Hill Water Tower</p> <p>(LV5) From George Street of No.1 Croydon, George Street</p> <p>(LV6) From Heathfield of Selsdon and New Addington (unique view of the collection of buildings of New Addington)</p> <p>(LV7) From High Street north east, of the Clock Tower, South Norwood</p> <p>(LV8) From High Street of the Clock Tower, Thornton Heath</p> <p>(LV9) From High Street south west, of the Clock Tower, South Norwood</p> <p>(LV10) From Limsfield Road, near Wentworth Way of All Saints' Church</p> <p>(LV11) From North End of the Town Hall Clock Tower</p> | <p>(LV12) From Oliver Grove of the Clock Tower, South Norwood</p> <p>(LV13) From Park Hill of Croydon Metropolitan Centre (unique collection of buildings, no landmarks)</p> <p>(LV14) From Roman Way north of Croydon Minster</p> <p>(LV15) From Roman Way south of Croydon Minster</p> <p>(LV16) From Selsdon Road of St Peter's Church</p> <p>(LV17) From South Norwood Hill of the Shirley Windmill</p> <p>(LV18) From Woodcote Grove Road of Cane Hill and St. Andrews Church (St Andrews in the foreground and land mark of Cane Hill Water Tower in the distance)</p> |

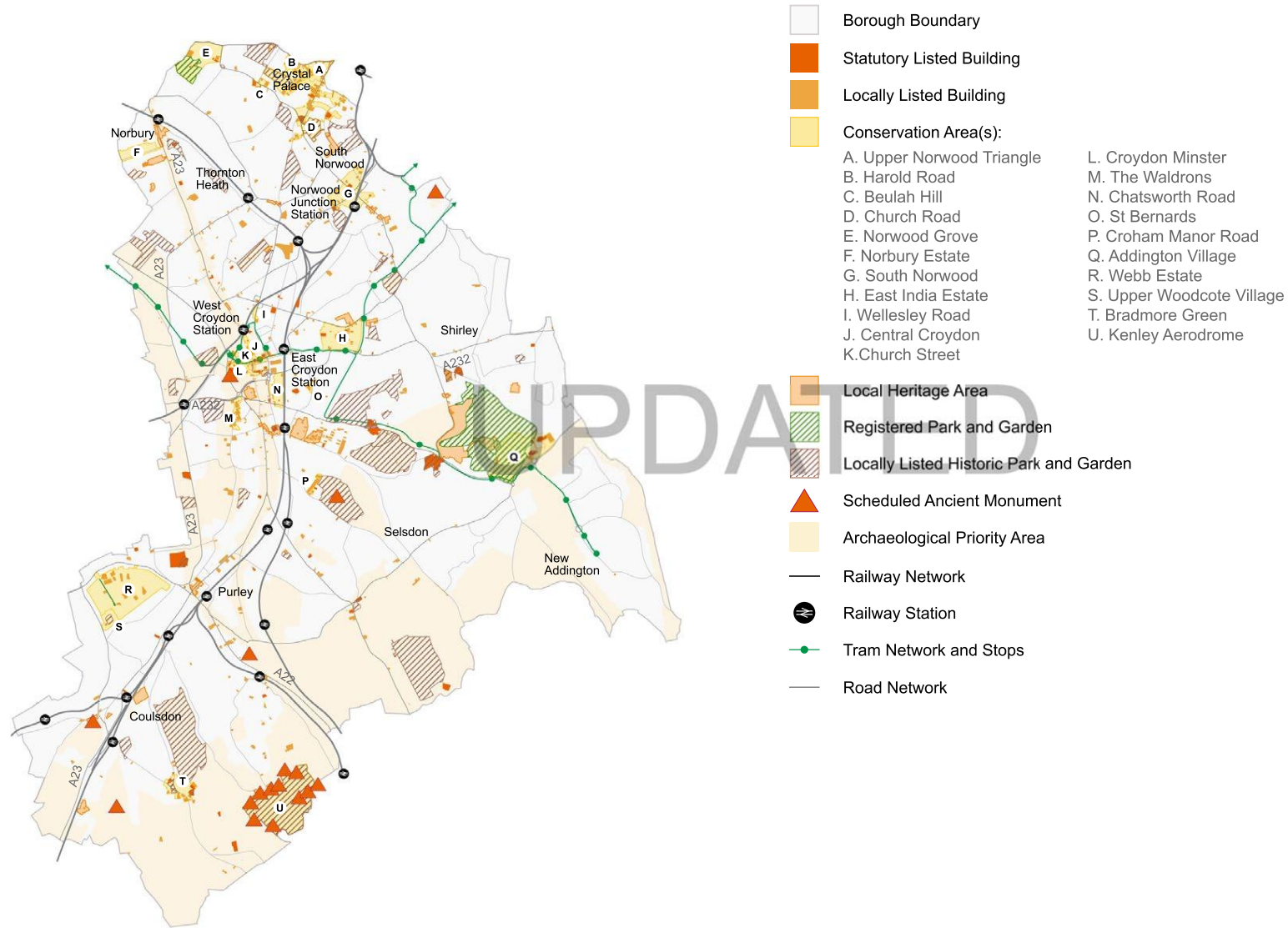
### What it will look like

**Figure 6.1:** Policy SP4 Public Realm map



- Borough Boundary
- Metropolitan Centre
- Conservation Area
- Public Realm Improvements in Local and District Centres
- Proposed Local Centre
- Railway Network
- Railway Station
- Tram Network and Stops
- Road Network

Figure 6.2: Policy SP4 Heritage map



## Why we have taken this approach

**6.2** The National Planning Policy Framework sets out the requirements for the protection and enhancement of the borough's heritage assets. Croydon's built environment is characterised by rich, pioneering heritage and distinctive local characters that derive from its varied history, urban form, uses, architecture, topography, landscape and diverse communities. High quality new buildings, streets and open public spaces can respond to and enhance the positive elements of local character and heritage, whilst providing accessible, inclusive places that contribute to the identity of the borough and well-being of its diverse communities.

**6.3** Paragraph deleted.

### Urban Design

**6.4** Croydon has been designated in the London Plan as an Opportunity Area, therefore it is critical that the borough addresses the implications of this growth through the Strategic Policies. Robust urban design policies are necessary for Croydon to encourage significant levels of growth in a sustainable way and ensure new development respects heritage assets and their settings, local character and the historic and natural landscape, including established suburban residential areas and open spaces.

**6.5** Paragraph deleted.

**6.6** Good standards of design help to address the impacts of growth on ethnic minority communities by including policies that support diversity, equality, inclusivity and access for all. Design needs to consider inclusivity and accessibility from the beginning of the design process through to completion, occupation, management and maintenance.

### Croydon Opportunity Area

**6.7** The Croydon Opportunity Area will be an area of significant growth and renewal. In this context, with available land and renewal opportunity, the substantial number of new dwellings planned will require high density development and a number of tall buildings, all of high quality in order to deliver successful places.

## Tall Buildings

**6.8** The London Plan states that the development of tall buildings is one way of increasing an area's density and that Local Plans should identify where tall buildings should be located. In line with the London Plan policy D9, areas within the borough suitable for tall buildings have been identified through the Croydon Tall Building Study. The tall building locations were identified on the basis of sensitivity analysis, suitability analysis and townscape assessment.

**6.9** In the context of this policy informed by the Tall building Study, a tall building is one that is significantly taller than most of the surrounding buildings and not less than 21m in height as measured from the ground to the top of the building.

**6.10** To ensure a positive change, the design of tall buildings should take into account the character of the area such as preserving and enhancing the heritage assets (and their surroundings) and complementing local architectural styles as informed by the Borough Character Appraisal.

**6.11** The London Plan includes a policy on implementing the London View Management Framework (LVMF). The London Plan states that "Tall buildings should not impact on local or strategic views adversely", which justifies the requirement to sustain LVMF protected views, Local Views, Croydon Panoramas, the setting of Landmarks and other important vistas and skylines.

**6.12** The topography and landscape of Croydon is characterised by wooded hillsides with hillside ridges and valleys. The potential visual impact of tall and large buildings; therefore, requires careful consideration to assess the impact of views to and from the wider area.

**6.13** Paragraph deleted.

### **Public Realm**

**6.14** Croydon's vision is to be a borough that business wants to invest in. To achieve this vision and to respond to the increased demand on public realm from a growing population, it is essential that Croydon's public realm reflects this aspiration. The borough's public realm needs to be well-designed, safe, inclusive, and related to the local character and historic context. It also needs to be welcoming, simple, clean, accessible, sustainable, well managed, easy to understand, service and maintain. To encourage a new residential community and business to the Croydon Opportunity Area and Town Centres, the quality and design of public realm needs to be improved.

**6.15** Paragraph deleted.

**6.16** Paragraph deleted.

**6.17** The public realm needs to be well maintained if it is to ensure civic pride, sense of belonging, encourage regeneration deter crime and the perception of crime.

**6.18** Greater London Authority's mapping and the borough Natural Capital Accounting (NCA) Report identified parts of the borough as being deficient in access to nature. The NCA Report particularly notes a discrepancy between access to open space in the north of the borough, where there is a greater deficiency in access compared to the south. Public realm deficiency should be addressed through development by maximising the amount of amenity for future occupiers. By ensuring easy access for all, this will encourage the increased use of facilities within open spaces and District and Local Centres helping to regenerate areas, encourage natural surveillance, making places feel safer and improving wellbeing.

**6.19** In order to ensure that the local distinctiveness is respected and enhanced, new public realm improvements will need to be in keeping with the identified character and in line with the borough Character Appraisal. This will also help residents to continue to feel a connection to, and pride for their neighbourhoods.

**6.20** Many of Croydon's Places experience segregation caused by the transport network. This policy focuses on improving access to places most people visit or pass through.

**6.21** The public realm framework includes areas where most of the community will interact. The Town Centres and the main connecting roads between the Town Centres i.e. the routes that people travel which inform their perception of a place.

**6.22** Creating a public realm framework enables resources to be allocated in order of priority, while the use of guidance allows resources to be creatively and efficiently matched in a sustainable manner to each place. This policy will ensure resources are focussed to achieve smart growth through continued regeneration and inward investment.

### **Conservation of Heritage Assets and their Settings**

**6.23** Conservation of the historic environment contributes to making Croydon sustainable by ensuring that new development enhances and integrates with the local distinctiveness and character of the Places of Croydon.

**6.24** Paragraph deleted.

**6.25** Heritage assets including designated heritage assets (listed buildings, conservation areas, registered historic parks and gardens and scheduled monuments) and non-designated heritage assets (including locally listed buildings, local heritage areas, locally listed historic parks and gardens and non-designated archaeology identified through archaeological priority areas) have been identified as being of heritage significance and worthy of conservation and enhancement for the enjoyment of this and future generations. Each type of heritage asset is subject to specific selection criteria and a robust assessment process. Further non-designated heritage assets may be discovered through the planning process. Croydon's heritage assets and their settings contribute to local character and a sense of place and identity, whilst being significant contributors to the local economy, communities and environment. They are a finite resource that cannot be replaced once lost. A sensitive approach is required to ensure their sustainable future whilst recognising the particular challenges climate change, inclusivity and accessibility can present.

**6.26** Paragraph deleted.

**6.27** Paragraph deleted.

**6.28** Encouraging virtual and physical access to heritage assets and the associated interpretation required to support this and assisting in the understanding of Croydon's heritage will help to develop a greater understanding and sense of belonging. The London View Management Framework includes views in or from Croydon. Croydon's topography and layout gives rise to a number of important local and strategic views. These views, and key landmarks within them, contribute directly to the identity and character of the borough. They also perform key orientation and wayfinding roles. The 'mini-Manhattan' skyline of Croydon Metropolitan Centre is a particularly distinctive element of the borough's townscape. Key vistas where this skyline can be appreciated are designated as Panoramas. Buildings that particularly contribute to the identity of and navigation around the borough - such as the NLA Tower at East Croydon Station and the clock towers at the Town Hall, Thornton Heath and South Norwood - are identified as local landmarks, with key views toward them are also designated.

## Design and character

### Strategic Objectives and related Croydon Local Plan strategic policies

Strategic Objective 5

Strategic Objective 7

Strategic Objective 8

Strategic Objective 10

Policy SP2.1

Policy SP2.2

Policy SP4

Policy SP5.2

Policy SP7.3

Policy SP7.4

### Why we need this policy

**6.29** The Council recognises that the built environment and landscape play a vital role in creating and reinforcing positive perceptions, and engendering a sense of place. Croydon Local Plan Strategic Policy SP4, 'Urban Design, Heritage and Local Character' supports the creation of places that are well designed, safe, accessible, inclusive and enrich the quality of life for all those who live in, work in and visit the borough. To achieve this, the Council will encourage and continue to work with developers to ensure that all developments are of high quality. Croydon has strategic objectives to ensure that high quality new development both integrates respects and enhances the borough's natural environment and historic environment, to create spaces and buildings that foster safe, healthy communities. The borough has the largest population of any London borough. Provision of outdoor amenity space is important for health and wellbeing, particularly as the north of the borough is urban in character and has less open space compared to south, where most of the borough's Metropolitan Green Belt can be found. Private and communal outdoor amenity space can assist in mitigation of climate change with vegetation that contributes to biodiversity and space that is multi-functional; for socialising, play, and sport, food growing and gardening. The provision of space that is easily accessible and designed in the context of local character will assist in providing a sense of ownership to the local community and will contribute to the health, well-being and perception of the security of Croydon's community.

**6.30** A fundamental part of achieving high quality built environments is through understanding the local character and the qualities which contribute to local distinctiveness.

**6.31** In specific areas where it is unclear which predominant character should be referenced, additional place specific development management policies have been included. These can be found in (The Places of Croydon) of this Plan.

**6.32** In other areas where no Place-specific development management policy applies, the character can be managed through other policies on urban design and local character within this Plan along with the masterplans, Conservation Area Appraisal and Management Plans, Local Heritage Areas and the Croydon Opportunity Area Planning Framework.

**6.33** Paragraph deleted.

**6.34** Paragraph deleted.

**6.35** The National Planning Policy Framework advocates good design to ensure attractive, usable, durable, adaptable and sustainable development.

**6.36** The Croydon Local Plan Strategic Policy SP4.1 sets out the need to ensure that developments are of a high quality.

**6.37** The Croydon Local Plan provides policy on urban design, local character and public realm. However, in line with the National Planning Policy Framework, there is a need to provide detailed guidance on scale, density massing, height, landscape, layout, materials and access. This will provide greater clarity for applicants.

**6.38** The National Planning Policy Framework advises planning authorities to ‘plan positively for the achievement of high quality and inclusive design for all developments, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.’

**6.39** Paragraph deleted.

**6.40** Paragraph deleted.

**6.41** Paragraph deleted.

**6.42** The need to deliver a significant number of homes does not outweigh the need to respect the local character, and amenity and to protect biodiversity.

**6.43** The Mayor of London’s Housing Supplementary Planning Guidance (2016) states that, alongside new build provision and turnover within the existing housing stock, extensions to existing homes and sensitive renewal of existing residential areas is likely to play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.

**6.44** Paragraph deleted.

**6.45** This policy seeks to resist inappropriate development in residential gardens where it would cause harm to the local area.

**6.46** Paragraph deleted.

**6.47** Poorly planned piecemeal development of garden land can have significant negative impacts on local biodiversity, amenity, and character. It can also result in noise and visual intrusion into neighbouring property, interrupt predominant building lines along streets and weaken the predominant built form and architecture. In landscape terms it can also result in weakened landscape character with loss of trees, including street trees, to make way for new access roads.

**6.48** The Borough Character Appraisal and the Character Typology identify the predominant type of building form and range of plot sizes for different residential forms. The Typology shows that nine per cent of the borough area is made up of buildings and thirty five percent occupied by residential garden space. Overall, sixty percent of the borough is made up of residential garden space, recreational space and woodland.

**6.49** New development to be mindful of health issues. New development should be designed, contracted and managed in ways that improve health and healthy lifestyles to help to reduce health inequalities. The provision of communal outdoor amenity will provide opportunities for outdoor activities and social interaction.

**6.50** Developments should enhance the quality of local places, taking into account physical context, local character, density; tenure and land use mix; and relationships with, and provision of public, communal and open spaces, taking account of the needs of children and old people.

**6.51** Moved to homes chapter.

**6.52** Paragraph deleted.

**6.53** Paragraph deleted.

**6.54** Paragraph deleted.

**6.55** Moved to homes chapter.

**6.56** Privacy can be safeguarded by achieving adequate window to window, or window to balcony distances between buildings (both existing and proposed). In new residential development there should be a minimum distance of 18-21m between facing homes to ensure that adequate privacy is achieved.

## Policy DM10: Design and character

**DM10.1** Development should be of high quality reflecting and maintaining the local character of the area including any heritage assets and having regard to:

- a. The development pattern, layout and siting;
- b. ~~Clause deleted.~~
- c. The appearance, existing materials and ~~roofscapes, scale, height, massing and density of existing built form.~~
- d. ~~Landscape character and features of the surrounding area and the Place of Croydon in which it is located.~~

In the case of development in the grounds of an existing building which is retained, ~~new~~ development shall be subservient to ~~the existing building.~~

The council will take into account cumulative impact.

~~DM10.2 - Policy deleted.~~

~~DM10.3 - Policy deleted.~~

~~DM10.4 - Moved to Homes chapter.~~

~~DM10.5 - Moved to Homes chapter.~~

~~DM10.6 - Policy deleted.~~

**DM10.7** Development will be required to:

- a. Make an efficient use of land whilst respecting the character of the surrounding area by reinforcing and promoting local distinctiveness;
- b. Ensure that it is designed to avoid unacceptable harm to the amenity of existing neighbours and future occupants, including by way of overlooking and loss of privacy, overbearance, obtrusiveness and overshadowing;
- c. 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.
- d. Provide adequate daylight and sunlight for future occupants;
- e. Use high quality, durable and sustainable materials that respond to the local character of an area;
- f. When working with existing buildings, retrofitting will be encouraged to retain original architectural features where possible;
- g. Incorporate the principles of designing out crime or equivalent crime prevention standards;
- h. Makes adequate provision for access, servicing, communal storage, circulation, turning space and parking taking account of the impact on the character of the area;
- i. Where appropriate, proposals should restore historic street furniture and provide additional street furniture, trees and public art to enhance the public realm and sense of place; and
- j. Explore opportunities to retrofit energy efficiency infrastructure and renewables into existing stock.

**Landscape**

**DM10.8** To ensure a cohesive approach is taken to the design and management of landscape within the borough the Council will require proposals to:

- a. Provide landscaping as part of the overall design that enables the development to respect the character of the existing area and contributes to the integration of the buildings with the surrounding area;
- b. Provide **wildlife-friendly landscapes** which are visually attractive, easily accessible and safe for all users, and provide a stimulating environment;
- c. Seek to retain existing landscape features that contribute to the setting and local character of an area;
- d. Retain existing trees and vegetation including natural habitats ;
- e. In exceptional circumstances where the loss of mature trees is outweighed by the benefits of a development, those trees lost shall be replaced with new semi-mature trees of a commensurate species, scale and form; and
- f. Adherence with Supplementary Planning Guidance 12 Landscape and the Croydon's Public Realm Design Guide, or equivalent, will be encouraged to aid compliance with the policies contained in the Local Plan.

**DM10.9** To ensure a creative, sensitive and sustainable approach is taken to incorporating architectural lighting on the exterior of buildings and public spaces the Council will require proposals to:

- a. Respect, enhance and strengthen local character;
- b. Seek opportunities to enhance and emphasise the key features of heritage assets and local landmark buildings; or seek to encourage the use of public spaces and make them feel safer by incorporating lighting within public spaces; and
- c. Ensure lighting schemes do not cause glare and light pollution.
- d. Adherence with Croydon's Public Realm Design Guide, or equivalent, will be encouraged to aid compliance with the policies contained in the Local Plan.

**DM10.10** When considering the layout of new development, the council will support proposals that minimise the amount of blank and inactive frontages, increase the amount of natural surveillance and avoid dark and secluded areas.

**DM10.11** Policy deleted.

Table 6.2 removed.

Table 6.3 removed.

Figure 6.3 removed.

Figure 6.4 removed.

## How the policy works

### Character

**6.57** The Council recognises the need to proactively plan for the housing need. 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.

Table 6.4 removed.

### Urban and Suburban Evolution

**6.58** Character in most areas of the borough will evolve over time through the recycling of existing plots with denser forms of development without significant impact on their character. In these locations new residential units can be created through the following interventions.

- a. Conversion – The conversion or subdivision of large buildings into multiple dwellings without major alterations to the size of the building.
- b. Addition – This can include one or more extensions to the side, rear, front or on the roof, and is often combined with conversion of the existing building into flats.
- c. In-fill including plot subdivision – Filling in gaps and left over spaces between existing properties. It can also include subdivision of large plots of land into smaller parcels of land with a layout that complements the existing urban pattern.
- d. Rear garden development – The construction of new buildings in rear gardens of the existing properties. Houses must be subservient in scale to the main house.
- e. **Redevelopment** – 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 and rhythm 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. 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** Evolution in urban and suburban areas will be accommodated as shown in Table 6.5 which provides guidance as to what development types are likely to be acceptable compared to the predominant character of a local area.

**Table 6.5** Interventions suitable for each type of local character

| Local character types                           | Conversion | Additions | In-fill and Plot Subdivision | Rear garden development | Redevelopment |
|---|------------|-----------|------------------------------|-------------------------|---------------|
| PREDOMINANTLY RESIDENTIAL TYPOLOGIES            |            |           |                              |                         |               |
| Compact Houses On Relatively Small Plots        |            |           |                              |                         | ✓             |
| Detached Houses On Relatively Large Plots       | ✓          | ✓         | ✓                            | ✓                       | ✓             |
| Large Houses On Relatively Small Plots          | ✓          | ✓         |                              |                         | ✓             |
| Local Authority Built Housing With Public Realm |            |           | ✓                            |                         | ✓             |
| Medium Rise Blocks With Associated Grounds      |            | ✓         | ✓                            |                         | ✓             |
| Planned Estates Of Semi Detached Houses         | ✓          | ✓         | ✓                            | ✓                       | ✓             |
| Scattered Houses On Large Plots                 | ✓          | ✓         | ✓                            | ✓                       | ✓             |
| Terraced Houses And Cottages                    | ✓          |           | ✓                            | ✓                       | ✓             |
| PREDOMINANTLY MIXED USE CHARACTER TYPES         |            |           |                              |                         |               |
| Large Buildings With Continuous Frontage Line   | ✓          | ✓         |                              |                         | ✓             |
| Large Buildings With Spacing                    | ✓          |           |                              | ✓                       | ✓             |
| Suburban Shopping Areas                         | ✓          | ✓         | ✓                            | ✓                       | ✓             |
| Tower Buildings                                 | ✓          |           |                              |                         | ✓             |
| Urban Shopping Areas                            | ✓          | ✓         | ✓                            |                         | ✓             |
| PREDOMINANTLY NON-RESIDENTIAL CHARACTER TYPES   |            |           |                              |                         |               |
| Green Infrastructure                            |            |           |                              |                         |               |
| Industrial Estates                              |            |           |                              |                         |               |
| Institutions With Associated Grounds            |            |           | ✓                            |                         | ✓             |
| Linear Infrastructure                           |            |           | ✓                            |                         |               |
| Retail Estates & Business & Leisure Parks       |            |           |                              |                         |               |
| Shopping Centres Precincts & Town Centres       |            |           |                              |                         |               |
| Transport Nodes                                 |            | ✓         | ✓                            |                         | ✓             |

**6.61** In areas where the predominant character is weakly defined or of poor quality, it is important that **developments** take the opportunity to improve the overall quality of the area.

**6.62** Paragraph deleted.

**6.63** In line with the London Plan, the local character of the borough's 16 Places has been mapped. The Borough Character Appraisal, the Opportunity Area Planning Framework and the Council's masterplans should be considered in conjunction with these policies. **Where the development sits within or directly affects the setting of a heritage asset, the significance of this heritage asset should be identified and should inform the design of the proposed development.**

**6.64** Paragraph deleted.

**6.65** Paragraph deleted.

**6.66** Paragraph deleted.

### **Layout**

**6.67** Streets form an integral part of a place, creating movement networks that serve the built form rather than dominate it. Consideration should be given at a sufficiently early stage of the design process to how the development site links to the local and wider area. Additionally, the creation of routes punctuated by landmark buildings or features, public squares or spaces helps to make a place easy to understand.

**6.68** The Council will require detailed design of roads, footpaths and cycleways to be clearly communicated. Early planning of road and site layouts enables applicants to incorporate parking and servicing in locations where their presence will not dictate the urban form and their visual impact can be minimised. When designing parking and road layouts, careful consideration should be given to creating layouts that are safe, secure, accessible, and permeable and balance the needs of all users. Particular attention should be paid to ensure safe and accessible pedestrian routes are accommodated within the development.

**6.69** When considering the layout, proposals should demonstrate a clear and logical arrangement of buildings that provides a high quality design solution on the site. Buildings, other than on back land developments, should positively address the street and the public realm and particular care should be taken to address how they enclose private secure spaces, car parks and servicing areas.

**6.70** Supplementary Planning Document No. 3 Designing for Community Safety or equivalent should be referred to for aspects of safety in layout, and design. The provision of sufficient lighting, in line with EU lighting uniformity requirements, will encourage greater pedestrian access, movement and reduce opportunity for undesirable behaviour.

**6.71** The Council considers the health and wellbeing of those living and working within the borough to be of the utmost importance. New developments can impact upon the amenity of the occupants of neighbouring properties. Site layouts should be designed to protect or improve conditions for occupants of nearby properties and future occupants. In line with the Housing Supplementary Planning Guidance, when assessing site layouts the Council will consider a development's impact on visual amenity, overlooking, outlook, and sunlight and daylight.

**6.72** Paragraph deleted.

**6.73** Moved to homes chapter.

**6.74** Moved to homes chapter.

**6.75** Moved to homes chapter.

**6.76** Paragraph deleted.

**6.77** Paragraph deleted.

**6.78** Moved to homes chapter.

**6.79** Paragraph deleted.

**6.80** Paragraph deleted.

**6.81** Paragraph deleted.

6.82 Paragraph deleted.

6.83 Paragraph deleted.

### **Design**

6.84 To achieve high quality designs, proposals should consider the physical appearance and functionality of the development site and local area. In accordance with the London Plan, Croydon is committed to working with applicants to create modern, high quality innovative and well-designed buildings and places that are, safe, accessible, and inclusive and enrich the quality of life for all those who live, work and visit them.

6.85 The quality of materials can play an important role determining whether the integrity of the design concept is realised. The choice of materials and the quality of craftsmanship is vital to the overall success of the development in terms of function and appearance.

6.86 The design, position and rhythm of windows and doors can contribute or detract from the overall appearance of the building and the character of an area. The Council will seek to encourage applicants at an early stage of the design process to give careful consideration to the detailing of the overall design (including setbacks and reveals) of windows and doors.

6.87 Servicing equipment such as plant, utility boxes, ventilation systems (including heating and cooling), lift, mechanical equipment, fire escapes and rainwater goods form an integral part of the operational components of a building. Early consideration will enable it to be incorporated within the building envelope without compromising the integrity of the original design concept.

6.88 Roof-form plays an important role in creating and contributing to the visual character of an area and in some instances their visual prominence creates local landmarks or frames designated views. When considering the pitch, shape and materials of roofs, care should be taken to ensure that design is of high quality and appropriate to neighbouring buildings. The Council will also consider the impact of a scheme in terms of its effect on Local Designated Views (as shown on the Policies Map).

6.89 Paragraph deleted.

6.90 The design of our built environment can affect our health, and our psychological and physiological well-being, and can have long-term implications for quality of life. Good house design should not be limited to the appearance of building and setting, it should also consider the wellbeing of the end user.

6.91 Croydon's Local Plan Strategic Policies SP5.2b set out the Council's objective to ensure new development provides healthy living by encouraging good house design. This is increasingly important in locations where densities are increased and/or separation distances are reduced. In these locations, to assist in the creation of buildings that improve the health and wellbeing of future occupiers, developments will be expected to exceed the minimum standards outlined in the Mayor's Housing Supplementary Planning Guidance.

### **Public Realm**

6.92 A well-designed, cared for and high quality public realm plays an important role in reinforcing the perception of Croydon as a welcoming, safe and accessible place. Croydon's aspirations for its public realm are outlined in SP4.6 to SP4.10.

6.93 Most proposals include an element of public realm. This can range from large scale public realm improvements such as the design of hard and soft landscaped areas (including footways) throughout a site or smaller scale public realm improvements to the forecourt; and in some cases, the area adjoining it.

6.94 Where public realm improvements have been included within a proposal, these should result in a high quality public realm that is usable, permeable, legible and accessible.

6.95 The Croydon Public Realm Design Guide sets out materials and layout guidelines, including a materials palette.

6.96 Historic street furniture such as traditional red telephone boxes, post boxes, ornamental lamp columns, drinking fountains, cattle troughs, milestones, monuments and memorials can make a positive contribution to local character by reinforcing a sense of place. Opportunities to retain, restore and incorporate historic street furniture should be taken.

## Landscape

**6.97** The character of a place can be significantly affected by the quality of the landscape and the way it is maintained. Sensitively designed landscape can enrich and reinforce existing wildlife habitats and improve the ecological value of sites and their surroundings. **This includes the historic environment, such as historic landscapes and their settings, and the landscape character of heritage assets such as rural village conservation areas.** The Council considers landscape as an integral part of all development and would therefore require proposals for new developments and extensions to be accompanied by plans detailing all existing and proposed hard and soft landscaping affected by or to be incorporated into the scheme.

**6.98** Supplementary Planning Guidance 12 Landscape Design is referenced in the policy and provides detailed guidance and clarity on what the Council is seeking from development proposals on providing safe well-designed landscaped schemes. The Croydon Public Realm Design Guide also sets out detailed guidance and clarity on what the Council is seeking from the public realm components of development proposals. If these documents are superseded the equivalent Council documents should be referred to.

## Lighting

**6.99** Lighting plays an important role in creating the perception of safe and welcoming place for people to use and interact with. A well-designed lighting scheme can improve the borough's image and if creatively implemented can give dimension to a building and the landscape surrounding it.

**6.100** Architectural lighting is most effective when used to highlight a few structural elements such as colonnades, towers spires, sculpture or walls or by emphasising texture, such as brick, stone and steelwork rather than flooding every surface with light.

## Design and Access Statements

**6.101** The Council will require applicants to justify and fully demonstrate how the principles of good design are being met. Design and Access Statements should be proportional to the size of the scheme and should fully demonstrate:

- a. A thorough understanding and analysis of the physical, social and economic and policy context;
- b. A clear understanding of the development objectives and brief;
- c. Clear design principles and design concept; and
- d. The evolution of the design and how the final design solution was arrived at.

**6.102** The Statement should refer to By Design, Supplementary Planning Document 3 Designing for Community Safety or equivalent and Supplementary Planning Guidance 12 Landscape Design or equivalent, and demonstrate how the National Planning Policy Framework, the London Plan and the Croydon Local Plan design policies are being met. Advice on the content of the Design and Access Statements can be found in the Council's advisory note 'Preparing Design Statements Advice Note for Applicants and Agents' and CABE's 'Design and Access Statements, How to write, read and use them'.

**6.103** Paragraph deleted.

**6.104** Paragraph deleted.

## Key supporting documents

- The Borough Character Appraisal (2015)
- Croydon Public Realm Design Guide (2019)
- Croydon's Conservation Area Appraisal Management Plans (various)
- Conservation Area General Guidance (2013)
- Croydon Opportunity Area Planning Framework (2013)
- East Croydon Masterplan (2011)
- Fair Field Masterplan (2013)
- Mid Croydon Masterplan (2012)
- West Croydon Masterplan (2011)
- Old Town Masterplan (2014)
- Croydon Local Heritage Area Review (2016)
- Historic England's Streets for All (2018)
- MHCLG's National Design Guide (2019)
- The Mayor of London's Characterisation and Growth Strategy (2023), London Plan Guidance
- The Mayor of London's Housing Design Standards (2023), London Plan Guidance
- The Mayor of London's Optimising Site Capacity: A design-led Approach,(2023), London Plan Guidance
- The Mayor of London's Small Site Design Codes, (2023), London Plan Guidance

## Shop front design and security

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 5

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#### Strategic Objective 7

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#### Strategic Objective 10

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#### Policy SP4

### Why we need this policy

**6.105** Given the renewed interest in shop front security brought about as a result of the civil unrest on 8 August 2011, the Council acknowledges the key benefits of a robust shop front design. It is necessary to develop a security policy that will enable the delivery of secure well-designed shop fronts which improve Croydon's public realm, urban environment, and vitality of its town centres.

**6.106** There is a need to ensure that opportunities are taken to promote a succinct and cohesive approach to shop front design and security. Additional guidance that provides clear and concise policies is required to help commercial premises across the borough to incorporate shop front designs which maintain local distinctiveness and provide adequate levels of security whilst reducing the requirement for enforcement action.

**6.107** The new Shop Front Policy will apply greater emphasis in favour of quality shop front design and security in line with the revised addendum to Supplementary Planning Guidance No.1 Shop Fronts & Signs.

**6.108** Over recent years, changes in retail patterns and a growing demand for housing have led to many of these shops being converted into residential accommodation. Many of these conversions have been carried out in a way which often destroyed the inherent adaptability of shop units and the shop fronts. This policy will provide guidance to ensure that conversions are carried out sympathetically and flexibly to allow for future change.

**6.109** The National Planning Policy Framework (requiring good design) outlines the need for robust and comprehensive policies that 'establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit'. Furthermore policies should aim to 'create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion'.

**6.110** The Council's Shop Fronts and Signs Supplementary Planning Guidance No.1 was published on 27th March 1996 and Shop Front Security Addendum to Supplementary Planning Guidance No.1 Shop Fronts & Signs was adopted in April 2012. The Addendum provides advice on shop front security technology and innovation and offers greater clarity regarding acceptable forms of shop front security.

**6.111** The Converting Shops into Homes Addendum to Supplementary Planning Guidance No.1 Shop Fronts & Signs was adopted October 2004. This addendum provides guidance on how to sympathetically convert shops to residential development.

**6.112** Paragraph deleted.

**6.113** Paragraph deleted.

## Policy DM11: Shop front design and security

**DM11.1** To ensure shop fronts are attractive, secure and of a high quality design, the Council will support proposals for new shop fronts and related alterations that respect the scale, character, materials and features of the buildings of which they form part.

**DM11.2** To ensure shop fronts are attractive, secure and of a high quality design, the Council will support proposals for new shop fronts and related alterations in the Metropolitan Centre, District and Local Centres, Shopping Parades and Restaurant Quarter Parades that:

- a. Do not include wholly solid or perforated/pinhole external shutters;
- b. Employ less obtrusive solutions which could include: security glazing, internal shutters, external open, tube and link grille, brick bond parallel pattern lattice type grilles and shutters, concertina or scissor grilles, removable shutters; or
- c. In some instances a mix of solid and open grille shutters may be acceptable as a solution where any element of solid external shutter proposed is transparent.

**DM11.3** To ensure shop fronts are sympathetically incorporated and to provide future flexibility, developments that convert shops into residential accommodation should:

- a. Respect the scale, character, proportions, materials and features of the buildings of which they form part;
- b. Retain and incorporate historic shop fronts, including fascias, signboards, roller blind boxes, corbels, stall risers, cornices, fanlights, console brackets, transoms, pilasters and lobbies into the design;
- c. For new elements, adopt and reinterpret the language of shop front design;
- d. Optimise window and door openings; and
- e. Ensure the design includes elements that provide privacy for the occupiers.

### How the policy works

**6.114** The Council expects all shop front design to be of a high design quality and craftsmanship and whenever possible, use sustainable or recycled materials.

**6.115** The Council encourages improved shop front security and public realm through the integration of innovative technologies.

**6.116** By encouraging shop owners to consider the inclusion of internal shop front shutters during the early stages of the design process. Proposals will respect the distinctive local character of an area whilst maintaining a welcoming environment and public realm.

**6.117** Those seeking planning permission for shop front improvements and new shop fronts should seek additional guidance from the Council's Shop Fronts and Signs Supplementary Planning Guidance No.1 published on 27th March 1996 and Shop Front Security Addendum to Supplementary Planning Guidance No.1 Shop Fronts & Signs adopted in April 2012 or equivalent guidance.

**6.118** Changes in retail patterns and a growing demand for housing have led to the piecemeal change of shops converted to residential. Construction works often associated with these changes in use (usually brick-infill) often destroy the inherent adaptability of shop units and shop fronts and detract from the character of the area.

**6.119** Wherever possible it is preferable to keep and adapt existing historic shop fronts. Key features such as large windows, details and proportions of the shop front can make for an unique, adaptable and attractive home that enhances and compliments the character of the local area.

**6.120** When designing conversions of retail units to residential use, careful consideration should be given to the designing-in of privacy, given that retail units are commonly hard against the pavement. This could include retention or replacement of existing shop fronts and integration of a winter garden space at the front of the former retail unit to create a degree of environmental protection, privacy and private amenity space. Those seeking planning permission to convert shops into homes should seek additional guidance from the Addendum to Supplementary Planning Guidance No.1 Converting Shops into Homes, adopted October 2004.

### Key supporting documents

- Shop Fronts and Signs Supplementary Planning Guidance No.1 (1996)
- Shop Fronts Security Addendum to Supplementary Planning Guidance No.1 (2012)
- Converting Shops into Homes Addendum to Supplementary Planning Guidance No.1, Addendum No. 2

## Advertisement hoardings

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 5

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#### Strategic Objective 7

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### Why we need this policy

**6.121** Advertising is closely associated with urban life and can be one of the most dominant elements of the environment. In the right context advertisement hoardings can enhance the appearance and vitality of an area. However, where they are poorly designed or located and where too many signs have been installed they can cause considerable damage to visual amenity by cluttering the built environment and detracting from the quality of the area.

**6.122** Paragraph deleted.

**6.123** The National Planning Policy Framework acknowledges the impact that advertisements can have on the appearance of the built and natural environment. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts. The Advertisement and Hoardings & Other Advertisements Supplementary Planning Guidance No.8 (February 2003) provided guidance about acceptable locations, number, scale and type of advertisements such as wall mounted and Free standing hoardings and 'A' boards, panels, signs and window advertisements. The Supplementary Planning Guidance highlights the need to ensure advertisements are sensitively located and design to minimise the impact on residential areas and on heritage assets.

## Policy DM12: Advertisement hoardings

**DM12.1** To ensure advertisement hoardings positively contribute to the character and appearance of existing and new streets, the Council will require advertisement hoardings to:

- a. Be designed to improve the public realm;
- b. Demonstrate that the rear of the signs are well designed;
- c. Reinforce the special character of heritage assets and other visually attractive parts of the borough; and
- d. Ensure the location and size of hoardings does not harm amenity or conflict with public safety.

**DM12.2** To ensure advertisement hoardings positively contribute to the character and appearance of the building on which they are attached:

- a. The design and proportions should complement the symmetry and proportions of the host structure;
- b. They should be located where they do not obscure or destroy interesting architectural features and detailing; and
- c. They should be located where they do not cover windows or adversely impact on the functioning of the building.

**DM12.3** A proposal to display advertisements in Areas of Special Advertisement Control will need to demonstrate that it would not:

- a. Significantly detract from residential amenity;
- b. Affect the setting or character of a heritage asset;
- c. Have a significant impact on the character of Metropolitan Green Belt, Metropolitan Open Land, or other rural spaces;
- d. Have a significant impact on public safety including potential for traffic hazards;
- e. Have a significant impact on environmentally sensitive and major gateway approaches to the borough;
- f. Visually separate areas such as car parks and other locations where a safety issue may arise as a result of obscured views into an area; and
- g. Result in numerous hoardings in an area where the cumulative impact would be detrimental to visual amenity.

## How the policy works

**6.124** Larger hoarding sizes are becoming increasingly prevalent, with new displays now incorporating high level brightly illuminated or flashing LCD screens. These are often mounted on large, poorly designed and unsightly platforms and gantries or on exposed flank brick walls which are intrusive in the street scene and can be a potential distraction for motorists. When assessing proposals for advertising hoarding, the Council will expect signs and their supporting structures to be of a high quality architectural design that positively enhances its setting.

### ***Hoardings affecting heritage assets***

**6.125** In sensitive locations such as Conservation Areas, Local Heritage Areas, and adjacent to Listed Buildings and Locally Listed Buildings, an excessive number of advertisements and signs in close proximity can lead to visual clutter and can detract from their character, appearance and setting. To reduce their impact on the significance of these heritage assets in these locations, the number of advertisements will be restricted and proposals will need to demonstrate that they positively enhance and respect their immediate setting and context.

### ***Wall mounted hoardings***

**6.126** Wall mounted advertisement hoardings are often difficult to sensitively integrate on buildings because they can be overbearing in scale, dominate the street scene and can create a poor relationship with building on which they are located. To ensure wall mounted hoardings can be sensitively incorporated on the side of buildings or on boundary walls, the Council will need to be satisfied that their design, scale, and siting would not have an adverse impact on the host building or structure on which it will be located.

## ***Areas of Special Advertisement Control***

**6.127** To protect the open character of and visual amenity of the Metropolitan Greenbelt and the Bradmore Green Conservation Area, the Secretary of State designated these locations as Areas of Special Advertisement Control. This designation prohibits the display of certain advertisements without the consent of the Council.

**6.128** Assessments relating to amenity and safety will need to comply with Town and Country Planning (Control of advertisements) (England) (Amendment) Regulations 2012.

## **Key supporting documents**

- Advertisement and Hoardings & Other Advertisements Supplementary Planning Guidance No.8 (2003)

## Refuse and recycling

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 5

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#### Strategic Objective 7

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#### Policy SP4.5

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#### Policy SP4.6

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### Why we need this policy

**6.129** Most residential and non-residential developments generate waste which will need to be temporarily stored on site. The current kerbside recycling scheme necessitates the need to provide sufficient room to store separated waste within all developments.

**6.130** Paragraph deleted.

**6.131** This policy will provide developers working on residential and non-residential schemes greater clarity about what the Council will expect them to provide. *In addition, we will support a diverse range of modern construction techniques which are energy efficient to manufacture homes. These modern construction techniques include manufacturing methods which utilise the production of components made offsite with the assembly of the building occurring onsite.*

**6.132** Paragraph deleted.

**6.133** The London Mayor's Housing *London Plan* Guidance (LPG), provides some general guidance, however, it states that it should be used in conjunction with local guidance. The Mayor's *Housing Design Standards* (LPG) does not address non-residential development.

## Policy DM13: Refuse and recycling

**DM13.1** To ensure that the location and design of refuse and recycling facilities are treated as an integral element of the overall design, the Council will require developments to:

- a. Sensitively integrate refuse and recycling facilities within the building envelope, or, in conversions, where that is not possible, integrate within the landscape covered facilities that are located behind the building line where they will not be visually intrusive or compromise the provision of shared amenity space;
- b. Ensure facilities are visually screened;
- c. Provide adequate space for the temporary storage of waste (including bulky waste) materials generated by the development; and
- d. Provide layouts that ensure facilities are safe, conveniently located and easily accessible by occupants, operatives and their vehicles.

**DM13.2** To ensure existing and future waste can be sustainably and efficiently managed the Council will require a waste management plan for major developments and for developments that are likely to generate large amounts of waste.

### How the policy works

#### **Design considerations**

**6.134** The Council considers the layout, siting, function and design of recycling and refuse storage facilities to all be of equal importance. It is important that these facilities are considered as an integral part of the development process.

**6.135** If considered at the initial stage of the design process, proposals for new developments can integrate refuse and recycling within the building envelope without causing undue noise and odour nuisance.

#### **Technical considerations**

**6.136** It is important that refuse facilities are located in an area where they are easily accessible to all residents, including children and wheelchair users. This would include the provision of a safe route for those on foot as well as ensuring facilities are located on a hard level surface. Facilities must also be easily accessible for waste collectors.

**6.137** It is essential that developments incorporate enough suitable space to store the amount of waste and recycling likely to arise from the development once they are occupied and to build in capacity to meet future demand. This ensures that problems with rubbish being left on footways are minimised, occupants have space to recycle, commercial and household waste are kept separately and waste collection services can operate safely and efficiently. To ensure this demand can be met, major developments or those which are likely to generate large amounts of refuse and recycling will be required to submit a waste management plan.

**6.138** Additional guidance should be sought from Croydon Council's Public Realm and Safety Department.

## Key supporting documents

- The Mayor Of London's Housing Supplementary Planning Guidance (March 2016)
- British Standards BS 5906:2005 – Waste management in buildings – Code of practice
- 2010 No.2214 Building and Buildings, England and Wales – The Building Regulations 2010
- The Building Regulations 2000 – Approved Document H, Drainage and Waste Disposal (2000 edition)

## Public art

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 5

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#### Strategic Objective 7

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#### Policy SP4.5

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#### Policy SP4.6

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## Why we need this policy

**6.139** Despite its size there are relatively few examples of public art within the borough. The Council acknowledges the important role that public art can play in enhancing the setting of a building and creating a visually stimulating public realm and strengthening local distinctiveness.

**6.140** There is a need to ensure that opportunities to incorporate public art within new developments or public realm improvements are taken and that it relates to the local character, contributes to the sense of place and reinforces local distinctiveness.

**6.141** The incorporation of public art offers the opportunity to work with the local community to create distinctive works that help engender a sense of ownership and strengthen the sense of place.

**6.142** Paragraph deleted.

## Policy DM14: Public art

To enhance and express local character, the Council will support the inclusion of public art and require all major schemes to include public art that:

- a. Is integrated into proposals at an early stage of the design process;
- b. Enhances and creates local distinctiveness and reinforces a sense of place;
- c. Responds to local character;
- d. Makes a positive contribution to the public realm; and
- e. Engages the local community in its creation.

### How the policy works

**6.143** By considering public art during the early stages of the design process and clarifying the scope at the beginning of the pre-application process, opportunities can be taken to integrate public art into the fabric of the development itself in more imaginative ways. Public art should not be confined to statues, but can be incorporated in imaginative, simple and cost effective ways such as bespoke paving, gates, lighting, signage, street furniture, playground equipment, railings and landscaping, murals (painted or ceramic), decorative bargeboards or works of art incorporated on elevations where they will be visible to pedestrians.

**6.144** The Council expects all public art to be of the highest design quality and craftsmanship and whenever possible, encourage the use of sustainable or recycled materials. When commissioning public art, developers should place equal weight on creating the right piece of work, the craftsmanship of the artist and those installing the piece and the maintenance after it has been installed.

**6.145** Those commissioning public art should seek additional guidance from Croydon's Public Realm Design Guide.

### Key supporting documents

- Public Realm Design Guide (2012)

## Tall buildings

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 5

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#### Strategic Objective 7

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#### Policy SP4.5

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#### Policy SP4.6

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## Why we need this policy

**6.146** The Council acknowledges the positive contribution that well-designed tall buildings of high architectural quality can make. If sensitively and appropriately located, these buildings can facilitate regeneration through the provision of new jobs, homes and community facilities and an attractive built environment.

**6.147** The need for this policy has been identified in the Croydon Local Plan's Strategic Policies. The Place-specific development management policies identify areas suitable for tall buildings.

**6.148** The borough's Open Space Needs Assessment identified significant gaps in the provision of amenity green space, particularly in the north of the borough. To address this there is a need to ensure tall residential developments are located in areas with sufficient green infrastructure or provide new green infrastructure to meet the increased demand. **These developments should also integrate with and enhance the green grid wherever possible.**

**6.149** Paragraph deleted.

**6.150** The **Tall Building Study** identifies locations within the Croydon Opportunity Area **and other parts of the borough** that are suitable for tall buildings. **The study informs** indicative tall building heights. This approach reflects the aspirations for **the planned** residential **growth** within the Croydon Opportunity Area.

**6.151** Paragraph deleted.

## Policy DM15: Tall buildings

To ensure tall buildings facilitate growth and regeneration whilst respecting and enhancing local character, avoiding harm to heritage assets, and their settings, development should meet the following criteria:

- a. They are located in areas identified for such buildings in Policies DM34 to DM49;
- b. Clause deleted;
- c. The design should be of exemplar quality and demonstrate that a sensitive approach has been taken in the articulation and composition of the building form which is proportionate to its scale;
- d. The building height, footprint and design relates positively to any nearby heritage assets, and preserves and enhances the significance and setting of the assets within the wider historic environment;
- e. Clause deleted;
- f. To ensure tall buildings are well integrated with the local area, they should include at least an active ground floor and inclusive public realm;
- g. Where tall buildings are acceptable in principle, their design must avoid harmful impacts, including those caused by wind, daylight/sunlight penetration and temperature conditions;
- h. They account for functional requirements, with consideration for maintenance, safety and comfort, and avoid harm to the surrounding public realm and transport and communications networks and
- i. They take account of the cumulative visual, functional and environmental impacts of proposed, consented and planned tall buildings in the area.

### How the policy works

**6.152** Tall buildings have been defined as those which are significantly taller and larger; in terms of scale, mass and height than the predominant surrounding buildings, causing a significant change to the skyline. These should not be less than 21m in height as measured from ground to the top of the building. Place specific development policies set out appropriate height ranges for tall buildings within the Tall Building Zones in Croydon. Within those areas, not all individual sites will be suitable for tall buildings, and the acceptable maximum height will not be appropriate for all sites or development in those areas. Appropriate heights will depend on factors including their siting, size, cumulative impacts and wider regeneration opportunities.

**6.153** When assessing whether a development can be considered to be a tall building, the context within which the building is situated must be taken into account. This would mean that a proposal for six storeys; in an area where predominant building heights are two storeys, would be considered to be a tall building. In an area where an urban block comprises of buildings with narrow frontages, a proposal for a building with a scale that differs from this would be considered to be large.

**6.154** This definition closely aligns with the Croydon Local Plan Strategic Policy SP4.5, London Plan Policy D9 and CABE and Historic England's guidance which refer to tall and large buildings.

**6.155** Paragraph deleted.

**6.156** This policy in conjunction with [the policies for the Areas of Transformation](#) and the Place-specific development management policies (Policies DM34 to DM49) will establish clear principles and more certainty for developers about the locations for tall buildings.

**6.157** Proposals for tall buildings will need to include urban design analysis that demonstrates how they align with the [area](#). In locations outside of these areas, proposals for tall buildings will be expected to demonstrate that they will not cause unacceptable harm to the character of the surrounding area and to the wider setting of heritage assets and meet all policy requirements, including those relating to tall buildings.

**6.158** Paragraph deleted.

**6.159** Paragraph deleted.

**6.160** Due to their size and scale and the increased densities arising from tall buildings, their impact on surroundings are greater than those of more conventionally sized buildings. Tall and large buildings, in areas such as the Metropolitan Centre that have been identified for growth, will place additional pressure on existing resources such as community facilities and public space. There is an opportunity to address the shortage of space by incorporating high quality public amenity spaces such as sky gardens, atrium spaces and roof terraces in tall buildings. To ensure that these buildings address current and future need for amenity space, provision full public access to these spaces will be supported. The Council will work with developers to secure legal agreements for this type of amenity space provision.

**6.161** The design quality of the top of tall buildings is equally as important as the base. A base with a design that has been carefully considered can have a significant impact on the streetscape, local views and how the building physically and visually integrates with the street and the spaces surrounding it. To ensure a tall building is well integrated within its immediate local area, it should incorporate active ground and first floors and a stimulating and inclusive public realm. To make the public realm around the building feel safe and attractive for pedestrians, the façade should have sufficient openings to assist overlooking and passive supervision.

**6.161A** Potential impacts of tall building development includes but are not limited to wind, sunlight, and wider microclimate. Wind and wider microclimate studies should assess the suitability of options and at key milestones as a scheme develops. The scope of the studies should include but not be limited to streets and public spaces including both habitable, walking and cycling environments, and communal and private amenity spaces. All reasonable wind mitigation measures in the buildings layout, form and design should be incorporated into a proposed development to achieve as close as possible to the original wind conditions.

### Key supporting documents

- [Croydon Tall Building Study \(2024\)](#)
- Croydon Opportunity Area Planning Framework (2013)
- East Croydon Masterplan (2011)
- West Croydon Masterplan (2011)
- Mid Croydon Masterplan (2012)
- Infrastructure Delivery Plan (annually updated)
- Borough Character Appraisal (2015)
- Character Typology (2015)
- [Tall Buildings: Historic England Advice Note \(2022\)](#)

## Promoting healthy communities

### Strategic Objectives and related Croydon Local Plan strategic policies

Strategic Objective 4

Strategic Objective 6

Strategic Objective 7

Policy SP5.2

Policy SP5.4

## Why we need this policy

**6.162** The links between planning and health are well established. Chapter 8 of the National Planning Policy Framework sets out the role of the planning system in promoting healthy communities, facilitating social interaction and creating healthy and inclusive places. The National Planning Practice Guidance recommends that health and wellbeing and health infrastructure are considered in Local Plan and planning decisions.

**6.163** Paragraph deleted.

**6.164** SP5.2 of the Croydon Local Plan sets out the Council will work in partnership with health authorities to improve health in Croydon and will ensure new developments provide opportunity for healthy living.

**6.165** Croydon, like many places, has a number of health inequalities. These health inequalities can be addressed by ensuring the planning system and new developments are considering health and wellbeing. This will allow local communities to lead healthy lifestyles and adopt healthy behaviours through living in quality homes, participating in physical activity and have access to quality open spaces.

## Policy DM16: Promoting healthy communities

**DM16.1** The Council, working with relevant organisations, will ensure the creation of healthy communities which encourage healthy behaviours and lifestyles by requiring developments to:

- a. Consider health and wellbeing during the design of a development to maximise potential health gains and ensure any negative impacts can be mitigated;
- b. Ensure access to open spaces and facilities for sport, recreation, play and food growing;
- c. Promote active travel and physical activity through cycling and walking opportunities that are well linked to existing pedestrian and cycling infrastructure;
- d. Create spaces for social interaction and community engagement which are designed to be safe and accessible to all; and
- e. Assess and mitigate pollutants and other environmental impacts on health.

**DM16.2** The Council will work with NHS partners to support the provision of new healthcare facilities and improvements to existing facilities which provide services important for the physical health, mental health and general wellbeing of communities.

### How the policy works

**6.166** Considering health and wellbeing as early as possible into the design of a development presents greater opportunities for maximising positive gains, addressing health inequalities and mitigating any negative impacts. For example, to ensure a positive impact on mental health, developments should consider exceeding internal space standards, provide private or semi-private open spaces, ensure a sense of privacy for residents but also provide opportunities for social interaction and should ensure access to natural daylight.

**6.167** Developments can support physical activity, promote healthy weights and address health problems associated with obesity. This can be done by considering the layout and access to stairwells, ensuring the provision of accessible cycle storage in both homes and workplaces and providing changing facilities to encourage people to cycle to work. Developments should provide quality open spaces, particularly in areas identified as being deficient, for sport, recreation and play whilst improving links to existing spaces and sport facilities. The design of a development can also promote access to healthy food opportunities by providing food growing opportunities whilst protecting existing facilities.

**6.168** Air pollution affects everyone living and working in the borough but can have greater impact on children, older people and those with heart and respiratory conditions. Developments must assess and mitigate the impacts of pollution and look for opportunities to improve air quality. Developments should also be designed to be energy efficient and well insulated to ensure residents are able to live in warm homes and are protected against noise pollution.

**6.169** Health Impact Assessments are a tool which can be used to assess the impact of development proposals on health and wellbeing. They should be used to set out how health and wellbeing have been considered during the design of a development, how positive impacts have been maximised and how any negative impacts have been mitigated, particularly where developments are located in the borough's most deprived wards. Health Impact Assessments should be undertaken as early in the process as possible to ensure the assessment is meaningful and can involve engagement from Croydon Public Health and NHS partners.

**6.170** New development in the borough needs to be supported by health and social infrastructure to ensure communities have access to facilities and services they require at every stage of their lives. Facilities should be accessible to all and should be easily reached by walking, cycling or public transport. The Council will continue to work with NHS partners to identify requirements for new facilities to meet the need arising from the borough's growing population. It will support improvements to existing facilities and will also work with NHS partners to identify opportunities for facilities to come forward as part of mixed-use schemes, particularly where there is an identified need. The impact of developments on existing healthcare facilities should be considered through a Health Impact Assessment.

### Key supporting documents

- The Mayor of London's Social Infrastructure SPG (2015)

## Views and Landmarks

### Strategic Objectives and related Croydon Local Plan strategic policies

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**Policy SP4.2**

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**Policy SP4.6**

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**Policy SP4.9**

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**Policy SP4.13**

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### Why we need this policy

**6.171** Croydon has compiled a list of Local Designated Views of significance for the borough. These include Croydon Panoramas that reinforce Croydon's sense of local place and identity and Local Designated Landmarks that assist with way finding and contribute to local character of the borough.

**6.172** The proposed Views and Landmarks are detailed in Policy SP4 and Appendix 5. Policy DM17 details what the Council will consider in terms of possible impact of proposed development on the Local Designated Views, Croydon Panoramas and Local Designated Landmarks.

## Policy DM17: Views and Landmarks

**DM17.1** The Council will consider the proposed development in relation to its impact on protected Local Designated Views such that developments should not create a crowding effect around, obstruct, or appear too close or high in relation to any Local Designated Landmarks identified in the Local Designated View.

**DM17.2** Developments should enhance Croydon Panoramas as a whole and should not tightly define the edges of the viewing corridors from the Croydon Panoramas. Developments should not create a crowding effect around, obstruct, or appear too close or high in relation to any Local Designated Landmarks identified in the Croydon Panoramas.

**DM17.3** Public access to all viewpoints to Local Designated Views and all Croydon Panoramas should be maintained.

**DM17.4** Have regard to the setting of heritage, design and conservation designations adjoining the borough boundary in neighbouring boroughs.

### How the policy works

**6.173** When new development is proposed it should consider the effect on a Local Designated View to avoid detrimental impact on the quality of the View and ensure it is not sited too close to avoid overcrowding the View of a Local Designated Landmark. This is considered in the Croydon Local Plan Strategic Policy SP4.2 which states that development will be required to protect Local Designated Views, Croydon Panoramas, the setting of Local Designated Landmarks, other important vistas and skylines.

**6.174** Paragraph deleted

**6.175** The Croydon Opportunity Area Planning Framework refers to the potential impact of tall buildings on views and assessment of impact on the skyline. It identifies townscapes along which people have generous views of the Croydon Opportunity Area. Further to this, it identifies the need for development to demonstrate that it integrates with and improves the local character and, that new buildings will be assessed against their impact on these views to ensure they do not result in an overbearing wall of development.

**6.176** The Panoramas selected (listed in Appendix 5) are the wide expansive views of substantial parts of Croydon where public access to a view point to view the Panorama should be maintained.

**6.177** The important Local Designated Landmarks in the views are noted in the list of Croydon Panoramas and Local Designated Views in Appendix 5.

### Key supporting documents

- Borough Character Appraisal (2015)
- Croydon Opportunity Area Planning Framework (2013)

## Heritage assets and conservation

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 5

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#### Strategic Objective 7

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#### Policy SP1

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#### Policy SP2.2

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#### Policy SP4.1

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#### Policy SP4.12

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#### Policy SP4.13

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### Why we need this policy

**6.178** Croydon has a rich and varied heritage which lends depth of historic and architectural significance to the borough's environment and a sense of identity and belonging. The historic environment contributes to local character and distinctiveness and enables an understanding of the pattern of historic development of an area. In order to maintain the borough's character, it is vital that heritage assets are protected and sensitively adapted and that their setting is not harmed. The historic environment is a finite resource and, once lost, cannot be replaced.

**6.179** The Council recognises the value of the historic environment, especially in relation to the positive contribution it can make to creating and maintaining sustainable communities, and considers it to be important to conserve the valued components of the borough's historic environment for the future. This view is supported by the National Planning Policy Framework (Chapter 16), the London Plan (Chapter 7) and the strategic objectives and policies of the Croydon Local Plan. The strategic policies state that 'Croydon needs to ensure protection of its heritage assets and their settings, to retain local distinctiveness and character'. This is particularly important given the context of the significant change that Croydon, in particular the Croydon Opportunity Area, has seen in the last century and is likely to continue to experience. The Council also supports the principles of heritage-led regeneration.

**6.180** This policy seeks to improve the protection afforded to heritage assets in the borough. Heritage assets are the valued elements of the historic environment and make an important contribution to the quality of the borough's architectural, historic and townscape character. A heritage asset is a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets can be identified in various ways, for example through statutory designation as heritage assets of national significance, such as Listed Buildings, Conservation Areas, Scheduled Monuments, and Registered Historic Parks and Gardens, or through designation by the Local Planning Authority, which includes Locally Listed Buildings, Local Heritage Areas and Locally Listed Historic Parks and Gardens. Heritage assets can also be identified through area assessments, master planning or during the planning process itself.

**6.181** Through the planning process the Council will consider the significance of all sites and areas identified as having heritage significance. The Council will monitor proposed removals and additions to the established lists of heritage assets as and when appropriate. The Council will continue to make information relating to heritage assets available to view on the Croydon Council website.

There is the opportunity to further designate conservation areas across the borough to protect areas of particular special architectural or historic interest for future generations to enjoy.

**6.182** Heritage assets may be nationally or locally designated, or non-designated: the reason for their being identified is their special interest. This may be historic, architectural, artistic, or archaeological and these are the attributes that make up their unique quality or significance.

**6.183** The setting of a heritage asset is defined in the glossary of the National Planning Policy Framework as ‘the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve.’

**6.184** This policy addresses detailed issues that relate to the application of the Strategic Policies to heritage assets in the borough and fulfils the aim outlined in strategic Policy SP4 to strengthen the protection afforded to heritage assets in the borough.

**6.185** Paragraph deleted.

**6.186** Paragraph deleted.

**6.187** The Croydon Local Plan provides general policies SP4.11 to SP4.15 that relate to the historic environment. However, there is a need to provide detailed policy on specific issues in order to provide additional policy protection to the borough’s heritage assets and to enable the Council to meet its statutory duties.

## Policy DM18: Heritage assets and conservation

**DM18.1** To preserve and enhance the character, appearance and setting of heritage assets within the borough, the Council will determine all development proposals that affect heritage assets in accordance with the following:

- a. Development affecting heritage assets will only be permitted if their significance is preserved or enhanced;
- b. Proposals for development will only be permitted if they **preserve and** enhance the setting of the heritage asset affected or have no adverse impact on the existing setting;
- c. Proposals for changes of use should retain the significance of a building **or structure** and will be supported only if they are necessary to keep the building in active use; and
- d. Where there is evidence of intentional damage or deliberate neglect to a heritage asset, its current condition will not be taken into account in the decision-making process.

**DM18.2** Applications for development proposals that affect heritage assets or their setting must demonstrate:

- a. How particular attention has been paid to scale, height, massing, historic building lines, the pattern of historic development, use, design, detailing and materials;
- b. That it is of a high quality design that integrates with and makes a positive contribution to the historic environment; and
- c. How the integrity and significance of any retained fabric is preserved **and enhanced**.

**DM18.3** To preserve and enhance Listed Buildings, Scheduled Monuments and Registered Parks and Gardens within the borough, the Council will determine all development proposals that affect these heritage assets in accordance with the following:

- a. Substantial harm to or loss of a Grade II Listed Building or Registered Park and Garden should be exceptional;
- b. Substantial harm to or loss of a Grade I or II\* Listed Building or a Scheduled Monument should be wholly exceptional; and
- c. All alterations and extensions should enhance the character, features and setting of the building or monument and must not adversely affect the asset's significance.

**DM18.4** To preserve and enhance the character, appearance and setting of Conservation Areas within the borough, the Council will determine all development proposals that affect Conservation Areas in accordance with the following:

- a. The demolition of a building that makes a positive contribution to the special character and appearance of a Conservation Area will be treated as substantial harm;
- b. Where the demolition of a building in a Conservation Area is considered to be acceptable, permission for its demolition will only be granted subject to conditions linking demolition to the implementation of an approved redevelopment scheme; and
- c. All proposals for development must have regard to the development principles in the Conservation Area General Guidance Supplementary Planning Document and Conservation Area Appraisal and Management Plan Supplementary Planning Documents or equivalent.

**DM18.5** To preserve and enhance the character, appearance and setting of Locally Listed Buildings within the borough, the Council will determine all development proposals that affect Locally Listed Buildings in accordance with the following:

- a. Substantial weight will be given to preserving and enhancing Locally Listed Buildings; where demolition is proposed, it should be demonstrated that all reasonable attempts have been made to retain all or part of the building;
- b. All alterations and extensions should **preserve and** enhance the building's character, setting and features and must not adversely affect the significance of the building; and
- c. All proposals for development must have regard to Croydon's Local List of Buildings of Historic or Architectural Importance Supplementary Planning Document or equivalent.

**DM18.6** To preserve and enhance the character, appearance and setting of Local Heritage Areas within the borough, the Council will determine all development proposals that affect a Local Heritage Area in accordance with the following:

- a. Substantial weight will be given to protecting and enhancing buildings, townscape and landscape features that make a positive contribution to the special character and appearance of a Local Heritage Area; and
- b. All proposals for development must have regard to the development principles in the Conservation Area General Guidance Supplementary Planning Document and the Local Heritage Area evidence base.

**DM18.7** Substantial weight will be given to **preserving** and enhancing landscape features or planting that makes a positive contribution to the special historic character and original layout of Registered and Locally Listed Historic Parks and Gardens.

**DM18.8** All development proposals must preserve and enhance War Memorials and other monuments, and their settings.

**DM18.9** In consultation with the Greater London Archaeological Advisory Service, or equivalent authority, the Council will require the necessary level of investigation and recording for development proposals that affect, or have the potential to affect Croydon's archaeological heritage. Remains of archaeological importance, whether scheduled or not, should be protected in situ or, if this is not possible, excavated and removed as directed by the Greater London Archaeological Advisory Service or equivalent authority.

## How the policy works

**6.188** While the Council recognises that many non-designated heritage assets do not benefit from statutory protection, the Council will seek to protect all heritage assets from demolition due to their national or local historic and architectural significance and the contribution they make to the borough's townscape character. The Council will seek to retain original features and detailing present on buildings and ensure that alterations and extensions to historic buildings are carried out in a manner that does not harm their significance and respects the scale, character, detailing and materials of the original building and area. Proposals that include the reinstatement of significant lost architectural or landscape features or the removal of harmful alterations, where this can be demonstrably undertaken without harm to the significance of the heritage asset, will be supported in principle.

**6.189** In addition to the collective value of buildings and their relationship to each other, the character of Conservation Areas and Local Heritage Areas may be defined by the wider townscape, land uses, public realm, open spaces, road layout or landscaped areas. This character can be relatively consistent or in larger areas may contain several 'character areas' within the Conservation Area or Local Heritage Area. In addition to protecting individual buildings the Council will ensure that the wider character of an area is protected and enhanced.

**6.190** All planning applications submitted that relate to heritage assets should include a **heritage statement with** a description of the significance of the heritage asset affected and analysis of the resultant impact of the development on the heritage asset and its setting. The level of detail of this statement should be proportionate to the significance of the asset affected and will, if necessary, be directed by the Council.

**6.191** All development that relates directly to heritage assets or affects their setting must be of a high quality design that **preserves and** enhances their special character. New development must be informed by and well integrated with the established character **and heritage significance** of the **heritage asset**.

**6.192** Development will be encouraged to **preserve and** enhance the setting of heritage assets. In some cases there may be opportunities to better reveal the setting of heritage assets; however this must not have adverse impacts on local character or other heritage assets.

**6.193** Historic buildings should **maintain** their original use wherever possible unless **a change of use is** fully justified by demonstration that this is necessary to secure **a building's** long term future viability. Where a proposed change of use is fully justified, it should be demonstrated how the building's original fabric and character is to be preserved **and enhanced**.

**6.194** Historic landscapes, including Registered and Locally Listed Historic Parks and Gardens may have interest **arising from** their age, connection with historic buildings, events or people, presence of ornamental features and artefacts, style of layout, or work of an important designer. The Council will ensure that Historic Parks and Gardens are **preserved and enhanced so as to not be** adversely affected by new development.

**6.195** Croydon's archaeological heritage comprises of both above and below ground remains, previously identified through individual finds, evidence of previous settlements and standing structures. At present, approximately a quarter of the borough is covered by archaeological priority areas, which are areas that have a high likelihood of archaeological significance. **Much** of the borough's archaeological heritage is likely to have been undiscovered and as a result is very sensitive. If a site is identified as having potential archaeological significance applicants will be required to undertake an archaeological desk-based assessment and, if necessary, a field investigation. Any discovered archaeological remains will be required to either be preserved in situ or through a programme of excavation, recording, publication and archiving, undertaken by an archaeological organisation approved by the Council, prior to the commencement of any development. The Council will consult with and follow the guidance of the Greater London Archaeological Advisory Service, or equivalent authority, on the archaeological implications of development proposals.

**6.196** Where development proposals affect heritage assets, the submission of a full planning application will be sought as opposed to an outline planning application, unless the Local Planning Authority has sufficient comfort that the level of detail submitted will ensure that the proposed development will preserve or enhance the affected asset or assets.

**6.197** The Council supports the principle of improving **physical and virtual access and improved interpretation of the historic significance of historic buildings and sites**. It will ensure that works undertaken to achieve this are done so in the most creative manner possible and that any harm to significance is minimised and outweighed by the public benefit of securing access.

**6.198** The Council will maintain the 'Heritage at Risk Register', which is managed by Historic England, and monitors the condition of heritage assets **in the borough**. If deemed appropriate, the Council will exercise its legal powers to ensure that essential maintenance of designated heritage assets is undertaken **to ensure their long term future**. The Council will seek to work with partners to secure creative solutions that would contribute positively to local character and vitality.

**6.199** When, in exceptional circumstances, a heritage asset cannot be retained, the development will be required to conduct a full recording survey (including photographs) and deposit the information in the Croydon Local Studies Library and Archives Centre. This should be secured through a planning condition. This is in addition to the recording requirements imposed in respect of the loss of nationally significant designated heritage assets.

**6.200** Paragraph deleted.

## Key supporting documents

- The Setting of Heritage Assets, Historic England - Historic Environment Good Practice Advice in Planning 3 (2015)
- Conservation Area Designation, Appraisal and Management - Historic England Advice Note 1 (2016)
- Understanding Place: Historic Area Assessments – English Heritage (2011)
- Borough Character Appraisal (2015)
- Croydon's Local List of Buildings of Historic or Architectural Importance Supplementary Planning Document (2007)
- Conservation Area Appraisal and Management Plans (various)
- Conservation Area General Guidance Supplementary Planning Document (2013)
- Local Heritage Areas Review (2016)
- Croydon Opportunity Area Planning Framework (2013)
- East Croydon Masterplan (2011)
- West Croydon Masterplan (2011)
- Mid Croydon Masterplan (2012)
- **Croydon Public Realm Design Guide (2019)**
- **Old Town Materplan (2014)**
- **FairField Masterplan (2013)**
- **Sport England's Active Design Guidance**
- **The Mayor of London's Characterisation and Growth Strategy (2023), London Plan Guidace**
- **The Mayor of London's Housing Design Standards (2023), London Plan Guidance**
- **The Mayor of London's Optimising Site Capacity: A design-led Approach, (2023), London Plan Guidance**
- **Croydon Tall buildings Study 2024**

## 7. Community Facilities

### Strategic policy

#### Where we are now

**7.1** The main issues for the provision of community facilities and education facing in Croydon are that:

- An increasing population will put more pressure on existing community facilities and is likely to require the provision of more facilities over the plan period.
- Over time the types of community facilities provided will need to change to reflect demographic change – the population becoming older and more ethnically diverse, more people living alone and changing lifestyles.
- There are, and will be changes to public policy on service provision and co-location of services.
- There will be a need to accommodate 6,000 interments by 2031 in the borough.

#### Where we want to be

##### Strategic Objective 4:

Reduce social, economic and environmental deprivation, particularly where it is spatially concentrated, by taking priority measures to reduce unemployment, improve skills and education and renew housing, community and environmental conditions.

##### Strategic Objective 6:

Provide and promote well designed emergency services, community, education, health and leisure facilities to meet the aspirations and needs of a diverse community.

##### Strategic Objective 7:

Conserve and create spaces and buildings that foster safe, healthy and cohesive communities.

##### Strategic Objective 8:

Improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough.

## How we are going to get there

### Policy SP5: Community Facilities

**SP5.1** Development that provides for the provision of infrastructure and community facilities to meet the needs of the borough will be supported in appropriate locations.

**SP5.2** Opportunities for healthy, fulfilling and active lifestyles will be created and safeguarded by:

- a. Working in partnership with the health authorities to improve health in Croydon;
- b. Ensuring new developments provide opportunity for healthy living by the encouragement of walking and cycling, good housing design, sufficient open space and opportunity for recreation and sound safety standards;
- c. Improving education facilities and skills training in Croydon and encouraging life-long learning and
- d. Promoting the growth and expansion of further and higher education to improve skills and act as a driver of growth and enterprise in the local economy.

**SP5.3** The Council and its partners will encourage the creation of healthy and liveable neighbourhoods by:

- a. Ensuring the provision of a network of community facilities, providing essential public services; and
- b. Protecting and expanding existing community facilities that still serve, or have the ability to serve, the needs of the community.

### *Providing new community facilities*

**SP5.4** The pattern, scale and quality of community and education facilities will be adjusted:

- a. To meet the evolving needs of the community;
- b. To improve service provision; and
- c. To support housing and employment growth.

**SP5.5** Community facilities will be well designed and located so as to be accessible to all sections of the community where they provide an on-site service. The Council and its partners will encourage and plan for the co-location of services where this provides convenience to the user and resource efficiency and can be achieved in a timely way.

**SP5.6** The Council will support and enable the provision and improvement of places of worship.

**SP5.7** The Council will support the temporary occupation of empty buildings and cleared sites for community uses where they contribute to regeneration and enhance the character of the area.

**Burial space**

**SP5.8** The Council will plan and provide additional space for burials. The site or sites will be selected through a study and should meet the following criteria:

- a. Meet burial needs until at least 2031 and be of sufficient size for that purpose;
- b. Be suitable for burial of all groups and faiths;
- c. Be accessible to all sections of the community; and
- d. Meet technical requirements for burial including the avoidance of risk to aquifers.

**Education and skills**

**SP5.9** The Council will support investment in the improvement and expansion of primary and secondary schools and special schools to meet the needs of the community and its growing population.

**SP5.10** The Council will support investment in new schools by identifying sites for new schools in the Croydon Local Plan.

**SP5.11** Children's Centres and pre-school facilities will be provided, enhanced and updated in alignment with the growing population.

**SP5.12** The Council will support the growth and improvement of further and higher education in the borough and in particular seek to bring a university or 'multiversity' to Croydon. Subject to progress, the Croydon Local Plan will define a campus location at a suitable site with high public transport accessibility **within or near Croydon Metropolitan Centre**.

**SP5.13** The Council will seek to encourage the new university/multiversity to be a centre for innovation, enterprise and associated employment.

**SP5.14** The Council will support skills training and further education of residents by modernising and enhancing the quality of libraries, assisting home learning and training at work, and supporting adult education and training.

**SP5.15** The Council will work with higher and further education services to better provide **education and skills training to increase the opportunities for local residents to help meet the needs of local employers**.

## Why we have taken this approach

**7.2** New housing, employment and other development brings with it additional requirements for community facilities. **Legislation** has enabled Councils to raise resources in support of social **and cultural** infrastructure through a Community Infrastructure Levy and through planning obligation agreements. Evidence of the needs for additional infrastructure is provided in the Infrastructure Delivery Plan and will be further specified in the Community Infrastructure Levy (CIL). This policy, as a first step, specifies the principle that Croydon will use a CIL to aid the funding of community infrastructure.

**7.3** **The Local Plan has a role to play in** creating opportunities for healthier and more active lifestyles **which contribute to better** public health **outcomes**. The creation of opportunities requires local action jointly between the health, care and local planning authorities. **The Mayor's Business Plan** endorses the need to **improve resident health and reduce health inequalities**.

**7.4** Creating a safe home and physical environment whilst encouraging physical exercise will have a positive impact on the physical and mental health of residents, workers and visitors to Croydon.

**7.5** London and borough policies all seek to improve the education, training and skills levels of the population to improve their quality of life, increase life-long opportunities for employment and to improve the competitiveness of national, regional, and local economies. Local strategic policy is required to embed these educational, training and skills objectives into sustainable spatial development in Croydon.

**7.6** Croydon's level of skills at degree level and above is now less than the London average. It is a disincentive to inward investment for high knowledge industry and investment. To overcome these deficiencies and to increase opportunities for degree level education and enhanced training for skills, the expansion of higher and further education is to be encouraged. In particular, the attraction of a university or complex of university facilities to Croydon is seen as important. This will require in time the expansion of existing colleges and the provision of a new university complex in or near Croydon Metropolitan Centre.

**7.7** Local planning authorities are asked to ensure that infrastructure is provided in support of existing and growing communities. Modern society needs a wide range and network of facilities provided locally to support the population in its health, safety, sport, leisure, education and meeting place needs. The precise needs of these services vary but an essential requirement is that they are located so as to be reasonably accessible to the diverse population they serve.

**7.8** The pattern and extent of existing health facilities, schools and colleges, indoor and outdoor leisure, libraries, halls and of schools and Children's' Centres is described in the accompanying Infrastructure Delivery Plan. The pattern of service provision will need to change over time to reflect changing needs caused by demographic change (aging, more people living alone, more children, a more ethnically diverse population and changing lifestyles). Additionally the process of growth creates service pressures for more public service outlets in the community. The policy gives positive support for physical changes to accommodate more and improved community facilities.

**7.9** The expected growth in the borough's population means complementary community facilities will be required. In addition to seeking opportunities to provide new facilities, the Council will protect existing community facilities where they still serve, or have the ability to serve the needs of the community. The community facilities are largely outlined in the Croydon Infrastructure Delivery Plan. The needs of the community evolve, for example the borough's public houses have come under considerable pressure in recent years and are now considered a community facility. Whereas the borough has an over provision of care homes, residential homes and nursing homes, so these are no longer considered a community facility to be protected by policy.

**7.10** Provision and ease of access to health and community facilities have positive impacts on wellbeing and healthcare. Such facilities need to be accessible to all sections of the community, **regardless of any** social, economic or physical characteristics limiting their mobility. **Inclusive design principles need to be applied to make it accessible to communities with protected characteristics.** Where possible services will be co-located so as to enable multi-purpose trips, reduce the need to travel and for the convenience of the user. Additionally, the service providers through co-location will be able to share spaces and services and to reduce capital and revenue costs. This policy is supported by Policy SP8 (Transport and Communication).

**7.11** Public satisfaction with local neighbourhoods increases with ready access to sport and leisure facilities. Likewise the probability of people enjoying an active and healthy lifestyle increases with access to leisure and sporting facilities.

### ***Providing new community facilities***

**7.12** Croydon has a wide range of faith groups, many of which for demographic and other reasons are growing and in need of new or expanded accommodation both for worship and for associated education, social and assembly needs. The Council will, as a general principle, enable development of this nature at appropriate and accessible locations.

**7.13** The extensive need for community facilities, together with pressure on public and voluntary sector resources requires that resources are used carefully. Empty buildings and premises offer a low cost, if temporary, source of supply for some community facilities to commence their function pending a more permanent solution. Not all empty buildings will be suitable for community uses, for example where there is a shortage of parking or they are adjacent to noise sensitive uses. A policy to encourage temporary uses can enhance the public realm to help build social cohesion, support cultural diversity and engender a sense of safety and belonging.

### ***Burial Grounds***

**7.14** A burial needs study on behalf of the borough shows a need to accommodate **6,000 interments** by 2031. The London Plan urges boroughs to consider supplying burial grounds close to the communities they serve. The criteria for site selection **should include meeting environmental and legislative requirements as part of meeting the technical requirements.**

### **Education and skills**

**7.15** The quality of educational facilities needs continual renewal and improvement to meet modern standards. Additionally, the educational estate might need to be expanded to ensure sufficiency of school places to meet the future demand arising from housing and demographic growth. The latest pupil projections indicate that there are sufficient primary school places at borough level and across most of the educational planning areas of the borough to accommodate the planned growth up until 2026. Projections suggest that two new primary schools may be required, one to serve the Croydon Opportunity Area and another in the Purley/Coulsdon area after 2026 and two sites have been allocated to meet this projected need.

**7.15A** Currently, the growth in the Purley Way Transformation Area is not projected to create a need for additional primary school places due to surplus existing capacity within the schools in the area. The majority of the planned housing developments in the Purley Way Transformation Area are due to be delivered after 2026. To safeguard against a future rise in demand for primary school places, a site (Site 332) has been allocated in the Purley Way Transformation Area for a new 2FE primary school.

**7.15B** Pupil projections suggest that at borough level, currently there is enough secondary school places to meet the demand from the proposed housing numbers for the next 5-10 years. However, additional places may be needed in the south of the borough if demand increases above the predicted level, but no site has been allocated to meet this projected need.

**7.16** Paragraph deleted.

**7.17** Facilities for children with special educational needs and disabilities also require physical improvement and expansion with more children educated close to home in the borough rather than further afield. Specialist provision is thus required in both existing and in special schools. Needs will be kept under review, with any sites identified based on an updated Special Education Needs Estate strategy.

**7.18** Croydon Council has provided Children's Centres in line with current requirements. Over the period of the Plan these centres will need to be renewed and adapted to meet changing pre-school needs. At the same time housing growth will bring additional demands and in due course call for expansion of Children's Centres or other pre-school facilities. The principle of such expansion and adaptation is established in this policy.

**7.19** Universities and university sites with multiple university representation (multiversities), have a track record for innovation and technical developments, many of which have commercial applications. There are now institutions offering university grade education in the borough providing the opportunity for the direct application of new technologies in young and growing enterprises. For this reason, Policy SP5.13 establishes in principle that university presence in Croydon should be in a form and in a place with space and opportunity for there to be adjoining centre(s) of innovation.

**7.20** In a fast changing world, the skills needed for employment and wider knowledge, require constant informal and formal learning throughout life. The Council, as part of its effort to raise the quality of life for its residents, will continue to support this process through the work of the Adult Learning and Training Service, the provision of a central and hub libraries of an improving standard and through partnership with the higher education colleges.

## Providing and protecting community facilities

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 4

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#### Strategic Objective 6

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#### Strategic Objective 7

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#### Strategic Objective 8

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#### Policy SP5

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### Why we need this policy

**7.21** The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. The Council recognises the benefits of a healthy community and with the expected growth in the borough's population, existing community facilities that serve their current and future needs should be retained and new facilities provided.

**7.22** Croydon's population, as it grows, will put increasing pressure on community facilities. Consequently, a changing approach towards locating services and facilities is needed, especially to ensure they are provided in sustainable locations.

**7.23** The London Plan requires the protection and enhancement of cultural and social infrastructure which includes community uses and encourages London boroughs to ensure that London's diverse communities' social infrastructure needs are met.

## Policy DM19: Providing and protecting community facilities

**DM19.1** The Council will permit the loss of existing community facilities where:

- a. It can be demonstrated that there is no need for the existing premises or land for a community use and that it no longer has the ability to serve the needs of the community;
- b. The existing use is located on the ground floor within a Main Retail Frontage, a Shopping Parade or a Restaurant Quarter Parade; or
- c. Community facilities for a specific end user (either on site or off site as part of a comprehensive redevelopment) that meet current or future needs are provided.

**DM19.2** The Council will support applications for community use where the proposals:

- a. Include buildings which are flexible, adaptable, capable of multi-use and, where possible, enable future expansion;
- b. Comply with the criteria for **community** uses in industrial locations set out in Table 5.13;
- c. Are accessible to local shopping facilities, healthcare, other community services and public transport or provides a community use in a location and of a type that is designed to meet the needs of a particular client group; and
- d. Are for a use that is a **main** town centre use, as defined by the National Planning Policy Framework, are located within Croydon Metropolitan Centre or a District or Local Centre, have no more than 280m<sup>2</sup> of floor space (net) and are in the vicinity of a Neighbourhood Centre, or are a change of use of an existing unit in a Shopping Parade.

## How the policy works

### **Protection of existing community facilities**

**7.24** Proposals involving the loss of a community facility may comply with the policy by:

- a. Explaining why the current use is no longer needed if the building/site is occupied; and
- b. Showing that the loss would not create, or add to, a shortfall in provision of floor space/sites for the existing community use by providing details of a marketing exercise that meets the criteria below or provide a replacement community facility for a specific end user either on site as part of a mixed use development or elsewhere on a site with no current community use.

**7.25** The marketing exercise associated with this evidence should be for a minimum period of eighteen months. Space should be offered at a reasonable charge for community groups/voluntary sector organisations reflecting its existing use value unfettered by any hope value. In the event that a community facility is listed on the Assets of Community Value register and is offered for sale, **and the Nominating Body wishes to proceed**, the local community is given six months to prepare a bid to buy it. In such circumstances, the marketing statement could be reduced to a period of a minimum continuous period of twelve months in addition to the six months that the community has to prepare a bid to buy it.

**7.26** Developments subject to this policy may include proposals involving the loss of an existing profit-making community use (such as a private gym or cinema). These could submit evidence to demonstrate that the existing community use is not financially viable and so no longer has the ability to serve the needs of the community.

**7.27** In cases where a community use ceases, it has to be successfully demonstrated that there is no local need or demand for alternative community uses. **The applicant shall contact the Council's Community and Voluntary Sector for details of alternative community uses that can be considered in the location.**

**7.28** Policy DM19.1(b) removes the protection of community facilities located in Main Retail Frontage, Shopping Parades and Restaurant Quarter Parades as these are locations where Class E (Commercial, Business and Service) uses are the preferred uses. In order to allow any unit converted to a community use in one of these locations to revert to a Class E (Commercial, Business and Service) use, the protection of community use does not apply. **High footfall community uses will generally be more suitable in the borough's network of centres.**

**7.28A** The aim to retain an end user is to ensure that no existing function is lost. The replacement or consolidated community facility should meet the current and future needs of what the site provides already. An inventory of current uses needs to be submitted along with the application, which should provide a schedule of how these uses will be accommodated in the proposed premises alongside other uses. However, if a particular function/tenant no longer wishes to operate, then the space has to be open to alternative groups of the same function or new community uses, by way of marketing.

### **Proposals for new community facilities**

**7.29** The use of a building and the needs of communities can change over time. Therefore, new community facilities should be designed to be flexible and adaptable to changing circumstances including being capable of multi-use and expansion.

**7.30** New community facilities should be located so that they are close to schools, local shopping facilities and public transport and other community services to reduce the number of trips people need to make to access them. However, it is acknowledged that there may be circumstances where the needs of a particular group or client base mean that it that it does not need to be located close to other services. In such instances applications would need to be supported with information demonstrating how the lack of access to other services will not have a negative impact on the end users of the new community facility and the amenity of the surrounding area.

## Supporting Selhurst Park as the home stadium of Crystal Palace Football Club

### Strategic Objectives and related Croydon Local Plan strategic policies

#### Strategic Objective 1

#### Why we need this policy

**7.31** Selhurst Park has been home to Crystal Palace Football Club since 1924.

**7.32** The Council recognises the existing role that Crystal Palace Football Club has in the community identifying it as a large scale community and leisure facility that continues to make a significant contribution to local area regeneration, creating opportunities for people to share a sense of pride in where they live, as well as delivering initiatives that support community cohesion and facilitate greater social inclusion.

#### Policy DM20: Supporting Selhurst Park as the home stadium of Crystal Palace Football Club

The Council will continue to support Selhurst Park as the home stadium of Crystal Palace Football Club and ensure that any redevelopment would enhance the club's position with a football stadium which makes a significant contribution to the Borough.

#### How the policy works

**7.33** The presence of a major Football Club within Croydon brings many economic, social and cultural benefits. It is therefore important to protect the facilities that are considered necessary for the retention of such a club.

**7.34** London Plan provides support for the continued success of professional sporting enterprises and the cultural, social and economic benefits that they offer to residents, workers and visitors.

## Protecting public houses

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 6

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#### Policy SP5

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### Why we need this policy

**7.35** The National Planning Policy Framework states that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. The loss of public houses over recent years has increased due to rising property values. The importance of public houses as a community asset has been acknowledged through the National Planning Policy Framework which requires local authorities to 'plan positively' for such uses. There is also a body of evidence produced by organisations such as CAMRA (The Campaign for Real Ale), the All Party Parliamentary Beer Group and the Institute for Public Policy Research which also supports this view.

**7.36** The Institute of Public Policy Research's 'The Social Value of Community Pubs' details the social and community importance of public houses and their importance as hubs for development of social networks. It notes the significant long term consequences and associated costs for communities with a lack of social infrastructure which can support the wellbeing of individuals and communities. In May 2013 CAMRA advised that public house losses had been running at 26 per week in the six months to March 2013.

**7.37** The London Plan Policy HC7 cites the protection of public houses as part of London's built, social and cultural heritage as they are the hubs of social gatherings.

## Policy DM21: Protecting public houses

The Council will not grant planning permission for the demolition or change of use of a public house which displays the characteristics of a community pub such as:

- Space for organised social events such as pub quizzes, darts competitions, pool leagues;
- Meeting rooms, performance spaces, room for hire (appropriately sound proofed);
- Ancillary facilities (skittles alley, children's play area); and
- Associated clubs and teams;

Unless:

- a. The loss of the public house would not result in a shortfall of local public house provision of this type;
- b. That the public house is no longer considered economically viable when considered against the CAMRA's Public House Viability Test; and that a range of measures have been undertaken to seek to improve viability including (but not restricted to):
  - Hosting quiz nights, craft fairs, live music or comedy;
  - Food offer diversification;
  - Providing B&B Accommodation;
  - Renting out space for meetings, classes or community events;
  - Maintenance, repair and visual improvements; and
  - Varied opening hours; and
- c. The public house has been marketed as a public house, at a market rate for public houses, for a consistent period of 24 months.

### How the policy works

**7.38** Public houses play an important role at the heart of many local communities. In many cases they have historically provided social hubs and make a positive contribution to townscape and local identity. A defined need can be demonstrated by the submission of a marketing statement for a period of 24 months and consideration against CAMRA's viability assessment. Other criteria which would be considered would include sustained and documented evidence of local objections to the loss of the public house and the public house being used for a wider variety of ancillary uses such as functions, social events and other community activities.

**7.39** Public houses can provide an important role in promoting community cohesion and can offer opportunities for people from different walks of life to mix. They are more than just a place to relax and drinks; they can host events, clubs and provide informal meeting spaces for local interest groups. In 2012 the Institute of Public Policy Research (IPPR) report on Pubs and Places found that 23% of pub goers had made friends in their local public house with people “they would not normally mix with”. Supporting such industries is particularly important given the importance of the food and drinks industry to Croydon. As a consequence, the Council will protect Public Houses as long as their benefit to the community can be justified.

**7.40** The Council will resist the loss of these facilities unless it can be demonstrated that it is no longer required in its current use. Evidence will be required to show that the loss would not create, or add to, a shortfall in provision for the public house and demonstrate that there is no demand for such a use on the site. This would include the submission of evidence of suitable marketing activity for a period of 24 months. In the event that a public house is listed on the Assets of Community Value register and is offered for sale, the local community is given six months to prepare a bid to buy it. In such circumstances, the marketing statement could be reduced to a period of a minimum continuous period of eighteen months in addition to the six months that the community has to prepare a bid to buy it. This evidence should demonstrate that the existing use is no longer financially viable through the submission of financial evidence. Marketing details need to include a site description, photographs and reasonable terms commensurate with public house use. In cases where a public house use has ceased it has to be successfully demonstrated that there is no local need or demand.

### Key supporting documents

- CAMRA Guidance – Pub Planning Policy Tool Kit (2014)
- ‘How to save London’s pubs as community resources’- Steve O’Connell, London Assembly (2013)
- The Social Value of Community Pubs (2012)

## Providing for cemeteries and burial grounds

### Strategic Objectives and related Croydon Local Plan strategic policies

#### Strategic Objective 6

#### Policy SP5

### Why we need this policy

**7.41** Paragraph deleted.

**7.42** In 2010, the Council commissioned a study for future requirements of burial ground and the recommendations estimated that a need for 6,000 interments was required for the period up to 2031. The Greenlawn Memorial Park, a council owned cemetery will cover the requirements until 2031.

**7.43** Croydon needs to find a new site for burial over the next decade and a policy is proposed to guide the search for a site and to help determine any subsequent planning application.

**7.44** Paragraph deleted.

## Policy DM22: Providing for cemeteries and burial grounds

The Council will support applications for new cemeteries and burial grounds where the proposals:

- a. ~~Clause Deleted~~;
- b. Are located in areas of with no risk of flooding from all potential sources of flooding;
- c. Are not located in a Groundwater Source Protection Zone; ~~and~~
- d. Would not have unacceptable adverse impact on the biodiversity of the borough.
- e. ~~Clause deleted.~~

### How the policy works

**7.45** A new cemetery or burial ground ~~ideally~~ needs to be accessed from roads and bus routes or other transport nodes in order to be accessible for residents of the borough to visit and tend to graves.

**7.46** Cemeteries and burial grounds would be particularly adversely affected by flooding. Therefore, they must not be located in areas of flood risk (from any source of flooding). Applications will be refused if there is any risk of flooding to the site irrespective of whether a sequential test demonstrates that there are no other suitable sites within the borough.

**7.47** They also have a greater potential to contaminate groundwater supplies. Groundwater provides a third of our drinking water in England and Wales, and it also maintains the flow in many rivers. In some areas of Southern England, groundwater supplies up to 80% tap water. It is crucial that these supplies and sources are looked after and ensure that tap water is completely safe to drink. The Environment Agency has defined Groundwater Source Protection Zones for groundwater sources such as wells, boreholes and springs used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity, the greater the risk. Maps are available from the Environment Agency (on their website) showing the extent of Groundwater Source Protection Zones in Croydon.

**7.48** ~~Paragraph deleted.~~

**7.49** Any ancillary facilities associated with a new cemetery or burial ground must be kept to a minimum so that there is no impact on openness of Metropolitan Green Belt or Metropolitan Open Land. Existing public access to any site in Metropolitan Green Belt or Metropolitan Open Land must also be maintained.

### Key supporting documents

- Burial Land Need and Provision Study (2010)





# A Place with a Sustainable Future

The content of this section is related to the theme of Croydon as 'A Place with a Sustainable Future.' It considers how the borough can become a sustainable, well connected place and an environment prepared for the impacts of a changing climate.

## 8. Environment and Climate Change

### Strategic policy

#### Where we are now

**8.1** The key issues that the borough faces in terms of planning for climate change up to 2036 are:

- Climate change is a global issue with impacts that are felt most acutely at the local level in terms of more extreme weather, including hotter summers and periods of heavy rainfall.
- There is a Council target for Croydon to become carbon neutral by 2030.
- Croydon is ranked the 4th settlement in England most susceptible to surface water flooding.
- The London Plan sets a target for the capital to become 100% self-sufficient in managing waste by 2026.
- If Croydon undergoes intensive development, more aggregate recycling facilities may be required to minimise waste and its transportation.

#### Where we want to be

##### Strategic Objective 5:

Ensure that high quality new development both integrates, respects and enhances the borough's natural environment and built heritage.

##### Strategic Objective 9:

Ensure the responsible use of land and natural resources and management of waste to mitigate and adapt to climate change.

##### Strategic Objective 10:

Improve the quality and accessibility of green space and nature, whilst protecting and enhancing biodiversity.

##### Strategic Objective 11:

Tackle flood risk by making space for water and utilising sustainable urban drainage systems.

## How we are going to get there

### Policy SP6: Environment and Climate Change

**SP6.1** In order to reduce greenhouse gas emissions and deliver development that is adaptable in a changing climate, the Council will apply a presumption in favour of development provided applications meet the requirements of Policy SP6 and other applicable policies of the development plan.

#### **Energy and carbon dioxide (CO<sub>2</sub>) reduction**

**SP6.2** The Council will ensure that future development makes the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan energy hierarchy (use less energy, supply energy efficiently and use renewable energy), to assist in meeting local, London Plan and national CO<sub>2</sub> reduction targets. The Council will promote **zero carbon developments and encourage** the development of district energy networks where opportunities exist due to high heat density or an increase in heat density brought about by new development. This will be achieved by:

- a. Requiring high density residential developments of 20 or more units to incorporate site wide communal heating systems
- b. Requiring major development to be enabled for district energy connection unless demonstrated not to be feasible or financially viable to do so.

#### **Sustainable design and construction**

**SP6.3** The Council will seek high standards of sustainable design and construction from new development, conversion and refurbishment to assist in meeting local and national CO<sub>2</sub> reduction targets. This will be achieved by:

- a. Requiring new-build residential development of fewer than 10 units to achieve the **London Plan requirements or Building Regulations Part L (2021), whichever is higher**, for energy efficiency in new homes;
- b. Requiring **all major residential development** to achieve the London Plan requirements or **Building Regulations Part L (2021)** for energy performance, **and CO<sub>2</sub> reduction targets**, whichever the higher standard.

The London Plan 'Be Seen' energy performance guidance should be used for monitoring post construction;

- c. Requiring all new-build residential development to meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G;
- d. Requiring conversions and changes of use of existing buildings providing more than 10 new residential units to achieve a minimum of BREEAM Domestic Refurbishment **Excellent** rating or equivalent **unless it can be demonstrated that it is not technically feasible**;
- e. Requiring new build non-residential development, **conversions and changes of use** of 500m<sup>2</sup> and above to achieve a minimum of BREEAM Excellent standard or equivalent, **unless it can be demonstrated that it is not technically feasible**;
- f. **Clause deleted**;
- g. Requiring new build, non-residential development of 1000m<sup>2</sup> and above to achieve **the London Plan Standards [i.e., a minimum of 35% CO<sub>2</sub> reduction beyond the Building Regulations Part L (2021)]**;
- h. Requiring development to positively contribute to improving air, land, noise, and water quality by **mitigating any effects of** pollution;
- i. **Taking a bespoke approach to the sustainability of historic buildings and heritage assets, giving consideration to their particular construction, embodied materials, building fabric and character without undermining their historic importance; and**
- j. **Requiring all major applications to submit Energy Assessments following the London Plan Energy Assessment Guidance.**

### **Flooding, urban blue corridors and water management**

**SP6.4** The Council, as a Lead Local Flood Authority, will work in partnership with the Environment Agency, community groups, water and highways infrastructure providers, developers and other Lead Local Flood Authorities to reduce flood risk, protect groundwater and aquifers, and minimise the impact of all forms of flooding in the borough. This will be achieved by:

- a. Applying the Sequential Test and Exception Test where required by Policy DM25;
- b. Requiring major developments in Flood Zone 1, **developments in areas identified at risk from other sources of flooding** and all new development within Flood Zones 2 and 3 to provide site specific Flood Risk Assessments proportionate with the degree of flood risk posed to and by the development, taking account of the advice and recommendations within the Council's Strategic Flood Risk Assessment and Surface Water Management Plan;
- c. Requiring all development, including refurbishment and conversions, to **demonstrate** sustainable drainage systems (SuDS) **preferably nature based** to reduce surface water run-off and provide water treatment on site; and
- d. Requiring development proposals to account for **and mitigate any** possible groundwater contamination in Source Protection Zones 1 and 2.

**SP6.5** The Council and its partners will promote the implementation of 'Green Blue Spaces and Corridors', enabling a network of multifunctional spaces and corridors that provide safe routes and storage for flood water within the urban environment. This will be achieved by:

- a. Supporting schemes that make space for water in flood events;
- b. Supporting schemes to de-culvert sections of the River Wandle, Norbury Brook and Caterham Bourne;
- c. Preserving and enhancing landscape, heritage and culture through protection and access improvements to the borough's ponds, open water and water heritage sites; and
- d. Maximising opportunities to establish overland flow paths, surface water ponding areas, urban watercourse buffer areas and multi-use flood storage areas in locations of high surface water flood risk and critical drainage areas.

### **Waste management**

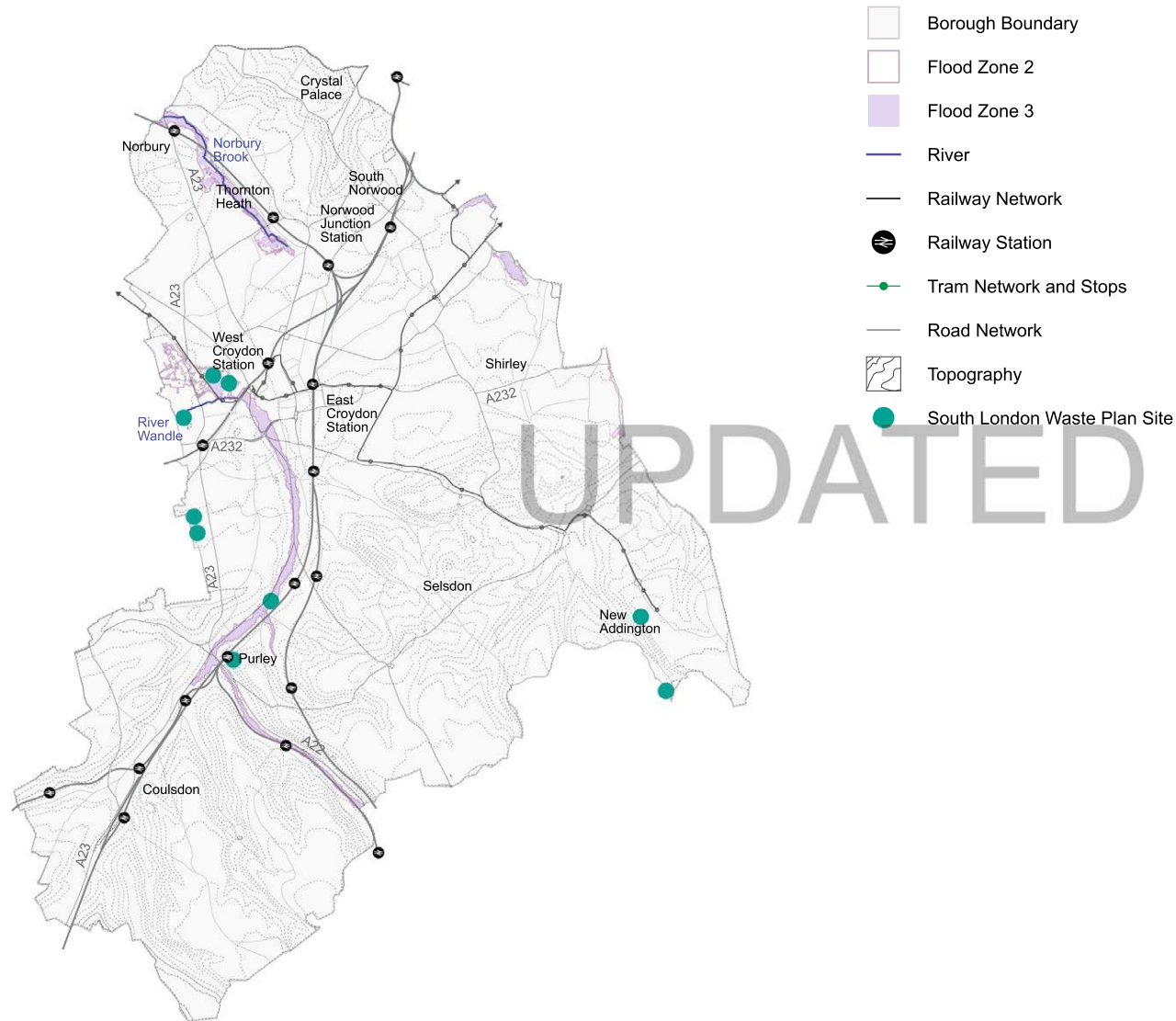
**SP6.6** The Council supports the objectives of sustainable waste management set out in the London Plan and national policy. The Council will identify the necessary capacity in collaboration with the neighbouring boroughs of Merton, Kingston and Sutton to maximise self-sufficiency in managing the waste generated within the four boroughs. This will be achieved through the South London Waste Plan and any further revisions.

### **Minerals**

**SP6.7** The Council will support schemes for aggregate recycling facilities within the borough and seek to reduce the environmental impact of aggregates by supporting the enhancement and development of aggregate recycling facilities where there is no significant detriment to local amenity (see Policy SP8 regarding freight movement and railheads).

### What it will look like

**Figure 8.1:** Map of Policy SP6 Environment & Climate Change



## Why we have taken this approach

### **Energy and carbon dioxide (CO<sub>2</sub>) reduction**

**8.2** In 2021, the London borough of Croydon was responsible for 1,065 kilo tonnes of carbon dioxide (CO<sub>2</sub>) emissions. While this level of emissions is fifth highest across the 33 London boroughs, total emissions from Croydon's homes are the second highest across the boroughs. The London Plan includes a target for London to become a zero carbon city by 2050 and the Climate Change Act sets out that emissions will be reduced by 100% by 2050 (based on 1990 levels). A Climate and Ecological Emergency was declared by the Council in July 2019 with one of the aims for the council to be carbon neutral by 2030.

**8.3** The Building Regulations Part L (2021) for new housing and the London Plan set minimum levels for CO<sub>2</sub> reduction. The London Plan also allows for the offsetting of residual CO<sub>2</sub> emissions where it can be demonstrated that it is not feasible to achieve the required CO<sub>2</sub> target fully onsite.

### **Sustainable design and construction**

**8.4** Adoption of the Building Regulations Part L (2021) and London Plan requirements will ensure that new developments achieve high standards of environmental performance which address: energy/water consumption, environmental impact of materials, waste, surface water run-off, pollution, construction management, ecology and occupant health and wellbeing. The policies seek to ensure that from the start, the design of developments should maximise the potential to use innovative construction technologies, pre-fabrication elements and sustainable materials alongside the use of recycled materials.

**8.4A** Opportunities to modernise and improve Croydon's existing buildings through development, including refurbishment, should be maximised. These opportunities extend to historic buildings and heritage assets; however, the nature of their construction and the need to preserve their character and setting demand special consideration. The borough has numerous listed buildings, historic buildings and townscapes. Before any measures are taken to improve the sustainability and energy efficiency of historic buildings, the construction of the building should be understood. Evidence should set out the current and future energy performance of interventions and take an iterative approach to interventions, starting with the least invasive. The beneficial reuse of existing buildings by retaining the embodied carbon is a sustainable approach in its own right. The proposals for retrofitting listed buildings without harming the character of the building will be supported. Historic England's 'Energy Efficiency and Historic Buildings' should be followed for guidance on retrofitting historic buildings to improve their energy efficiency without impacting their character.

### ***Flooding, urban blue corridors and water management***

**8.5** The main risks of fluvial flooding **are** in the vicinity of the Norbury Brook through Thornton Heath and Norbury and through Kenley, Purley and Waddon along the Brighton Road and Godstone Road valleys and around the culverted River Wandle. Croydon has been ranked the 4th settlement in England most susceptible to surface water flooding. **Parts of the borough are** particularly susceptible to surface water flooding, including Brighton Road through Purley up to Central Croydon and the A22 Godstone Road. **There have been** significant episodes of surface water flooding at Purley Cross, Kenley Station, Brighton Road Coulsdon, Hamsey Green, **Mitchley Avenue Sanderstead**, Purley Oaks Road, Norbury and Thornton Heath. **The Strategic Flood Risk Assessment (SFRA)** also identifies areas in the borough where groundwater may come close to the ground surface. Croydon experienced severe flooding in 2014 associated with the Caterham Bourne and high groundwater levels.

**8.6** Sustainable drainage systems, (SuDS) **are recommended by the SFRA** to ameliorate flood risk and reduce surface water run-off. The Council, as the Local Planning Authority and the Lead Local Flood Authority, is required to ensure that SuDS are implemented in all major developments. The requirement to utilise SuDS in all development, including those in low risk areas, is in view of the fact that surface water from one area of a catchment may contribute towards enhanced flood risk in another area of that catchment. In addition, flood events are expected to become more frequent and more significant in the future as the U.K.'s climate changes and this requirement will go some way to adapting to this change. The installation of SuDS, such as green roofs, can have several additional benefits: increasing biodiversity and urban cooling, providing additional open space in built-up areas and improvements to water quality. Flood Risk Assessments will highlight site specific issues and help inform the best solutions to reduce flood risk and improve water management. The Level 2 SFRA and SWMP can be used to guide which SuDS will be the most suitable based on site specific considerations.

**8.7** Establishing a network of multifunctional spaces and corridors for flood water provides additional opportunities for improving biodiversity, recreation, urban cooling and access. **The Local Plan will support development that results in the creation of new ponds and ecological** improvements to ponds and open water sites such as South Norwood Lake and Waddon Ponds.

**8.8** The Environment Agency has defined Source Protection Zones (SPZs), for groundwater sources such as wells, boreholes and springs used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity, the greater the risk. A formation of chalk underlies **the south of the borough**. Fractures in the chalk rock allow groundwater to collect and flow underground. They also allow large quantities of groundwater to be brought to the surface through pumping of wells. The water from these wells supplies over 70% of Croydon's drinking water, and should be protected to ensure water is available to current and future generations. Considerate planning is needed so that development does not have a detrimental effect on the public's valuable water resource. **In the north of the borough clay is the predominant soil formation**. Through this package of measures Croydon has the potential to reduce urban diffuse pollution in its water bodies and help improve the ecological status of the borough's watercourses such as the River Wandle, Norbury Brook and Caterham Bourne.

### **Waste management**

**8.9** The Council has developed the South London Waste Plan with the neighbouring boroughs of Kingston, Merton and Sutton. The Waste Plan forms part of each borough's Local Development Framework and ensures that collectively, the boroughs meet the London Plan, national and EU requirements. Detailed planning policies for the assessment and delivery of new waste management facilities are set out in the South London Waste Plan. Policy *SI7* of the London Plan seeks to manage as much of London's waste within London as practicable; working towards managing the equivalent of 100 per cent of London's waste within London by 2026 and creating positive environmental and economic impacts from waste processing working towards zero biodegradable or recyclable waste to landfill by 2026. Within this context, the London Plan emphasises that boroughs should maximise self-sufficiency. The London Plan provides updated guidance and revised waste apportionment that the South London Waste Plan will seek to meet.

**8.10** When considering planning applications for new waste management facilities, the Council will have regard to the policies of the South London Waste Plan and the additional location criteria set out in the London Plan and national policy. Within Croydon, some Strategic Industrial Locations have been identified as potentially suitable for waste management facilities and are identified in the South London Waste Plan.

### **Minerals**

**8.11** An aggregates company has access to a rail head at Purley; *this site is allocated and safeguarded waste site in the South London Waste Plan, as shown on the Policies Map.* Whilst the borough has no minerals for extraction the levels of growth envisaged over the plan period will require sustainable means with which to transport and distribute aggregates as well as recycling aggregates. *The operations of such sites should not be prejudiced by potential development in the vicinity, and therefore applications will be assessed in accordance with the agent of change principle.*

## Development and construction

### Strategic Objectives and related Croydon Local Plan strategic policies

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**Strategic Objective 5**  
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**Strategic Objective 9**  
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**Strategic Objective 10**  
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**Strategic Objective 11**  
.....

**Policy SP6.2**  
.....

**Policy SP6.3**  
.....

### Why we need this policy

**8.12** As part of its commitment to achieving sustainable development and promoting the economic and social wellbeing of the borough, the Council needs to ensure that there is effective protection of the environment and prudent use of natural resources. To do this the Council needs to assess the environmental impacts of development and take action to ensure that sustainable development objectives are met. The entire borough of Croydon is also an Air Quality Management Area.

## Policy DM23: Development and construction

The Council will promote high standards of development and construction throughout the borough by:

- a. Ensuring that future development, that may be liable to cause or be affected by pollution through air, noise, dust, or vibration, will not be detrimental to the health, safety and amenity of users of the site or surrounding land;
- b. Ensuring that developments are air quality neutral and do not lead to further deterioration of existing poor air quality;
- c. Ensuring mitigation measures are put in place to reduce the adverse impacts to acceptable levels. Where necessary, the Council will set planning conditions to reduce the impact on adjacent land uses to acceptable levels, relative to ambient noise levels and the character of the locality; and
- d. Encouraging the use of sustainable and innovative construction materials and techniques in developments;
- e. Aiming to achieve net zero waste by applying circular economy principles; and
- f. Ensuring that a whole-building approach is adopted with regard to the sustainability of historic buildings and heritage assets.

### Why we are proposing this approach

**8.13** In Croydon, developments of 10 or more new homes or 500m<sup>2</sup> or more of non-residential floor space are expected to meet high sustainable construction standards in accordance with the Croydon Local Plan.

**8.14** Developers should seek to minimise the adverse environmental impacts of development during construction by considering the following best practice measures:

- a. Identifying potential sources of dust and other air pollution as early as possible from the earliest stages of project design and planning;
- b. Locating activities likely to generate air pollution or dust away from sensitive uses such as hospitals, schools, housing and wildlife sites where possible;
- c. Minimising dust generation by dampening stockpiles and covering skips;
- d. Dampening and sweeping construction sites, access roads and dust generating activities such as stone cutting as required;
- e. Accommodating wheel washer facilities as necessary;
- f. Making use of techniques such as framed construction and prefabricated components in order to minimise construction noise and disruption on site; and
- g. Reducing waste by following London Plan circular economy principles.

**8.15** All major development proposals are expected to incorporate London Plan circular economy principles and submit a whole life cycle assessment.

### **Air quality**

**8.16** The entire borough of Croydon is an Air Quality Management Area (AQMA) and therefore developers should give careful consideration to the air quality impacts of their proposed development through an Air Quality Assessment.

**8.17** Since very few developments are ‘zero emission’ developments, most development will have a negative impact on air quality. As Croydon is an AQMA, new developments should be at least ‘air quality neutral’. Developers should consider air **quality positive principles** at the design stage and should incorporate best practice in the design, construction and operation of the development.

**Development proposals should have regard to London Plan Air Quality Neutral and Air Quality Positive guidance.** Where a development has a negative impact on air quality, developers should identify mitigation measures that will minimise or offset the emissions from the development. These mitigation measures should be implemented on-site. This is especially important where provision has been made for a large number of parking spaces, where the development will generate a significant number of trips, will give rise to other potentially significant sources of pollution or will be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people. Poor air quality is linked to the development of chronic diseases and can increase the risk of respiratory illness. Tackling poor air quality can improve health problems and minimise the impacts on vulnerable groups, especially asthma in children and heart and respiratory diseases in older people.

**8.18** The Council has produced an Interim Policy Guidance (Standards and Requirements for Improving Local Air Quality) on requirements for improving local air quality, which sets out situations when an assessment may be required and suggests methods of undertaking such an assessment within the Croydon area. Developers or architects involved in new residential development, new industrial and commercial development, or mixed use development with housing should consult the Interim Planning Guidance on Improving Local Air Quality and the Mayor of London’s Control of Dust and Emissions Supplementary Planning Guidance.

### **Noise**

**8.19** There is a need to ensure that residents and businesses are protected from environmental disturbance during the construction of major developments. **Proposed developments should design out exposure to noise and provide adequate sound insulation to minimise the adverse impact of noise from a railway or a busy road, aircraft or an industrial activity, in line with the London Plan Agent of Change Principle.**

**8.20** The Council’s Code of Practice has been prepared to help developers and their contractors ensure that they undertake their works in the most considerate manner, in order to reduce the impact of the work on local communities. It also provides guidance on a Construction Logistic Plan **and Delivery and Servicing Plans** required for major developments and the assessment of traffic movements.

**8.21** Most planning applications received by the Council are assessed for the impact of environmental noise on the new development. This to ensure that the proposed development has adequate sound insulation in order to minimise the adverse impact of noise from a railway or a busy road, aircraft or an industrial activity. Residential developments close to railways and other noise sensitive sites will need a noise assessment.

### **Key supporting documents**

- Standards and Requirements for Improving Local Air Quality Interim Policy Guidance (2014)
- The Mayor of London’s Control of Dust and Emissions Supplementary Planning Guidance (2014)

## Land contamination

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 9

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#### Policy SP6.3

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### Why we need this policy

**8.22** Paragraph deleted.

**8.23** The legislation defines contaminated land as ‘any land which appears to the local authority in whose area it is situated, to be in such a condition, by reasons of substances in, on or under the land that:

- a. Significant harm is being **caused**, or there is a significant possibility of such harm being caused; or
- b. **Significant** pollution of controlled waters is being or is likely to be caused.

**8.24** Land contamination is likely to have arisen from the activities of past industrial and waste disposal practices. Elevated levels of heavy metals, oils, pesticides, and asbestos or landfill gas are a few examples of substances or materials which could be considered contaminants and which, where not properly managed, could cause harm to health or the environment.

**8.25** The effects of historical contamination **should** not cause any harm to the future users of a site. **Where** contamination is an issue on a site, **development is an opportunity for it to be** cleaned up or remediated before or as part of its redevelopment.

**8.26** Paragraph deleted.

**8.27** Paragraph deleted.

## Policy DM24: Land contamination

**DM24.1** The Council will permit development proposals located on or near potentially contaminated sites, provided that detailed site investigation is undertaken prior to the start of construction in order to assess:

- a. The nature and extent of contamination; and
- b. The production of landfill gases.

**DM24.2** Where the assessment identifies unacceptable risks to human health, adjacent land uses or the local environment, site remediation and aftercare measures will be agreed or secured by condition to protect the health of future occupants or users.

**DM24.3** All development proposals on contaminated sites should be accompanied by a full risk assessment, which takes into account existing site conditions.

### How the policy works

**8.28** In addressing contamination, it is recognised that retrospective remedial actions, carried out after a site has been developed, will be significantly more expensive and difficult, than if the remediation is carried out prior to or as part of a site's development. As a consequence of this, when a site is to be developed, the Council will seek to ensure that any issues of contamination are addressed through the imposition of planning conditions prior to its development. The scale of remediation of the land should reflect the nature and risk posed by any contaminants. The Council's Contaminated Land Officer will advise on remedial measures and that measures are successfully implemented.

## Sustainable Drainage Systems and reducing flood risk

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 9

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#### Strategic Objective 11

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#### Policy SP6.4

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#### Policy SP6.5

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### Why we need this policy

**8.29** The National Planning Policy Framework states that development should be directed away from areas at a highest risk of flooding and that Local Plans should apply a sequential, risk-based approach to the location of development. Where development is required in areas at risk of flooding, it should be safe for the lifetime of development without increasing flood risk elsewhere.

**8.30** The National Planning Policy Framework and Planning Practice Guidance state that sustainable drainage systems should be given priority in major developments unless demonstrated to be inappropriate. However, the use of sustainable drainage systems in all developments provides the opportunity to manage surface water as close to the source as possible and provide wider amenity and biodiversity benefits.

## Policy DM25: Sustainable Drainage Systems and reducing flood risk

**DM25.1** The Council will ensure that development in the borough reduces flood risk and minimises the impact of flooding by:

- a. Steering development to the areas with a lower risk of flooding;
- b. Applying the Sequential Test and Exception Test in accord with Table 8.1;
- c. Taking account of all sources of flooding from fluvial, surface water, groundwater, sewers, reservoirs and ordinary watercourses; and
- d. Applying the sequential approach to site layout by locating the most vulnerable uses in parts of the site at the lowest risk of flooding.

**DM25.2** In areas at risk of flooding development should be safe for the lifetime of development and should incorporate flood resilience and resistant measures into the design, layout and form of buildings to reduce the level of flood risk both on site and elsewhere.

**DM25.3** Sustainable drainage systems are required in all development and should:

- a. Ensure surface run-off is managed as close to the source as possible;
- b. Accord with the London Plan Sustainable Drainage Hierarchy;
- c. Achieve better than greenfield runoff rates, **where feasible**;
- d. Be designed to be multifunctional and incorporate sustainable drainage into landscaping and public realm to provide opportunities to improve amenity and biodiversity;
- e. Achieve improvements in water quality through a sustainable drainage system management train; and
- f. Be designed with consideration of future maintenance.

**Table 8.1** Application of Sequential test, Exception test and Flood Risk Assessment to applications in Croydon

| Flood Zones          | Land uses  | Sequential Test   | Exception Test   | Flood Risk Assessment  |
|----------------------|--|---|--|--|
| <b>Flood Zone 1</b>  | All uses are permitted   | Required if identified at risk from other sources of flooding.<br><b>Not applicable for minor developments.</b> | Not applicable   | All major developments and all developments in areas identified at risk from other sources of flooding |
| <b>Flood Zone 2</b>  | Highly vulnerable uses will only be permitted if the Exception Test is passed<br><br>More vulnerable and Highly vulnerable uses should set Finished Floor Levels a minimum of 300mm above the known or modelled 1% annual probability flood level (1 in 100 year) including climate change | Required for all development unless allocated in the Croydon Local Plan   | Required for highly vulnerable uses                            | All development  |
| <b>Flood Zone 3a</b> | Highly vulnerable uses will not be permitted<br><br>More vulnerable uses should set Finished Floor Levels a minimum of 300mm above the known or modelled 1% annual probability flood level (1 in 100 year) including climate change<br><br>Basements dwellings will not be permitted       | Required for all development unless allocated in the Croydon Local Plan   | Required for essential infrastructure and more vulnerable uses | All development  |
| <b>Flood Zone 3b</b> | Water compatible uses will be permitted<br><br>Highly vulnerable, more vulnerable and less vulnerable uses will not be permitted<br><br>Basements dwellings will not be permitted  | Required for all development unless allocated in the Croydon Local Plan   | Required for essential infrastructure                          | All development  |

## How the policy works

**8.31** When preparing Flood Risk Assessments regard should be had to the Council's Strategic Flood Risk Assessment, Surface Water Management Plan, Local Flood Risk Management Strategy, other local flood history, relevant flood defence asset information, Section 19 reports and Environment Agency flood maps. Flood Risk Assessments should assess the risk from all sources of flooding and should be informed by the latest evidence on climate change allowances.

**8.32** The Exception Test is not required for sites within Flood Zone 1. For development in Flood Zones 2 and 3 the Sequential Test and Exception Test should form part of the Flood Risk Assessment as given in Table 8.1, having regard to the guidance in the Council's Strategic Flood Risk Assessment. A Sequential Test is required for development (not minor) in Flood Zone 1, if the area has been identified at risk from other sources of flooding.

**8.33** For residential development, a Sequential Test may be made against the Council's published five year supply of housing land and should demonstrate that the five year supply of housing land cannot be met on sites with a lower risk of flooding. For all other uses a Sequential Test should be based on the catchment of the proposed use.

**8.34** Where a site is at risk of groundwater flooding, the Council will request a Basement Impact Assessment as part of the Flood Risk Assessment for any application with basement or lower ground floor development. These assessments should be informed by ground investigations to help assess the flood risks to basement development and the surrounding area. In addition, any new basement development connected to the sewerage network shall be fitted with a positive pumped device to protect the basement from the risk of sewer flooding.

**8.35** Due to the risk posed by surface water flooding in Croydon, development should utilise sustainable drainage systems to achieve better than greenfield runoff rates from the site where feasible. Greenfield runoff rates are defined as the runoff rates from a site, in its natural state, prior to any redevelopment. If better than greenfield runoff rates cannot be achieved, this should be justified to the Local Planning Authority and Lead Local Flood Authority as part of a drainage strategy. In these instances greenfield runoff rates should be achieved as a minimum in line with the London Plan.

**8.36** Sustainable drainage systems should always be considered as early in the design process in synergy with the green infrastructure objectives to inform the design of the development. Proposals should demonstrate an understanding of how surface water will flow across the site, taking account of topography and locating drainage features accordingly. A drainage strategy should demonstrate that the site will achieve better than greenfield runoff rates and that sustainable drainage systems have been designed in line with the London Plan drainage hierarchy. Drainage design should follow the principles of water sensitive urban design and demonstrate a sustainable drainage management train. A sustainable drainage management train identifies the different stages of movement of water through and across a site, identifying suitable sustainable drainage techniques and opportunities for ecological improvements at each stage. For example, a management train could consist of a green roof, a soakaway and permeable paving used in different parts of a development. The drainage strategy should also demonstrate how the drainage system will be managed and maintained for the lifetime of the development.

**8.37** Sustainable drainage systems especially Nature Based solutions, provide wider benefits than just reducing surface water runoff from a site. They provide opportunities to improve water quality by removing pollutants, improve the quality and attractiveness of public realm through green infrastructure and open spaces and enhance biodiversity through the creation of habitats such as ponds and wetlands. Sustainable drainage systems should be designed to manage water as close to the source as possible and include treatment stages which not only manage the flow of water but provide wider benefits to the site. However, care should be taken to avoid contamination of ground water protection zones while incorporating SuDS involving infiltration. The contribution of trees in reducing flood risk should be recognised in developing sustainable drainage systems and the wider benefits that can be realised. Any SuDS designed should also be long lasting and resilient to future climate change. Detailed guidance on sustainable drainage systems will be produced by the Lead Local Flood Authority. When Schedule 3 to The Flood and Water Management Act 2010 is implemented, construction cannot commence until the SuDS scheme is approved by the SuDS Approval Body (SAB) and the approval process will run alongside the planning process.

**8.38** Developments which result in the need for off-site upgrades to the water or sewerage network, will need to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades and where appropriate phasing of occupation. Developers are encouraged to contact the water/waste water company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements.

### Key supporting documents

- Stemming the flow – the role of trees and woods in flood protections (May 2014)
- Strategic Flood Risk Assessment (2021) and updates
- Surface Water Management Plan (2011)
- Local Flood Risk Management Strategy (2015)
- Ministerial Statement HCWS161 (2014)
- Woodland actions for biodiversity and their role in water management (March 2008)

## 9. Green Grid

### Strategic policy

#### Where we are now

**9.1** The key issues that the borough faces in terms of planning for green space are:

- 50% of the borough's residential areas are located more than 400m from a local park.
- Pressure on existing green spaces and play areas are likely to increase with the levels of growth planned for urban areas in the borough.
- Croydon lacks areas of open water e.g. lakes, rivers and large ponds.
- Due to limited land availability there are significant gaps in the access to nature in the northern parts of the borough.
- Allotments in the borough are well used and there is a large demand for allotments.
- Croydon's ecological health and resilience should be improved to mitigate the effects of climate change.
- The green spaces do not comprehensively offer safe and pleasant walking and cycling connections and facilities to serve an increasing population.

#### Where we want to be

##### Strategic Objective 4:

Reduce social, economic and environmental deprivation, particularly where it is spatially concentrated, by taking priority measures to reduce unemployment, improve skills and education and renew housing, community and environmental conditions.

##### Strategic Objective 7

Conserve and create spaces and buildings that foster safe, healthy and cohesive communities.

##### Strategic Objective 8:

Improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough.

##### Strategic Objective 9:

Ensure the responsible use of land and natural resources and management of waste to mitigate and adapt to climate change.

##### Strategic Objective 10:

Improve the quality and accessibility of green space and nature, whilst protecting and enhancing biodiversity.

##### Strategic Objective 11:

Tackle flood risk by making space for water and utilising sustainable urban drainage systems.

## How we are going to get there

### Policy SP7: Green Grid

**SP7.1** In order to deliver new and enhanced green and blue infrastructure commensurate with growth the Council will apply a presumption in favour of development provided applications assist in the delivery of a Green Grid.

**SP7.2** The extent of the borough's Metropolitan Green Belt, Metropolitan Open Land, Local Green Spaces, and Important Green Spaces will be protected and safeguarded.

**SP7.3** A network of interlinked multi-functional open spaces, a 'Green Grid', comprising those parts of the All London Green Grid together with other green and blue spaces will be established and developed further within the borough as shown in Figure 9.1 through the following:

- a. Seeking the provision and creation of new green and blue spaces with particular focus for areas deficient in access to nature, play areas, and publicly accessible recreational open space;
- b. Improving access and links to and through green spaces to encourage walking, cycling and horse-riding;
- c. Identifying and providing Green Grid connections between open spaces across the borough ensuring interconnectivity with adjacent borough's green spaces using transport corridors as given in Table 9.0a;
- d. Maintaining and improving the quality, function and offer of open spaces across the borough for all users;
- e. Maximising opportunities for street tree planting, green roofs, green walls and green landscaping, including the use of locally sourced native species to assist urban cooling in a changing climate;
- f. Enabling the Green Grid to be established in areas at risk from flooding;
- g. Enabling and prioritising where the Green Grid can include Geological and Geomorphological Sites and
- h. Identifying areas where green grid connections can be used to improve the setting of heritage assets such as creating better access and improved landscape setting for historic monuments and assets.

### **Biodiversity**

**SP7.4** The Council and its partners will enhance biodiversity across the borough, assist ecological restoration and address spatial deficiencies in access to nature by:

- a. Protecting and enhancing Sites of Importance for Nature Conservation, Local Nature Reserves, National Nature Reserve, Sites of Special Scientific Interest, Regionally and Locally Important Geological Sites;
- b. Improving the quality of current sites through habitat management and biodiversity net gain;
- c. Enhancing wildlife areas of existing sites and creating new areas for wildlife;
- d. Enhancing connections between, or joining up sites, either through direct physical corridors, or through a series of linked sites to assist in improving and protecting wildlife;
- e. Reducing the pressures on wildlife and sensitive sites by improving the wider environment around wildlife sites by establishing buffer areas;
- f. Promoting the naturalisation of landscapes including exploring opportunities to de-culvert the River Wandle and the enhancement of Croydon's natural landscape signatures;
- g. Incorporating urban greening as a fundamental element of site and building design, through measures such as high-quality landscapes, trees, green and blue roofs, green walls, nature-based sustainable drainage and biodiversity net gain;
- h. Conserving and enhancing existing habitats, migratory routes and other biodiversity or geodiversity features, as well as incorporating additional measures to enhance biodiversity, proportionate to the development proposed;

- i. Protecting the existing trees and enhancing the diversity of the street scene by establishing tree planting;
- j. Responding to climate change – through carbon sequestration and storage, temperature regulation, storm water regulation and air purification; and
- k. Making a positive contribution to biodiversity, heritage and landscape and taking pressure off environmental stresses whilst creating healthy ecosystems that support economic, social and ecological resilience with the ability to adapt to change.

### **Productive landscapes**

**SP7.5** The Council and its partners will support the role of productive landscapes by:

- a. Protecting and enhancing allotments, community gardens and woodland;
- b. Supporting food growing, tree planting and forestry, including the temporary utilisation of cleared sites; and encouraging major residential developments to incorporate edible planting and growing spaces at multiple floor levels; and
- c. Ensuring landscaping is flexible so that spaces may be adapted for growing opportunities.

**Table 9.0A** Croydon's Green Grid

| Name                         | Final Green Locations                                      | Green spaces to link together  | Green/Blue Opportunities   | Possible Linking Routes  |
|------------------------------|--|--|--|--|
| North/<br>South<br>Corridor  | Norwood Park to<br>North Downs - at<br>Farthing Downs      | Norwood Park<br>Convent Wood<br>St John's Memorial Gardens<br>Stoats Nest Allotments<br>Cane Hill<br>Farthing Downs  | Purley Way<br>London Road<br>Wandle Trail<br>River Wandle                                      | West Croydon – Sutton Rail line<br>London to Brighton Road and Railway<br>Corridor<br>A23 road   |
| Great<br>North<br>Wood links | South Norwood<br>to Norwood<br>Grove (Streatham<br>Common) | South Norwood Lake and Grounds<br>Beaulieu Heights<br>The Lawns (Spa Wood)<br>Spa Hill Allotments<br>Biggin Woods<br>Norwood Grove   | Spa Allotments<br>All Saints Church and grounds<br>Cypress Primary School<br>(Between 1 and 2) | Covington Way<br>Biggin Way<br>Waddington Way<br>Kingslyn Crescent & Spa Close   |
| East/West<br>Corridor        | Wandle Park to<br>Three Half Penny<br>Wood                 | Waddon Ponds<br>Wandle Park<br>St. John's Memorial Gardens<br>Queens Gardens<br>Park Hill<br>Lloyd Park<br>Addington Park and Addington Hills<br>Addington Golf Course<br>Shirley Heath<br>Three Half Penny Wood | River Wandle<br>Wandle Trail<br>Croydon Minster<br>Fairfield                                   | River Wandle<br>South Quarter<br>Rectory Grove (Church Street)<br>Katherine Street<br>Stanhope Road<br>A232/Barclay Road<br>Coombe Road<br>Tram Line |

| Name               | Final Green Locations   | Green spaces to link together   | Green/Blue Opportunities  | Possible Linking Routes  |
|--------------------|---|---|---|--|
| The Chalk Link     | North Downs to Selsdon and beyond to Chipstead (Reigate & Banstead) | Selsdon Wood<br>Kings Wood<br>Hamsey Green Pond<br>Riddlesdown Common<br>Whyteleafe Recreation Ground (TDC)<br>Kenley Aerodrome<br>Coulsdon Common<br>Happy Valley<br>Farthing Downs<br>Cane Hill<br>Rickman Hill | Kenley Aerodrome<br>Atwood School   | Lime Meadow Avenue<br>Whyteleafe Hill<br>Hornchurch Hill<br>Woodplace Lane<br>Holyme oak Road  |
| The Downlands Link | Three Corner Grove to Purley Playing Fields/Roundshaw Park          | Three Corner Grove<br>Addington Court Golf Course<br>Selsdon Wood<br>Little Heath Woods<br>Croham Hurst<br>South Croydon Rec<br>Purley Way Playing Fields   | Purley Play Fields<br>North Purley District Centre<br>Allotments – Off Carlton Road | Ashen Vale<br>Littleheath Road<br>Westhill and Essenden Road<br>Kingsdown Avenue & Edgehill Road   |
| South Norwood Link | Park Hill Park to South Norwood Country Park                        | Park Hill Park<br>Addiscombe Railway Park<br>Ashburton Park<br>Golf Centre<br>South Norwood Country Park  | Oval Road Playing Field<br>Croydon – Beckenham Junction Tramline                    | Addiscombe Grove<br>Cherry Orchard Road<br>Oval Road<br>Leslie Park Road<br>Lower Addiscombe Road<br>East India Way<br>Croydon – Beckenham Junction Tramline |

## Designations shown on the Policies Map

Each of the designations set by this policy are shown on the *Policies Map*. The designations are summarised in Table 9.1:

**Table 9.1** Designations set by Policy SP7 shown on the Policies Map

| Designation             | Location  |
|-------------------------|---|
| Metropolitan Green Belt | Across the Places of Addington, Addiscombe, Coulsdon, Kenley & Old Coulsdon, Purley, Sanderstead, Selsdon, Shirley and South Croydon  |
| Metropolitan Open Land  | <p>Croham Hurst</p> <p>Croydon Cemetery and environs</p> <p>Edenham High School</p> <p>Land at Love Lane</p> <p>Part of land at Shirley Oaks</p> <p>Norwood Grove and environs</p> <p>Purley Downs</p> <p>Purley Way playing fields and environs</p> <p>Sanderstead Plantation</p> <p>South Norwood Country Park to Ashburton Playing Fields</p> <p>South Norwood Lake and environs</p> |

### What it will look like

Figure 9.1: Natural Environment and Signature Areas

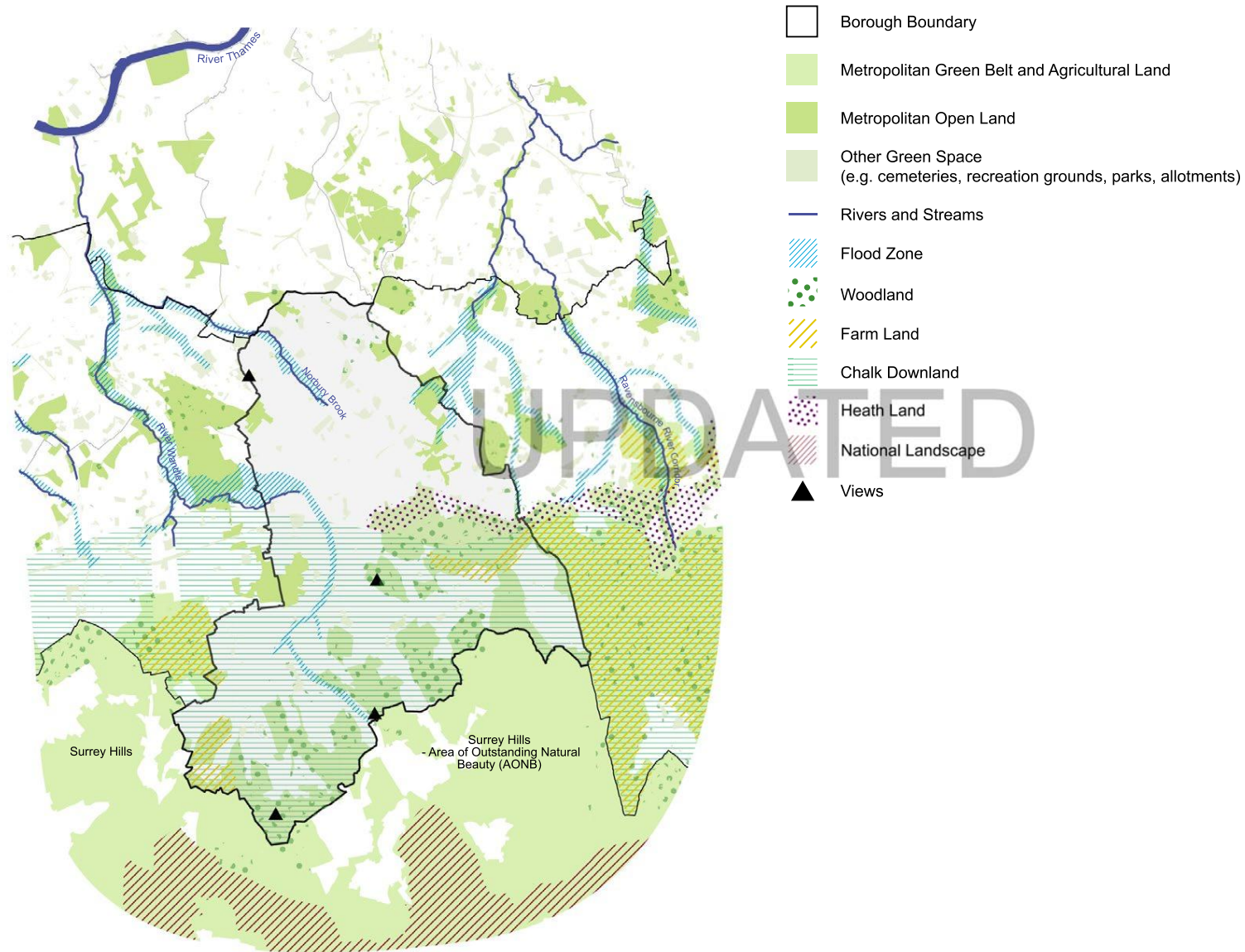


Figure 9.2: Active Travel

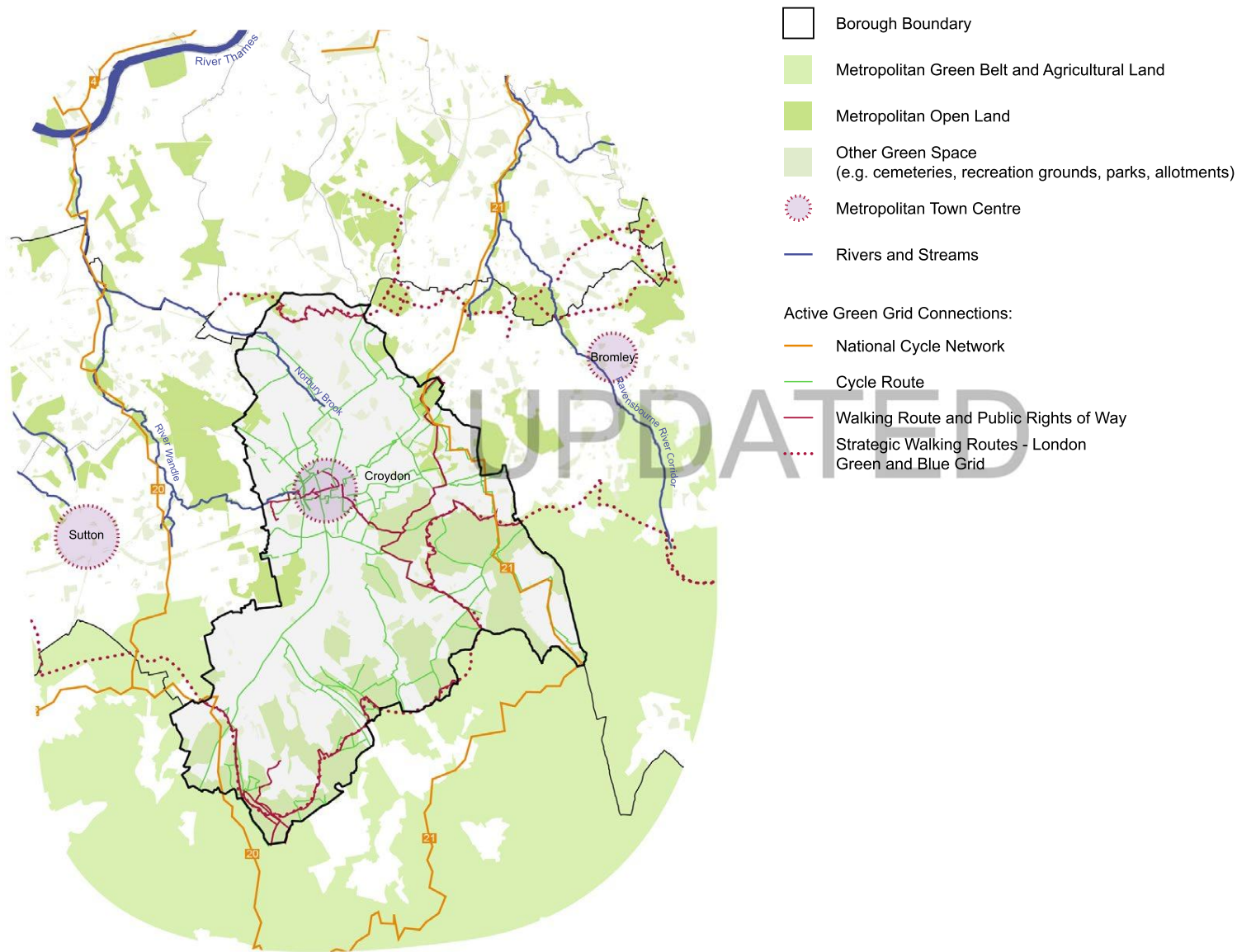
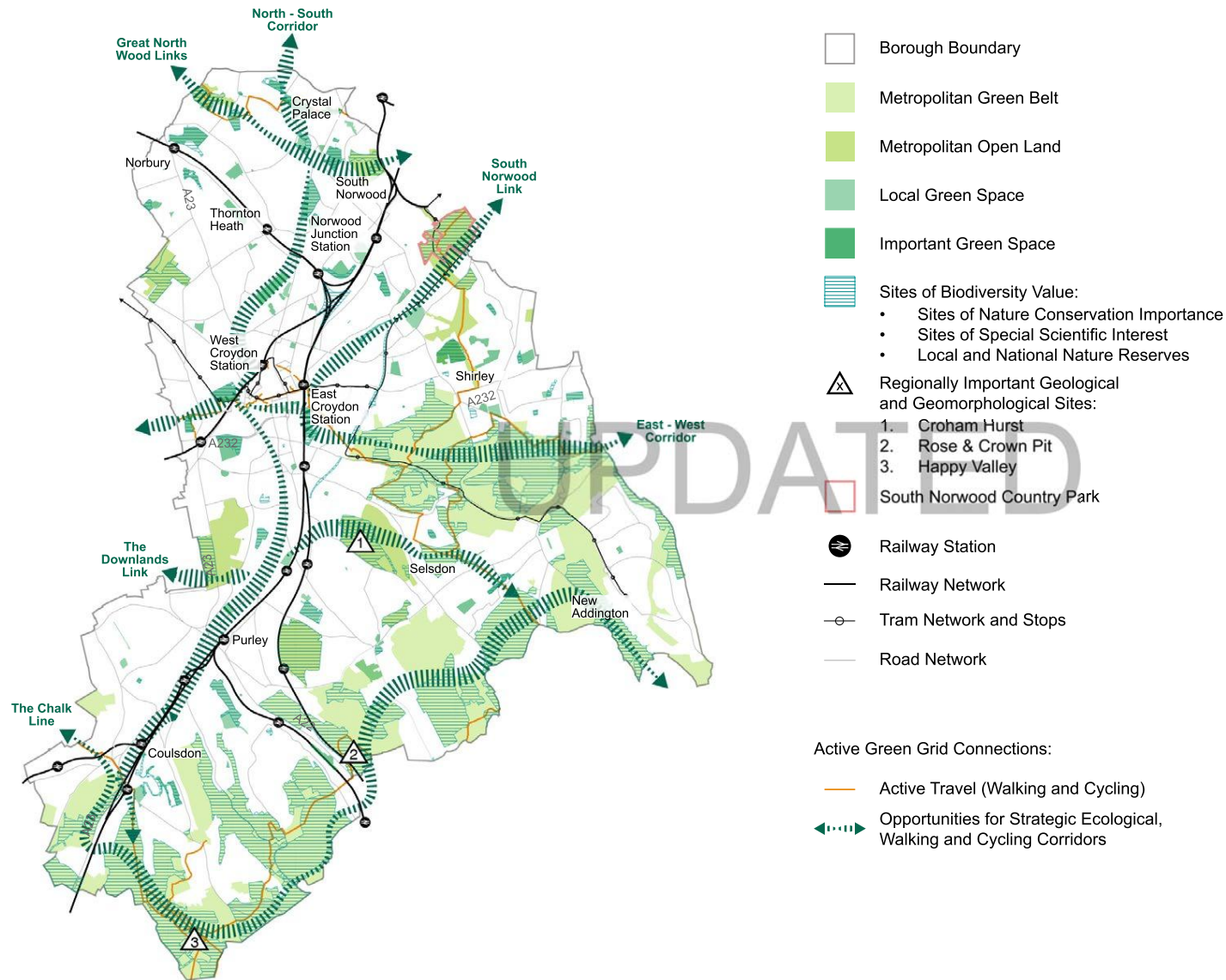


Figure 9.3: Green Grid map



## Why we have taken this approach

### Green and Blue spaces

**9.2** The Green Grid concept aims to link environmental assets with existing and future proposed communities through a connected, easily accessible open space network. Croydon's Green Grid is a network of green and blue spaces (rivers and ponds) and includes Metropolitan Green Belt and Metropolitan Open Land, public spaces, pocket parks, roof gardens, productive landscapes (such as allotments), railway verges, privately owned public spaces and private green spaces (including front and back gardens). The Green Grid can include Public Rights of Way, Strategic Walking Routes and Cycleways. It also includes smaller, but important features such as street trees and green roofs. The whole Green Grid is important as it provides a range of benefits to animals, plants and people. The Council will use the Green Grid concept to ensure that the access, quality, inclusivity and function of the borough's existing green space is maximised, as well as attempting to provide new green space via enabling development. Croydon's Green Grid policies support the Green Arc vision of "Bringing the Big Outdoors closer to people through the creation of an extensive and attractive and valued recreational landscape of well-connected and accessible countryside around London, for people and wildlife". The Council will ensure that the natural characteristics (geology, ecology and landform) of the borough are maintained and enhanced in accordance with Natural England's 'London Landscape Framework.' To enhance the natural character of the River Wandle, the de-culverting and re-establishing the riparian zones in line with the 'Rivers by Design' guidance published by the Environment Agency will be encouraged.

**9.2A** In 2019, the Natural Capital Accounting Report found that the borough's parks are predominantly 'Fair' or 'Good' in relation to quality and health outcomes, with just two areas in the borough highlighted as being 'under provided'. One of these areas approximately corresponds to Selhurst, Bensham Manor and, South Norwood. A second area lies in the south-east of the borough within New Addington North and New Addington South Wards.

**9.3** The Council will protect and safeguard Metropolitan Green Belt and Metropolitan Open Land and Local Green Spaces, and Important Green Spaces, as well as the South London Downs National Nature Reserve as per national policy and the policies of the London Plan. Important open green spaces which make a contribution to the borough's heritage value, visual character, recreational opportunities, tranquillity, and amenity qualities will be protected and safeguarded.

**9.4** A review of the Borough's Local Green Spaces has been carried out, to identify the level of protection afforded to the borough's open spaces. This started with community nomination of spaces, alongside evidence of how they are demonstrably special locally. The Council has then reviewed this evidence alongside the other NPPF criteria to arrive at the list of Local Green Spaces.

**9.5** Areas where the public realm is predominantly hard-surfaced (e.g. Croydon Opportunity Area and the District Centres) contribute to the heat island effect. Methods of cooling and climate change adaptation are promoted through the Green Grid policy. Green roofs, sustainable urban drainage systems (SuDS), street trees and green/soft landscaping measures should be used in developments to contribute to cooling in urban areas. Diverse and climate resilient tree species can be more effective in mitigating the impacts of climate change.

## **Biodiversity**

**9.6** Biodiversity is important to enhance the resilience and coherence of Croydon's ecological network. The Greater London Authority's 'Access to Nature' mapping shows there is a good distribution of natural and semi-natural green space provision in the south of the borough where larger sites are located. These policies in combination with the borough's Biodiversity and Habitat Action Plans and London's Wandle Valley and Downlands Green Grid Area Framework will enable biodiversity conservation and improvements in access to nature to be more easily and consistently integrated. The north of the borough is less green compared to the south of the borough. Improvement of biodiversity in the north needs to be achieved through various ways, including but not restricted to the enhancement of existing green spaces.

## **Productive landscapes**

**9.7** The London Plan includes several strategic policies promoting productive landscapes and encourages London boroughs to identify other potential spaces that could be used for commercial food production or for community gardening, including allotments and orchards. The concept of productive landscapes goes beyond food production to include community gardens, sustainable forestry, urban farms and urban agriculture plots, where commodities such as flowers can be produced. Productive landscapes encourage healthy eating, physical activity outdoors, greater biodiversity, regeneration of derelict or underused urban spaces (which can improve the perceived or actual safety of an area), increased community cohesion and the potential for economic development through learning new skills and exploring commercial options for dealing with surplus produce.

## Metropolitan Green Belt, Metropolitan Open Land and Local Green Spaces

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 9

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#### Strategic Objective 10

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#### Policy SP7.2

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### Why we need this policy

**9.8** Croydon has a strategic objective to ensure the responsible use of land and natural resources and also to increase the quality of, and access to, green spaces and nature. The borough's trees and green spaces are also important in mitigating higher temperatures as a result of climate change. Protecting the borough's Metropolitan Green Belt, Metropolitan Open Land and Local Green Spaces ensures communities have access to open space for physical activity, recreation and play. Policy SP7 seeks to protect and safeguard the extent of the borough's Metropolitan Green Belt, Metropolitan Open Land and Local Green Spaces.

**9.8A** The National Planning Policy Framework allows communities to identify and protect green areas of particular importance to them for designation as Local Green Space through local and neighbourhood plans. Policies for managing Local Green Spaces should be consistent with those for Metropolitan Green Belt. To be designated as a Local Green Space, the green space must be:

- a. In reasonably close proximity to the community it serves;
- b. Demonstrably special to a local community and holds a particular local significance and;
- c. Local in character and is not an extensive tract of land.

## Policy DM26: Metropolitan Green Belt, Metropolitan Open Land and Local Green Spaces

**DM26.1** The Council will protect and safeguard the extent of the borough's Metropolitan Green Belt and Metropolitan Open Land as designated on the Policies Map by applying the same level of protection afforded to Metropolitan Green Belt in national planning policy to Metropolitan Open Land in the borough.

**DM26.2** Extensions to existing buildings in Metropolitan Green Belt and Metropolitan Open Land should not be more than 20% of their original floor space or volume, or 100m<sup>2</sup> (whichever is the smaller) unless they are for agricultural use, forestry, or facilities for outdoor sport, outdoor recreation or cemeteries.

**DM26.3** Extensions to existing buildings in Metropolitan Green Belt and Metropolitan Open Land that are less than 20% of the original floor space or volume, or less than 100m<sup>2</sup> in extent (whichever is the smaller) and extensions for agricultural use, forestry, or facilities for outdoor sport, outdoor recreation or cemeteries may still be disproportionate. In considering whether they are disproportionate and also whether a new replacement dwelling is materially larger or, if any proposed structure harms the openness of Metropolitan Green Belt or Metropolitan Open Land the Council will have regard to:

- a. Changes in the floor space and volume of buildings;
- b. The floor space and volume of all previous extensions (since 1948), alterations and developments within the curtilage of the dwelling;
- c. Use of basements and roof spaces as living areas;
- d. Whether there is an increase in the spread of buildings across the site, in particular where visible from public vantage points;
- e. The size of the curtilage and character of the surrounding area; and
- f. Whether ancillary structures have an urbanising effect.

### **Local Green Spaces**

**DM26.4** The Council will protect and safeguard the extent of the borough's Local Green Spaces. Development on Local Green Spaces will be inappropriate except for:

- a. The provision of facilities (in connection with the existing use of the Local Green Space or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments, as long as the facilities preserve the openness of the Local Green Space and do not undermine the reasons why the green space was designated as a Local Green Space;
- b. The replacement of an existing building, provided the new building is not materially larger than the one it replaces;
- c. The re-use of buildings provided that the buildings are of permanent and substantial construction or
- d. The change of use of land for outdoor sport and recreation or allotments.

## Designations shown on the Policies Map

Each of the designations set by this policy are shown on the *Policies Map*. The designations are listed in Table 9.1A:

**Table 9.1A** Designations set by Policy DM26.4 shown on the Policies Map

| No. | Important Green Space           | Place                               |
|-----|---------------------------------|-------------------------------------|
| 1   | Addiscombe Railway Park         | Addiscombe                          |
| 2   | Ashburton Park                  | Addiscombe                          |
| 3   | Biggin Wood                     | Norbury                             |
| 4   | Coulsdon Memorial Ground        | Kenley and Old Coulsdon             |
| 5   | Foxley Wood and Sherwood Oaks   | Kenley and Old Coulsdon/<br>Purley  |
| 6   | Grangewood Park                 | Thornton Heath                      |
| 7   | Haling Grove                    | South Croydon                       |
| 8   | Higher Drive Recreation Ground  | Kenley and Old Coulsdon             |
| 9   | Millers Pond                    | Shirley                             |
| 10  | Park Hill Recreation Ground     | Addiscombe                          |
| 11  | Purley Beeches                  | Sanderstead                         |
| 12  | Rotary Field Recreation Ground  | Purley                              |
| 13  | Sanderstead Pond                | Sanderstead                         |
| 14  | Sanderstead Recreation Ground   | Sanderstead                         |
| 15  | Shirley Recreation Ground       | Shirley                             |
| 16  | South Croydon Recreation Ground | South Croydon                       |
| 17  | South Norwood Recreation Ground | South Norwood and Woodside          |
| 18  | Spring Park Road                | Shirley                             |
| 19  | Stambourne Woodland Walk        | Crystal Palace and Upper<br>Norwood |
| 20  | Temple Avenue Copse             | Shirley                             |

| No. | Important Green Space             | Place                               |
|-----|-----------------------------------|-------------------------------------|
| 21  | The Lawns                         | Crystal Palace and Upper<br>Norwood |
| 22  | The Queen's Gardens               | Croydon Opportunity Area            |
| 23  | Westow Park                       | Crystal Palace and upper<br>Norwood |
| 24  | Wettern Tree Garden               | Sanderstead                         |
| 25  | Whitehorse Road Recreation Ground | Broad Green and Selhurst            |
| 26  | Woodcote Village Green            | Purley                              |

## How the policy works

### **Metropolitan Green Belt**

**9.9** Metropolitan Green Belt is a national designation which aims to check the unrestricted sprawl of London, prevent Croydon from merging with towns in neighbouring local authorities, safeguard Croydon's countryside from encroachment, to preserve the setting and special character of Croydon, and to assist in its regeneration by encouraging the recycling of derelict and urban land.

### **Metropolitan Open Land**

**9.10** Metropolitan Open Land is a London designation which aims to protect land that either contributes to the physical structure of London, includes open air facilities which serve either the whole or significant parts of London, contains features or landscapes (historic, recreational, biodiversity) of either national or metropolitan value, or forms part of a Green Chain or a link in the network of green infrastructure.

### **Other open space**

**9.11** Paragraph deleted.

### **National planning policy**

**9.12** Between them the National Planning Policy Framework and London Plan apply the same level of protection to the Metropolitan Open Land as is afforded to Metropolitan Green Belt.

**9.13** The National Planning Policy Framework says that new buildings in the Green Belt are inappropriate with the exception of:

- a. Buildings for agriculture and forestry;
- b. Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- c. The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d. The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e. Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- f. Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

**9.14** The National Planning Policy Framework also says that the following uses are also not inappropriate in the Green Belt provided they preserve the openness and do not conflict with the purposes of including land within the Green Belt:

- a. Mineral extraction;
- b. Engineering operations;
- c. Local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- d. The re-use of buildings provided that the buildings are of permanent and substantial construction; and
- e. Development brought forward under a Community Right to Build Order; and
- f. **Material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds).**

**9.15** At a local level cemeteries, burial grounds and telecommunications development may be acceptable in Metropolitan Green Belt and on Metropolitan Open Land if it can be demonstrated that there are no other suitable sites and that there is no impact on the openness of the Green Belt or the reason for the site being designated as Metropolitan Open Land. In addition for cemeteries and burial grounds existing levels of public access to sites in Metropolitan Green Belt and Metropolitan Open Land need to be maintained.

### ***Extensions and replacement of existing buildings***

**9.16** The policy defines disproportionate extensions for development proposals which are considered to be inappropriate development in the Green Belt, Metropolitan Open Land. Any extension of more than 20% of the original floor space or volume, or greater than 100m<sup>2</sup> in extent (whichever is smaller) of an existing building will be considered disproportionate.

**9.17** It does not apply to proposals to extend uses that the National Planning Policy Framework considers to be acceptable in Green Belt. For these uses, development proposals will still be required to preserve the openness of the Green Belt and not conflict with the purposes of including land within it.

**9.18** In considering applications for the replacement of existing buildings in Metropolitan Green Belt or on Metropolitan Open Land, the Council may seek alterations in the position of the footprint on the site, or other changes that will reduce the impact on the open character of the area.

**9.19** Where a proposed change of use of an existing building in Metropolitan Green Belt or on Metropolitan Open Land involves extensions or changes to the use of the surrounding land the Council will exercise strict control to ensure that the proposal does not conflict with openness or the purposes of including land in the designation. The form, bulk and general design of any new structures should be in keeping with their surroundings. In considering such proposals, the Council will have regard to the history of the building and will not look favourably on the conversion of buildings constructed under permitted development rights, if it is considered that there was an intention of early conversion to another use. Conditions removing permitted development rights and legal agreements may be sought to achieve these aims.

### ***Local Green Spaces***

**9.19A** Croydon's Local Green Spaces will need to be preserved for how they are valued and the way they are used by the community. Some development may be allowed such as sport or community facilities provided that they support the further use and enjoyment of these Local Green Spaces.

## Important Green Spaces

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 9

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#### Strategic Objective 10

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#### Policy SP7.2

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### Why we need this policy

**9.19B** The London Plan says that Local Plans should include designations and policies for the protection of open space to meet needs and address deficiencies. It also says that development proposals should not result in the loss of protected open space.

**9.19C** Other green spaces in Croydon are still important even if they are not designated as Metropolitan Green Belt, Metropolitan Open Land or Local Green Spaces. Access to high quality open spaces and opportunities for sport and physical activity are important for the health and well being of communities in Croydon.

### Policy DM26A: Important Green Space

- DM26A.1** Important green spaces are identified in the borough that add to character and wellbeing of the residents. These spaces will be protected unless
- a. An equivalent green space is reprovided as part of any development that allows for the local community to continue all existing lawful uses of the Important Green Space;
  - b. The existing Important Green Space is no longer used by the local community and has ceased to perform the function of an important open space; and
  - c. A minimum acceptable quantum of green space is available for the local community to continue all existing uses of the Important Green Space within the distances set out in Table 9.1B.

**Table 9.1B** Maximum distance to Important Open Space for the purpose of assessing equivalent open space

| Type of Important Green Space               | Function  | Minimum size | Maximum walking distance to Important Open Space for the purposes of assessing equivalent open space |
|---|---|--------------|--|
| Town parks and natural open spaces          | Large areas of open space that provide a landscape setting with a variety of natural features. They provide a wide range of activities, including outdoor sports facilities and playing fields, children's play for different age groups and informal recreation pursuits. The category also includes larger areas of natural open space. They will usually provide recreation for an entire Place and can be up to 20ha in size. They are shown on the Policies Map. | 20Ha         | 1.2km  |
| Local parks and natural open spaces         | Providing for court games, children's play, sitting out areas and nature conservation areas; or they are slightly larger areas of natural open space. They serve more than the neighbourhood in which they are located, but won't serve an entire Place. Usually they will be under 2ha in size. They are shown on the Policies Map.  | 2Ha          | 400m   |
| Neighbourhood parks and natural open spaces | Serving the neighbourhood in which they are located but will be more formal green spaces. They include public gardens, sitting out areas, children's play spaces or other areas of a specialist nature, including nature conservation areas. Generally they are under 1ha in size. Most Neighbourhood Parks are shown the Policies Map.   | 0.5Ha        | 400m   |
| Informal green spaces                       | Small areas of informal open space that provide natural surfaces and shaded areas for informal play and passive recreation that sometimes have seating and small amounts of play equipment. Typically they will serve only the neighbourhood in which they are located, and are generally under 0.4ha in size. They are not shown on the Policies Map.  | N/A          | 400m   |
| Linear open spaces                          | Paths, disused railways, nature conservation areas and other routes that provide opportunities for informal recreation. They can often be characterised by elements that are not public open space but that contribute to the enjoyment of the space. They are not shown on the Policies Map.   | N/A          | 400m   |

## Designations shown on the Policies Map

Each of the designations set by this policy are shown on the *Policies Map*. The designations are listed in Table 9.1C:

**Table 9.1C** Designations set by Policy DM26A shown on the Policies Map

| No. | Important Green Space                                 | Place                            |
|-----|---|----------------------------------|
| 1   | Addiscombe Recreation Ground                          | Addiscombe                       |
| 2   | All Saints Churchyard                                 | Sanderstead                      |
| 3   | All Saints Graveyard                                  | Sanderstead                      |
| 4   | All Saints with St Margaret's Churchyard              | Crystal Palace and Upper Norwood |
| 5   | Allder Way Playground                                 | Purley                           |
| 6   | Apsley Road Playground                                | South Norwood and Woodside       |
| 7   | Ashen Grove   | Selsdon                          |
| 8   | Auckland Rise Children's Playground                   | Crystal Palace and Upper Norwood |
| 9   | Balancing Pond and land to the r/o Honeysuckle garden | Shirley                          |
| 10  | Beaulieu Heights                                      | Crystal Palace and Upper Norwood |
| 11  | Beulah Hill Pond                                      | Crystal Palace and Upper Norwood |
| 12  | Boulogne Road Playground                              | Broad Green and Selhurst         |
| 13  | Bourne Park   | Kenley and Old Coulsdon          |
| 14  | Brickfields Meadow                                    | South Norwood and Woodside       |
| 15  | Canterbury Road Recreation Ground                     | Broad Green and Selhurst         |
| 16  | Castle Hill Avenue Playground                         | Addington                        |
| 17  | Chaldon Way Gardens                                   | Kenley and Old Coulsdon          |
| 18  | College Green   | Croydon Opportunity Area         |

| No. | Important Green Space                         | Place                            |
|-----|---|----------------------------------|
| 19  | Convent Wood                                  | Crystal Palace and Upper Norwood |
| 20  | Copse Hill Spinney                            | Purley                           |
| 21  | Coulsdon Coppice (Bleakfield Shaw)            | Kenley and Old Coulsdon          |
| 22  | Coulsdon Coppice (North)                      | Kenley and Old Coulsdon          |
| 23  | Coulsdon Coppice (Stoneyfield Shaw)           | Kenley and Old Coulsdon          |
| 24  | Crescent Playground                           | Addiscombe                       |
| 25  | Dartnell Road Recreation Ground               | Addiscombe                       |
| 26  | Duppas Hill                                   | Waddon                           |
| 27  | Former Godstone Road allotments               | Kenley and Old Coulsdon          |
| 28  | Freelands Avenue on junction with Tedder Road | Selsdon                          |
| 29  | Glade Wood                                    | Shirley                          |
| 30  | Gordon Crescent Playground                    | Addiscombe                       |
| 31  | Green Lane Sports Ground                      | Norbury                          |
| 32  | Green on Broom Road                           | Shirley                          |
| 33  | Green outside post office, Elmfield Way       | Sanderstead                      |
| 34  | Heavers Meadow & allotments                   | South Norwood and Woodside       |
| 35  | King Georges Field Recreation Ground          | Broad Green and Selhurst         |
| 36  | Land rear of Hilliards Heath Road             | Coulsdon                         |

| No. | Important Green Space                         | Place                            |
|-----|---|----------------------------------|
| 37  | Layton Crescent                               | Waddon                           |
| 38  | Little Road Playground                        | Addiscombe                       |
| 39  | Lower Barn Road Green                         | Purley                           |
| 40  | Norbury Hall                                  | Norbury                          |
| 41  | Norbury Park                                  | Norbury                          |
| 42  | Normanton Meadow                              | South Croydon                    |
| 43  | Northwood Road Recreation Ground (Playground) | Norbury                          |
| 44  | Oakland Wood                                  | Crystal Palace and Upper Norwood |
| 45  | Palace Green                                  | Selsdon                          |
| 46  | Parkfields Recreation Ground                  | Shirley                          |
| 47  | Peabody Close playing field                   | Shirley                          |
| 48  | Pollards Hill                                 | Norbury                          |
| 49  | Pollards Hill Triangle                        | Norbury                          |
| 50  | Promenade du Verdun                           | Purley                           |
| 51  | Queen's Road Cemetery                         | Broad Green and Selhurst         |
| 52  | Roffey Close/ Wontford Road Green             | Kenley and Old Coulsdon          |
| 53  | Roke Playspace                                | Purley                           |
| 54  | Sanderstead Plantation                        | Sanderstead                      |
| 55  | Scrub Shaw                                    | Coulsdon                         |
| 56  | Selsdon Recreation Ground                     | Selsdon                          |
| 57  | Shirley Oaks Village Playing Field and Wood   | Shirley                          |
| 58  | St James Church Garden                        | Croydon Opportunity Area         |

| No. | Important Green Space                              | Place                            |
|-----|--|----------------------------------|
| 59  | St John's Church Memorial Garden                   | Croydon Opportunity Area         |
| 60  | St John's Church/ Shirley Church Recreation Ground | Shirley                          |
| 61  | St John's Memorial Garden (east)                   | Croydon Opportunity Area         |
| 62  | St John's Memorial Garden (north)                  | Croydon Opportunity Area         |
| 63  | St Peter's Churchyard                              | South Croydon                    |
| 64  | The Green on Shrublands                            | Shirley                          |
| 65  | The Green, Covington Way/ Crescent Way             | Norbury                          |
| 66  | The Green, Semley Road                             | Norbury                          |
| 67  | The Ruffet   | Selsdon                          |
| 68  | Thornton Heath Recreation Ground                   | Thornton Heath                   |
| 69  | Trumble Gardens                                    | Thornton Heath                   |
| 70  | Upper Norwood Recreation Ground                    | Crystal Palace and Upper Norwood |
| 71  | Waddon Ponds                                       | Waddon                           |
| 72  | Wandle Park  | Waddon                           |
| 73  | Whitehorse Meadow                                  | Thornton Heath                   |
| 74  | Whitgift Pond                                      | Addiscombe                       |
| 75  | Wilford Road Playground                            | Broad Green and Selhurst         |
| 76  | Woodside Green                                     | South Norwood and Woodside       |

### How the policy works

**9.19E** The presumption when considering development proposals that would result in the loss of Important Green Spaces is that they are not appropriate unless there is evidence that indicates otherwise. To comply with DM26A.1a, any equivalent space reprovided should be comparable in size, accessibility, biodiversity and quality.

**9.19F** Evidence to support the loss of any Important Green Space will need to be based on a comprehensive survey of residents who might use the green space. In considering which residents should be surveyed regard should be given to the maximum distances set out in Table 9.1B. These are measured as walking distances, and may include Local Green Spaces, as well as undesignated open spaces and new open spaces created by the development. The Council will need to be satisfied that the survey made all reasonable attempts to establish who uses the Important Green Space and how they use the space.

## Protecting and enhancing our Biodiversity

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 9

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#### Strategic Objective 10

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#### Policy SP7.4

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#### Policy SP7.5

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### Why we need this policy

**9.20** Croydon has strategic objectives to ensure the responsible use of land and natural resources to mitigate and adapt to climate change, to increase the quality of and access to green space and nature, and to protect and enhance biodiversity.

**9.21** The Review of Sites of Nature Conservation Importance identified nine areas not currently designated as Sites of Nature Conservation Importance that are of an equivalent standard to those already designated.

**9.21A** Improved and enhanced green infrastructure can further contribute to better physical health and well-being, improved air quality and reduced exposure to air pollution, storm water regulation, more resilient biodiversity and enhanced urban cooling. It is recognised that development can achieve multiple benefits from incorporating green infrastructure, taking opportunities to achieve biodiversity net gain and enhancing the borough's green grid.

## Policy DM27: Protecting and enhancing our biodiversity and Urban Greening

**DM27.1** To enhance biodiversity across the borough and improve access to nature, development proposals should:

- a. Achieve mandatory biodiversity net gain on all development sites proportionate to the scale, to enhance local flora and fauna and aid pollination locally;
- b. Incorporate urban greening and biodiversity measures around, within the grounds and on the buildings in the form of green roofs, green walls or equivalent measures;
- c. Incorporate productive landscapes in the design and layout of buildings and landscaping of all major developments;
- d. Have no adverse impact on land with biodiversity or geo-diversity value as designated on the Policies Map;
- e. Have no adverse impact on priority animal or plant species or their habitat, highlighted within a local/regional Biodiversity Action Plan, or when the Council is presented with evidence that a protected species would be affected;
- f. Incorporate nature-based, sustainable urban drainage solutions on site and
- g. Have plans for long term maintenance and management of new habitats.

**DM27.2** To secure urban greening a borough specific Urban Greening Factor (UGF) set out in Table 9.1D identifies the appropriate amount of urban greening developments required for new build developments with 5 units or more as follows:

- a. All residential development of more than one unit - minimum 0.4
- b. For commercial business and service uses - minimum 0.3 and
- c. For general industrial and storage or distribution - minimum 0.2

**Table 9.1D** Urban Greening Factor

| Greening Type   | Value |
|---|-------|
| Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on site.   | 1     |
| Wetland or open water (semi-natural; not chlorinated) maintained or established on site.  | 1     |
| Intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm – see livingroofs.org for descriptions. (a)   | 0.9   |
| Standard x planted in connected tree pits with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree – see Trees in Hard Landscapes for overview. (b) | 0.8   |
| Extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) – meets the requirements of Green Roof Organisation Code 2014. (c)                            | 0.8   |
| Flower-rich perennial planting – see RHS perennial plants for guidance. (d)   | 0.7   |
| Rain gardens and other vegetated sustainable drainage elements – See CIRIA for case-studies. (e)  | 0.8   |
| Hedges (line of mature shrubs one or two shrubs wide) – see RHS for guidance. (f)   | 0.6   |
| Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree.  | 0.6   |
| Green wall –modular system or climbers rooted in soil – see NBS Guide to Façade Greening for overview. (g)  | 0.6   |
| Groundcover planting – see RHS Groundcover Plants for overview. (h)   | 0.5   |
| Amenity grassland (species-poor, regularly mown lawn).  | 0.4   |
| Extensive green roof of sedum mat or other lightweight systems that do not meet GRO Code 2014. (i)  | 0.3   |
| Water features (chlorinated) or unplanted detention basins.   | 0.2   |
| Permeable paving - see CIRIA for overview. (j)  | 0.1   |
| Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone).   | 0     |

A <https://livingroofs.org/intensive-green-roofs/>

B <http://www.tdag.org.uk/trees-in-hard-landscapes.html>

C <https://livingroofs.org/wp-content/uploads/2016/03/grocode2014.pdf>

D <https://www.rhs.org.uk/advice/profile?pid=868>

E <http://www.susdrain.org/case-studies/>

F <https://www.rhs.org.uk/advice/profile?pid=351>

G <https://www.thenbs.com/knowledge/the-nbs-guide-to-facade-greening-part-two>

H <https://www.rhs.org.uk/advice/profile?PID=818>

I <https://livingroofs.org/wp-content/uploads/2016/03/grocode2014.pdf>

J <http://www.susdrain.org>

## Designations shown on the Policies Map

Each of the designations set by this policy are shown on the *Policies Map*. The designations are summarised in Table 9.2:

**Table 9.2** Designations set by Policy DM27 shown on the Policies Map

| Designation                            | Location   |  |   |   |  |
|--|--|--|---|---|--|
| Site of Nature Conservation Importance | Addington Court Golf Course (Grade I)  | Convent Wood (Grade II)  | Hooley Farm Pastures  | Pinewoods (Grade II)  | South Norwood Lake and Surrounds (Grade I)             |
|  | Addington Golf Course and Shirley Heath (including land surrounding 170 Shirley Church Road) (Grade I) | Copse Hill Spinney (Local)                                     | Hutchinson's Bank, Frylands Wood and Chapel Hill (Metropolitan) | Pollards Hill (Grade I)                                     | Spices Yard Tree Belt (Local)                          |
|  | Addington Hills  | Coulsdon Common (Grade I)                                      | Kenley Aerodrome (Local)  | Purley Beeches (Grade I)                                    | Spring Park Ponds (Grade I)                            |
|  | Addiscombe Railway Park & Selsdon & Addiscombe railsides   | Coulsdon Court Wood & Betts Mead (Grade I)                     | Kenley Common   | Purley Downs Golf Course (Grade I)                          | Spring Park Wood (Grade II)                            |
|  | Addiscombe, Woodside and Shirley Leisure Gardens   | Coulsdon Quarry & Wood   | Kenley House Pastures   | Riddlesdown and The Rose and Crown Chalk Pit (Metropolitan) | Spring Wood and Threepenny Woods                       |
|  | Ashen Grove (Grade II)   | Croham Hurst (Metropolitan)                                    | Kings Wood  | Roundshaw Park (Metropolitan)                               | Stonefield and Bleakfield Shaws (Grade I)              |
|  | Bear's Wood (Grade I)  | Croydon Cemetery Complex (Local)                               | Kingswood Shaw, Mossy Hill & Beech Way Woodland (Grade I)       | Rowdown and Birch Wood (Grade I)                            | Stream and Pond at Shirley Park Golf Course (Grade II) |
|  | Beaulieu Heights (Grade II)  | Duppas Hill (Local)  | Ladygrove (Local)   | Royal Russell School and Ballards (Grade II)                | Temple Avenue Copse (Grade II)                         |
|  | Beulah Hill Pond (Grade I)   | Falconwood Meadow (Grade II)                                   | Land at Kent Gateway  | Sanderstead Plantation (Grade I)                            | The Glade (Grade I)                                    |
|  | Biggin Wood (Grade I)  | Farthing Downs, Devilsden Wood and Happy Valley (Metropolitan) | Littleheath Woods (Grade II)                                    | Sanderstead Pond (Grade II)                                 | The Lawns (Grade II)                                   |
|  | Bradmore Green Pond (Grade I)  | Foxley Wood (Grade I)  | Lloyd Park & Coombe Farm (Grade II)                             | Selhurst Railway Triangle                                   | The Ruffet (Grade I)                                   |
|  | Bramley Bank (Grade I)   | Grangewood Park (Grade II)                                     | Long Lane Wood (Grade II)                                       | Selsdon Wood (Metropolitan)                                 | Upper Norwood Recreation Ground (Local)                |
|  | Brickfields Meadow   | Grounds of Heathfield House (Grade II)                         | Mitchley Wood (Grade I)   | Shirley Triangle (Grade II)                                 | Waddon Ponds (Local)                                   |
|  | Doorstep Green (Grade I)   | Haling Grove Park (Local)                                      | Norbury Hall (Local)  | Southeastern tip of Croham Hurst Golf Course (Grade II)     | Wandle Park (Local)                                    |
|  | Cane Hill Hospital (Grade II)  | Hall Grange  | Norbury Park and Norbury Brook (Local)                          | South Norwood Country Park (Metropolitan)                   | Westow Park (Local)                                    |
|  | Chipstead Chalk Pasture (Grade II)   | Hamsey Green Pond (Grade II)                                   | Norwood Grove and Nettlefold Field (Local)                      |   | Whitehorse Meadow (Local)                              |
|  |  | Heavers Meadow and Norbury Brook (Grade II)                    | Oakland Wood (Grade II)   |   | Whitgift Pond (Grade II)                               |
|  |  |  | Oaklands, Kenley (Local)  |   | Whitgift School Wood (Grade II)                        |
|  |  |  | Park Hill (Local)   |   |  |
|  |  |  | Parkfields Woodland (Local)                                     |   |  |

## How the policy works

**9.22** The borough's natural wildlife heritage, including individual species of particular interest or scarcity, is not confined to the designated Sites of Nature Conservation Importance. Small open spaces, ponds, streams, back gardens, hedgerows, trees, unimproved grassland, heathland or 'wasteland' habitats can be important support for the borough's biodiversity and enable people to access and enjoy nature.

**9.23** Creating a patchwork of flower-rich meadows, field edges and flowery road verges, and extending this into urban gardens, parks and open spaces, would assist bees and other pollinating insects and could reverse their decline.

**9.24** Development proposals provide opportunities for protecting and enhancing existing habitats and incorporating new wildlife attracting habitats into landscaping and on buildings. In the built environment, 'green roofs' can be a particularly useful way of providing a new wildlife habitat as they have a number of other benefits. These include absorbing rainfall and reducing storm water run-off, helping cool buildings and reducing the 'urban heat island' effect. The plants absorb air pollution and dust and green roofs provide green oases amongst built-up areas. They can provide health benefits, protect the building structure from sunlight and temperature fluctuations and they can cut the cost of drainage, heating and air conditioning. Carefully chosen plants can also provide a habitat and meet the needs of local wildlife.

**9.25** Incorporating productive landscapes into the design and layout of buildings and landscapes provides opportunities for local food growing, supports the creation of healthy and active communities, improves the quality of open spaces and enhances biodiversity. Productive landscapes can take the form of allotments, community garden & growing spaces, green roofs & walls and productive planting.

**9.26** Where there is limited outdoor space, there are opportunities for providing productive landscapes in roofs, walls and balconies in the form of rooftop allotments or raised beds. Productive planting can be incorporated into green roofs & walls through the planting of herbs, fruit, vegetables and edible plants. Productive planting can also be incorporated in soft landscaping where fruit and nut trees could also be used.

**9.27** In major developments where productive landscapes can be managed by a school, community group or residents' associations, opportunities for the provision of allotments, and community gardens and growing spaces should be explored.

**9.28** Croydon contains many sites of biodiversity or geo-diversity value from Sites of Nature Conservation Importance, which are of local importance, to Sites of Special Scientific Interest (SSSIs), which are of national importance. The borough also contains four Local Nature Reserves and one Regionally Important Geological site (the Croham Hurst Cemented Blackheath Pebble Beds).

**9.29** The Review of Sites of Nature Conservation Importance carried out in 2013 and 2014 provides details on all sites with a rating of Grade I and Grade II, and all sites of local importance.

**9.30** Some types of habitats are rare in Croydon compared with other parts of London and are therefore particularly valuable here, for example open and running water. The size and shape of a site is also a consideration. Long, narrow sites, such as railway corridors and 'fingers' of open land, are more valuable than their size alone would suggest as they bring wildlife close to a larger number of adjacent properties and people.

**9.31** Proposals that might affect such sites will therefore need to be carefully assessed. Any assessment should take into account both operations during construction and the changes likely to be brought about by the new use.

**9.32** Occasionally, protection of nature conservation features may be outweighed by the need to provide essential infrastructure to support growth in the borough and beyond when there is no other suitable site. When assessing whether there are no other suitable sites, the cost of site acquisition is not a consideration and applicants will need to demonstrate that the proposed infrastructure cannot be disaggregated on to smaller sites within the borough or elsewhere. In circumstances where it is deemed that the need to provide essential infrastructure outweighs the protection of nature conservation features, harm may be permitted. Compensatory measures of an equivalent nature conservation value will be required to offset the harm caused by the development. It should be noted that some habitats take hundreds of years to become established in their current form and therefore it may be impossible to secure a like-for-like replacement.

**9.33** Priority species of flora and fauna are protected by national and international legislation. The habitats of certain wildlife species are also specifically protected, although the retention of the habitats and adequate foraging areas of all protected species are considered essential for their survival. Specially protected species can be found throughout the borough and are not restricted to designated sites of nature conservation interest. It is therefore always necessary to consider the presence of specially protected species.

**9.34** An ecological assessment will be required for developments which will impact land with biodiversity or geo-diversity value. An assessment is also required if a development impacts on species or habits protected by British or European law, included within a Biodiversity Action Plan or when the Council is presented with evidence of protected species.

**9.34A** Development should achieve biodiversity net gain by at least 10% calculated using DEFRA's Biodiversity Metric. The DEFRA metric should be used to assess the biodiversity value pre-development. The on-site biodiversity for major development should be managed and maintained for at least 30 years.

**9.34B** Development should contribute to the greening of Croydon by including urban greening as a fundamental element of site and building design and demonstrate how these elements are designed in, at the start of the process. Particular care must be taken for a proposal that impacts heritage assets.

**9.34C** A borough specific Urban Greening Factor (UGF) supports the GLA Methodology with revisions to factors related to Intensive green roof, extensive green roof and rain gardens to reflect local priorities.

### Key supporting documents

- Review of Sites of Nature Conservation Importance (2013 and 2014)

## Trees

### Strategic Objectives and related Croydon Local Plan strategic policies

#### Strategic Objective 9

#### Strategic Objective 10

#### Policy SP7.3

#### Policy SP7.4

#### Policy SP7.5

## Why we need this policy

**9.35** Croydon has strategic objectives to ensure the responsible use of land and natural resources to mitigate and adapt to climate change, to increase the quality of and access to green space and nature, and to protect and enhance biodiversity.

**9.36** There is now a wealth of evidence on the many benefits of planting more trees to increase canopy cover, including improving physical and mental health; air quality; water management (reducing flooding); shading; cooling through evapotranspiration; as well as the more obvious benefits of improving biodiversity.

**9.37** Increasing tree cover in urban areas can help mitigate the urban heat island through direct shading and by reducing ambient air temperature through the cooling effect of water evaporation from the soil via plant leaves. The shading provided by trees can also reduce energy use for heating and cooling buildings.

### Policy DM28: Trees

The Council will seek to protect and enhance the borough's woodlands, trees and hedgerows by:

- a. Ensuring that all development proposals accord with the recommendations of BS5837 2012 (Trees in relation to design, demolition and construction) or equivalent;
- b. Permitting developments that do not result in the avoidable loss, future avoidable loss or the excessive pruning of preserved trees or retained trees where they make a contribution to the character and local environment of the area;
- c. Clause deleted;
- d. Permitting developments that do not result in the avoidable loss or deterioration of irreplaceable habitats, including ancient woodland, hedgerows and veteran trees. Where development is close to ancient woodland, hedgerows or veteran trees, an appropriate woodland buffer or root protection areas for individual trees, will be specified; and
- e. Producing a tree strategy outlining how the local authority will manage its tree stock and influence the management of those trees subject to a Tree Preservation Order.

## How the policy works

**9.38** The London Plan **favours** the Right Place Right Tree approach. Available space, the relationship to buildings and ultimate mature tree size will be taken into account by the Council when designing/accepting layouts to avoid causing future relationship issues. The presumption should be in favour of larger trees.

**9.39** Examples of types of development that could result in the future loss or excessive pruning of preserved trees or trees that make a contribution to the character of an area include new buildings in close proximity to the tree; or new roads within or accessing a development that pass within close proximity to a tree. **Mature trees that contribute to local ecology and environment should be protected and any impact on such trees should be avoided or mitigated.**

**9.40** In all cases where the proposed development could result in the future loss or excessive pruning of preserved trees or trees that make a contribution to the character of an area, an application will need to be accompanied by sufficient information in accordance with BS5837 Trees in relation to design, demolition and construction (2012), or any successor British Standard to determine the future impact upon the trees.

**9.41** The loss of preserved trees that make a contribution to the character of the area is occasionally unavoidable. In these instances the council will be guided by BS5837: Trees in relation to design, demolition and construction, Recommendations, 2012 when determining which trees can be removed, although, it is accepted that trees are only one consideration when addressing the competing needs of development. In such cases where trees are to be removed, the Council may impose a condition to require its replacement either, if practical and acceptable on site, and if not possible nor acceptable on site, in another location where it might contribute to the amenity and biodiversity of the local area. When replacing tree proposals should meet the requirements of policy DM10.8.

## Key supporting documents

- BS5837 Trees in relation to design, demolition and construction (2012) or any successor British Standard
- Residential Development and Trees (2019)
- Trees in the Hard Landscape (2014)
- [The Woodland Trust Guidance](#)

## 10. Transport and Communication

### Strategic policy

#### Where we are now

**10.1** The main issues in terms of planning for transport and communication are:

- The planned growth in the borough to meet housing needs and to support economic and social well-being will increase pressure on all transport services, particularly as there is a major transport hub in the Croydon Metropolitan Centre (CMC).
- There is an ongoing climate emergency highlighting the need to encourage more active and sustainable transport in order to reduce road congestion, which contributes to air pollution and is a cause of climate change, tackle rising obesity and associated conditions and improve both quality of life and quality of place.
- Croydon's topography is characterised by large hills, particularly to the south of the borough making walking and cycling more difficult and encouraging car dependence. With the creation of sustainable communities in mind, development must consider the pattern of urban growth and make the fullest use of public transport.
- As well as the many people requiring access, there is a large amount of freight movement on Croydon's road network and hence a need to ensure that the efficient movement of people and goods is maintained.
- The CMC has been identified as a location where there is a high potential for a switch to cycling by office employees and also by customers/visitors for short stay journeys to retail and other town centre uses.

- There is the opportunity to improve Wi-Fi and broadband services to increase the attractiveness of Croydon to businesses and make it easier to do computer based work from home and thus reduce the need to commute to work.
- With the shift towards a more integrated global economy and the shift to home based working, demand for improved telecommunications connectivity and the necessary upgrades to infrastructure including new telecoms equipment will increase.

#### Where we want to be

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##### Strategic Objective 8:

Improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough.

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##### Strategic Objective 9:

Ensure the responsible use of land and natural resources and management of waste to mitigate and adapt to climate change.

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##### Strategic Objective 10:

Improve the quality and accessibility of green space and nature, whilst protecting and enhancing biodiversity.

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##### Strategic Objective 11:

Tackle flood risk by making space for water and utilising sustainable urban drainage systems.

## How we are going to get there

### Policy SP8: Transport and Communication

**SP8.1** The transport and telecommunications network should support the community, environmental and economic health of the borough. The Healthy Streets for London Approach will help to deliver this by connecting communities, promoting physical activity through transport initiatives, reducing vehicle emissions and creating vibrancy through foot traffic in the borough's centres. A functioning and accessible network is essential to accommodating growth.

**SP8.2** East Croydon station is the borough's main transport hub. Development should enhance the station's sub-regional transport role as a major business, hotel and conferencing destination. This enhancement should support the establishment of cycle hubs, pedestrian, bus and tram connections at East Croydon station, including safeguarding land, to foster improved intermodal connectivity.

**SP8.3** Development which enhances the urban realm and the green grid will be supported if it improves conditions for active travel and encourages modal shift by:

- a. Adopting the Healthy Streets Approach;
- b. Reducing the need to own a private car or reduces the number of cars owned in a household; and
- c. Encourages active sustainable modes of travel through design.

**SP8.4** Development should promote and support public transport improvements, including enhancements and extensions to the bus and tram networks and related facilities, bus rapid transit routes and the 'Metroisation' of rail services.

### **Sustainable travel choice and urban realm improvements**

**SP8.5** The Council will support improvement in the borough's Wi-Fi, fibre optic broadband and mobile broadband in order to reduce the need to travel, encourage higher levels of home working, assist independent living, support inward investment and improve the economic competitiveness of Croydon Opportunity Area and the borough's District Centres.

**SP8.6** The Council and its partners will improve conditions for walking and enhance the pedestrian experience by:

- a. Ensuring "access for all" principles are adhered to;
- b. Increasing permeability, connectivity and legibility of redeveloped sites;
- c. Improving crossings, in particular within Croydon Opportunity Area, District Centres and around schools;
- d. Enhancing footpaths, strategic walking routes and links through green spaces to ensure a coherent pedestrian network;
- e. Creating pedestrian streets from underused side streets and delivery lanes off main streets in Croydon Opportunity Area and the District Centres;
- f. Improving way finding in the Croydon Opportunity Area, District Centres and on cycle routes;
- g. De-cluttering the streetscape and avoiding unnecessary footway interruptions in new schemes and existing public realm;
- h. Enabling the widening of footways where feasible on overcrowded routes; and
- i. Promoting the identification and implementation of accessible, safe, visible and convenient direct cycle and walking routes to Croydon Opportunity Area, the borough's District Centres, transport interchanges, schools and community facilities through detailed policies within the Croydon Local Plan's Detailed Policies and Proposals.

**SP8.7** The Council, its partners and developers will provide new and improved cycle infrastructure by:

- a. Enhancing and expanding the cycle network to deliver a more coherent network;
- b. The creation of new cycle routes through development sites improving permeability and connectivity;
- c. Promoting the creation of segregated and priority cycle lanes;
- d. Providing clear cycle advance stop lines and other markings at junctions;
- e. Ensuring new development and improvements to public transport interchanges include adequate provision for cyclists that meet, or exceed, minimum security/design standards;
- f. Enabling the establishment of cycle hubs at East and West Croydon Station, safeguarding land where necessary;
- g. Improving cycle facilities at the borough's schools, colleges, District Centres and railway stations;
- h. Requiring the provision of cycle parking in new developments and at key transport hub stations **in accordance with London Plan standards**, to encourage multi-modal journeys and reduce the need for car use; **and**
- i. **Incorporating sustainable transport infrastructure and technology within developments, to include but not restricted to, cycle parking racks and charging points.**

**SP8.8** The tram network supports good growth, helps tackle the climate emergency and enables sustainable movement within the borough. Development that encourages and supports the provision of tram infrastructure, network improvements and tram extensions will be supported, including:

- a. **Provision of extra capacity to the existing network which serves the borough;**
- b. Relieve congestion in the tram network overall;
- c. Increase track capacity at pinch points to speed up journey times;
- d. **Support the potential development of a tram depot in New Addington or other locations in the borough;**
- e. **Consideration of opportunities to support extensions to the tram network, both within the borough and with adjacent authorities; and**
- f. **Support the improvement to the quality, accessibility and safety of tram stops and tram facilities to make the network easier to use and more attractive for all.**

**SP8.9** The Council and its partners will encourage rail infrastructure provision and network improvements that:

- a. Provide additional track capacity at East Croydon station, and in the area north thereof, to increase train services and improve performance on the Brighton Main Line railway;
- b. Enable improved interchange facilities, pedestrian links and increased capacity at the Strategic Interchanges at East and West Croydon railway stations;
- c. Enable access and movement improvements in areas next to rail stations to encourage greater use of the train services;
- d. Facilitate 'Metroisation' of South London's rail services; and
- e. Make stations accessible to wheelchair users.

**SP8.10** The Council and its partners will encourage bus infrastructure provision and network improvements that:

- a. Improve bus services in the underserved areas in the south of the borough, including Kenley, Selsdon and Sanderstead including demand responsive services where appropriate;
- b. Seek priority and capacity improvements to all bus services serving the Croydon Opportunity Area;
- c. Improve bus interchange in the Croydon Opportunity Area at peak times including improvements to bus stops and stands; and
- d. Improve journey times and reliability for all bus services.

**SP8.11** Land used for public transport and land required to facilitate future transport operations will be safeguarded unless alternative facilities are provided to enable existing transport operations to be maintained. Land and route alignments to implement transport proposals that have a reasonable prospect of delivery will be incorporated into development proposals.

**Motor vehicle transport**

**SP8.12** The Council and its partners will enable the delivery of electric vehicle charging infrastructure throughout the borough to improve air quality and decarbonise private transportation over the plan period.

**SP8.13** New development will be required to contribute to the provision of electric vehicle charging infrastructure, car clubs, car sharing schemes and other sustainable transport measures and infrastructure.

**SP8.14** The Council will work with developers and all relevant partners to ensure enough space is provided in the Croydon Opportunity Area and District Centres for taxi ranks/waiting and coach parking, as well as seeking to improve interchanges at East and West Croydon for these modes.

**Parking**

**SP8.15** Car free development will be encouraged in Town Centres and within Controlled Parking Zones (while still providing for blue badge holders).

**SP8.16** The Council and its partners will seek to limit parking spaces in the borough and aim to reduce the overall amount of surplus car parking spaces in the Croydon Opportunity Area in accordance with the Croydon Opportunity Area Planning Framework parking strategy.

**SP8.17** Policy deleted.

**Efficient and clean movement**

**SP8.18** The Council and its partners will seek to improve the efficiency with which people and goods are moved and reduce the impacts associated with that movement by:

- a. Addressing pressure points in the street network, including strategic road junctions, by improving conditions for pedestrians, cyclists and public transport and maintaining the efficient movement of freight; and
- b. Ensuring travel plans for new and existing facilities, address issues with local congestion and promote sustainable travel choices.

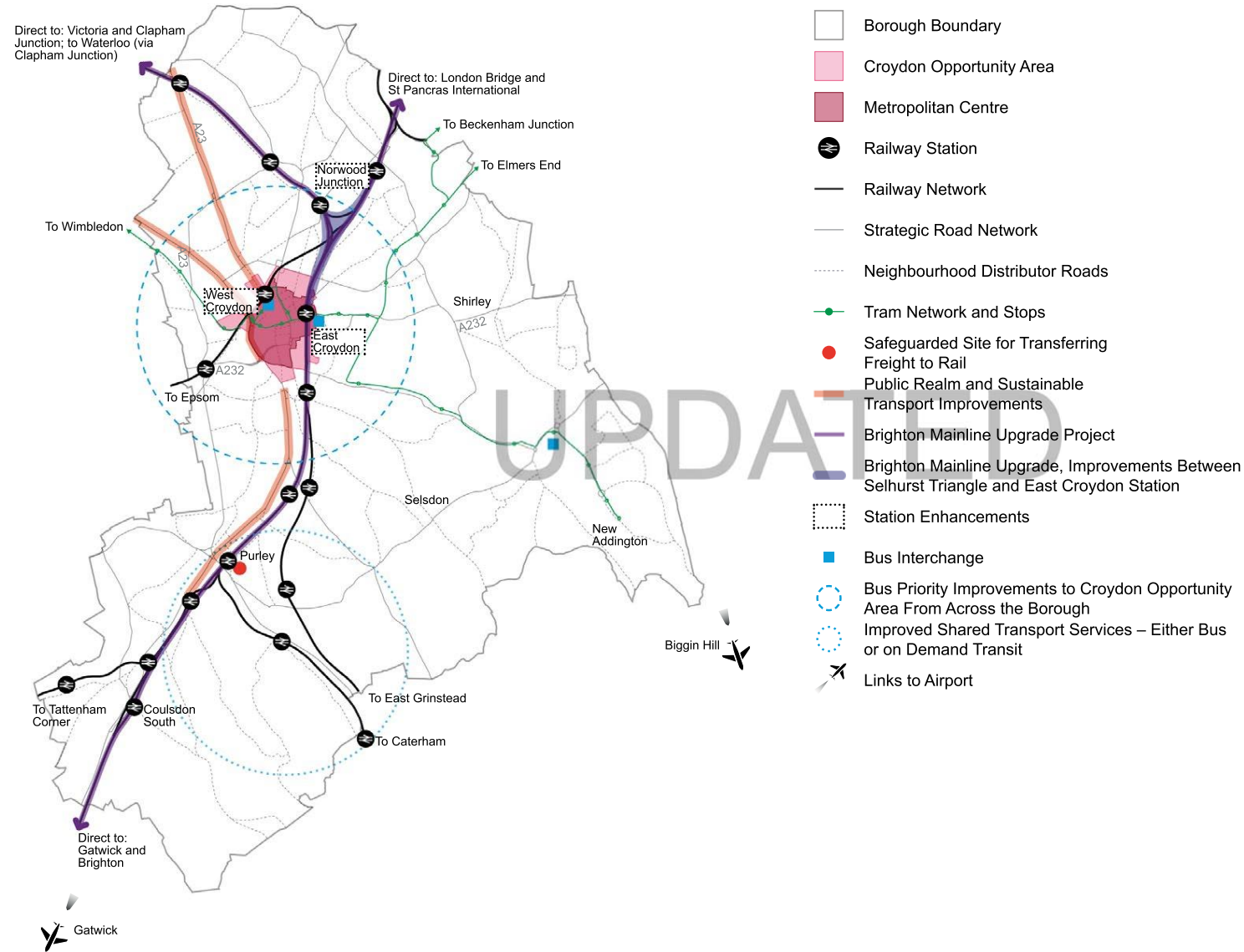
**SP8.19** The Council and its partners will promote efficient and sustainable arrangements for the transportation and delivery of freight by:

- a. Safeguarding existing sites and identifying new sites to enable the transfer of freight to rail;
- b. Safeguarding existing and supporting the provision of new consolidation and 'break bulk' facilities; and
- c. Requiring major developments to include transport emission reduction projects or initiatives to encourage the use of less polluting forms of transport.

**SP8.19A** Croydon Opportunity Area is a key business centre and main transport hub in London. Ensuring businesses are able to function as usual despite development is important to support the continued prosperity of the borough. Development should seek to avoid disruption to the successful function of the Croydon Metropolitan Centre, Town Centres, District Centres and the borough's employment areas, taking into account peak business hours. Where appropriate development should be phased and co-ordinated with other development schemes, to ensure the undisrupted movement of the transportation network and any risk to existing infrastructure should be actively managed.

### What it will look like

Figure 10.1: Policy SP8 Transport map



## Why we have taken this approach

**10.2** A key focus of the Croydon Local Plan is to improve the community, environmental and economic health of the borough while allowing for growth. Sustainable transport and telecommunications provision supports these objectives by delivering:

- The 'Healthy Streets Approach', which promotes public transport use and walking, with the commensurate health benefits to the local community;
- The 'Healthy Streets Approach', which improves the environment including air quality, as a result of reduced private car use;
- A shift in travel modes, which is key for sustainable growth in homes, jobs and associated facilities;
- A shift in travel modes, which addresses congestion issues on the network and is essential for enabling sustainable growth; and
- Through telecoms provision a reduced need for travel to work, providing for home working and greater flexibility for the local community.

### **Pattern of development and accessibility**

**10.3** Paragraph deleted.

**10.4** Directing over a third of the borough's growth to Croydon's Opportunity Area will help to minimise the need to travel in order to gain access to services and employment. The opportunity for linked trips is maximised by co-location of homes, workplaces and other facilities. Croydon Metropolitan Centre is rivalled only by the West End and the City of London in terms of public transport accessibility and connectivity. This is the borough's main activity centre and also the main transport node, with high Public Transport Accessibility Levels (PTALs) as well as multi-modal accessibility. Development should make the fullest use of these facilities or take advantage of sites where PTALs are high and/or accessible.

### **Sustainable travel choice and urban realm improvements**

**10.5** Urban realm improvements to increase active travel through walking, cycling and access to buses, trams and rail are priorities within the London Plan. The Mayor of London's Transport Strategy includes the Healthy Streets Approach, which provides a framework for improving the conditions for active travel. In many cases the provision of well thought through design and infrastructure provision will facilitate delivery of the Healthy Streets Approach, such as the provision of e-bike/e-scooter racks and charging points. Enabling the use of e-bikes/e-scooters could encourage a shift to active travel which helps to improve the population's health. This also helps to decrease the number of private vehicles on the network, reducing congestion and improving air quality. The provision of sustainable infrastructure in developments and micro-mobility hubs/ docking stations are important ways to reduce the need for the private car and encourage active travel across the borough. It should be noted that only rental e-scooters (and not those privately owned) are legally permitted on public roads and other public places in London.

**10.6** Paragraph deleted.

**10.7** Centred in Croydon, London Trams is currently the city's only tram network. It supports good growth, enables sustainable movement within the borough and as a result helps to address the climate emergency. Parts of Transport for London's (TfL's) tram network is congested and overcrowded during peak times, with the network unable to accommodate additional trams during peak passenger times. If an extended Tram network were to come forward, this would enable a further mode shift on a number of corridors in Croydon and elsewhere. Further improvements that would enhance the tram service, would be as a priority replacing the existing tram fleet, followed by investing in more trams, upgrades to power systems and increasing the stabling and maintenance capacity for the trams.

**10.8** The borough has an extensive bus network including the Superloop TfL service. Further improvements that would enhance bus services include better bus stops and bus access. Working with TfL to develop these enhancements and improvements is a priority.

**10.9** Improving telecommunications is another measure that would help reduce the need to travel; along with more flexible working patterns, such as working from home and teleconferencing.

**10.10** Paragraph deleted.

**10.11** Improvements to East and West Croydon Stations will play an important role in the proposed radial corridor solutions for the South London sub-region through metroisation. Planned/funded improvements on the East Croydon-London Bridge/Victoria Corridor are predicted to reduce passenger overcrowding through the medium term.

**10.12** Network Rail's proposed Brighton Main Line (BML) upgrade seeks to enhance the capacity and performance of the BML. Network Rail is currently working up the technical detail to inform choices by Government on investment priorities.

**10.13** Paragraph deleted.

**10.14** Paragraph deleted.

**10.15** Paragraph deleted.

**10.16** Paragraph deleted.

### ***Motor vehicle transport***

**10.17** The requirement for developers to reduce car use and promote low emission vehicles and alternative forms of transport originates from the need to improve the borough's air quality, reduce carbon emissions and achieve a shift to more sustainable lower impact modes of transport in order to improve quality of life in Croydon. In locations with high public transport accessibility and good connections to walking and cycling routes, housing developments that are car free or have low car ownership, or car clubs can provide a feasible option.

**10.18** Ensuring adequate coach and taxi interchange at East and West Croydon and other District Centre railways stations, such as Purley and Norbury, will be important in encouraging the reduction of private transportation.

### ***Parking***

**10.19** The character of streets is a key factor in the perception of pedestrian safety. On-street parking blocking sight lines can negatively impact this character. Controlled Parking Zones (CPZs) may be introduced in areas of the borough to protect street character and enhance safe travel. Improving and maintaining the character of the borough's streets is important to improving accessibility. On narrow streets cars often park on both sides of the road detracting from the multi-modal use of the street. CPZs may be used to protect street character in areas where parking accommodated on the street would impede the safe use of the public highway. Where this is necessary due to development, the developer will be required to wholly or partially fund the CPZ implementation and the development will be excluded from obtaining resident parking permits.

### ***Efficient and clean movement***

**10.20** The green grid supports sustainable transport objectives by improving routes and widening the options for walking and cycling. Cycle parking standards are included in the London Plan. The CMC is designated as a location where higher cycle parking standards apply to a number of non-residential uses, as TfL has identified high potential for a switch to cycling. Segregated cycle routes indicate a safe and recommended route for cyclists. Providing segregated cycle lanes leading to the CMC encourages a safe, direct and sustainable route to this area.

**10.21** Croydon is strategically positioned between the Gatwick Diamond/south coast and central London. The Council's vision aspires for the borough to maintain and build on its position as an economic hub serving London and the south east region. Development is an essential part of growth and is necessary to furthering the borough's strategic role as the premier business location in South London. This includes delivering the transformation of East Croydon station and corridor through the Brighton Main Line Upgrade Programme.

**10.22** Paragraph deleted.

**10.23** Delivering growth within the borough necessitates the delivery of construction materials and the movement of construction vehicles. It is therefore important to ensure that businesses can function as usual despite the borough's growth objectives, with account taken of peak business hours. Where appropriate developments should be phased and co-ordinated in order to mitigate the potential impacts on the highway network. This will also mitigate the impact on local amenity, air quality and the environment. The management of construction vehicles should also seek to limit the risk of damage to existing infrastructure such as tram and rail tracks. Where developments are located close to tram/train lines, further measures should be taken to ensure development does not pose any safety issues on the network leading to disruption of service, with reference to TfL/operators.

**10.24** Freight movements form a significant component of traffic flows on Croydon's road network, with demand generated from the major retail outlets in the Croydon Metropolitan Centre and the extensive retail and business park areas to the west of the borough. The borough also has many Local and District Centres whose businesses rely on deliveries being made on-street from a multitude of suppliers. The sidings at Purley, currently occupied by an aggregates company, is an active rail freight site. *The Council will support opportunities to better manage deliveries and servicing including freight deliveries, to include but not limited to consolidation/break bulk facilities and the use of less polluting forms of transport.*

## Ensuring a safe and effective highway network during development construction

### Strategic Objectives and related Croydon Local Plan strategic policies

#### Strategic Objective 8

#### Policy SP8.19A

### Why we need this policy

**10.24A** The borough has a strategic objective to improve accessibility, sustainability and ease of movement to, from and within the borough.

**10.24B** Transport policies set out the framework for ensuring businesses are able to operate as usual, in the context of the level of growth proposed within the borough. This is achieved by identifying the approach to take to ensure a continued safe and effective highway network, during the construction phase.

**10.24C** This policy provides additional requirements for growth within the Croydon Opportunity Area, transformation areas and major development schemes in the borough.

### Policy DM28A: Ensuring a safe and effective highway network during development construction

**DM28A.1** To ensure the continued movement on the road network while enabling growth, development must:

- a. Take into account all development within the local area;
- b. Take into account any proposed phasing; and
- c. Deliver innovative solutions to ensure the least amount of disruption during construction.

**DM28A.2** The amount of construction associated with growth in the Croydon Opportunity Area, the Purley Way Transformation Area and where appropriate on major sites across the borough, will be delivered through the careful management and reduction in the number of construction related traffic movements. To support this, development should:

- a. Minimise servicing and construction related vehicle movements on an area-wide basis;
- b. Provide for consolidation hubs to better manage the delivery of construction materials; and
- c. Adopt new technologies to enable efficient servicing and delivery to construction sites.

## How the policy works

**10.24D** While growth is a priority for the borough, this growth should not interfere with the day-to-day prosperity and function of the borough's centres and highway network. Development construction deliveries and movement of construction vehicles often contribute to congestion.

**10.24E** With large amounts of development ongoing in the borough, appropriate management of construction vehicle movement across an area is necessary, to ensure the ongoing safe and secure movement on the highway network.

**10.24F** Where appropriate, site phasing should be undertaken in order to manage the impact of heavy construction vehicles on the road network. Potential impacts on the network related to the movement of large construction vehicles from multiple sites, should be mitigated through planning and coordination between schemes, achieved through the implementation of Construction Logistics Plans. This requires development to be sensitive to the context in which it is taking place, giving consideration to nearby schemes coming forward at similar times.

**10.24G** During construction, development can mitigate disruption to existing residents and businesses by providing off-street servicing space in tandem with the management of construction vehicle movements. Innovative solutions include, but would not be limited to, deliveries of construction materials by zero emission vehicles and the use of consolidation hubs.

**10.24H** In the Croydon Opportunity Area, the Purley Way Transformation Area and where appropriate on major sites across the borough, development will need to be carefully managed. The Council will support opportunities to better manage construction deliveries through the provision of hubs. These would function as consolidation centres prior to local deliveries, ideally using new technologies such as zero emission delivery vehicles.

## Promoting sustainable travel and reducing congestion

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 8

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#### Policy SP8.3

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#### Policy SP8.4

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#### Policy SP8.6

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#### Policy SP8.7

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### Why we need this policy

**10.25** Croydon has a strategic objective to improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough.

**10.26** Strategic Policy SP8 provides a strategic overview for reducing congestion and improving highway safety. This policy extends this approach to ensure that individual developments consider these matters.

**10.27** Cycling, walking and increasing use of public transport promote physical activity, improve mental health and reduce physical obesity.

**10.28** Croydon suffers from congestion in a number of locations identified in the Croydon Opportunity Area Planning Framework - Strategic Transport Study. Congestion hinders Croydon's economic regeneration and development. Congestion and use of private transport also leads to increased carbon emissions in the borough. The Climate Change Act (as amended) sets out that emissions will be reduced by at least 100% by 2050 (based on 1990 levels). The London Plan includes a target for London to become a zero-carbon city by 2050.

## Policy DM29: Promoting sustainable travel and reducing congestion

To promote sustainable growth in Croydon and reduce the impact of traffic congestion development should:

- a. Create, enhance and promote measures to increase active travel, public transport use and reduce the need to make private vehicle trips;
- b. Have a positive effect on highway safety for pedestrians, cyclists, public transport users and private vehicles;
- c. Not result in a severe impact on the transport networks local to the site which would detract from the economic and environmental regeneration of the borough by making Croydon a less accessible and less attractive location in which to develop;
- d. Reduce the impacts of development in low PTAL areas (PTAL 2 and below) by integrating and providing for enhanced active travel measures within the development, subject to Table 10.1 Parking standards in development;
- e. Implement measures that support the Mayor of London's Healthy Streets Approach, including the design of development;
- f. Ensure that the movement of pedestrians, cycles, public transport and emergency services are not impeded by deliveries and servicing requirements; and
- g. The impact of servicing and delivery requirements resulting from new development are expected to be minimised.

### How the policy works

**10.29** All development has an impact on traffic movement in the borough. In order to reduce the impact on traffic movement the Council will require new development to promote measures to increase the use of public transport, cycling and walking. This includes ensuring new development has good access to public transport and has good links to main pedestrian and cycle routes in the borough. Other measures might include bike hire schemes, car clubs, other shared transport schemes, bus stop infrastructure, bus services, on demand transport services, cycle routes, cycle parking, public rights of way, footpaths, pedestrian facilities and crossings, tram stops and infrastructure. The design of new developments should prioritise walking and cycling routes into and through developments over routes for cars. Designs should also prioritise access to public transport over accessibility to private motor cars.

**10.30** Some development would result in a severe impact on the local transport networks. Such development will not be permitted. Transport for London and Network Rail will be consulted on planning applications that could result in such an impact on the borough.

**10.31** All development proposals that require a Transport Assessment should demonstrate through a Travel Plan; Construction Logistics Plan; and Delivery & Servicing Plan, or equivalents, how they will promote measures to increase the use of public transport, cycling and walking and that they will not result in a severe impact on the local transport networks.

**10.32** The extent of the local road network will vary depending on the location, scale and type of the development but may include the routes from the development site to the wider borough/Strategic Road Network.

**10.33** The extent of the local public transport network includes bus routes, tram routes and train stations. The exact extent of the local transport networks **as well as other sustainable transport choices such as cycle and walking routes** should be considered in **any** Transport **Statement/Assessment**.

**10.34** The Strategic Policies require new developments to increase the permeability and connectivity for pedestrians and cyclists of their sites and to create new cycle routes in their developments. **It is important that new routes are publicly accessible to enhance walking networks within the borough.**

**10.34A** Servicing and deliveries contribute to the already high volumes of congestion in the borough. Additional growth within the borough is likely to further impact and as a result needs to be actively managed. Innovative solutions such as the implementation of last mile deliveries by foot, cycle or zero emission vehicles will be supported. Where appropriate, development is encouraged to identify opportunities for last mile logistics hubs. This is particularly important for high density residential or commercial developments in the Croydon Opportunity Area or town centres, that are forecast to generate significant servicing and delivery movements.

## Car and cycle parking in development

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 8

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#### Strategic Objective 9

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#### Policy SP8.15

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#### Policy SP8.16

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### Why we need this policy

**10.35** Croydon has strategic objectives to improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough and to ensure the responsible use of land and natural resources and management of waste to mitigate and adapt to climate change.

**10.36** Table 10.1 sets out the car parking standards for the borough in accordance with the London Plan. These are necessary for managing the overall provision of car parking in development. Provision of blue badge parking bays should also be in accordance with the London Plan for both residential and non-residential development. The cycle parking standards applied in the borough are those contained within the London Plan.

**10.37** This policy provides further requirements in terms of the quality of provision and how the car and cycle parking should be provided.

**10.38** Paragraph deleted.

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

**DM30.1** To manage the impact that parking provision has on traffic generation and the impact of traffic on climate change, development should ensure that car parking provision is in accordance with the standards set out in Table 10.1.

**DM30.2** Development in PTAL 2+ locations should provide parking on-site to ensure that parking generated by the development does not contribute more than 5% increase in parking stress within a 200 metre parking survey catchment of a residential development site and within a 500 metre parking survey catchment for commercial uses. On-street parking stress in the borough is assessed as being at capacity when 85% of parking stress is reached.

**DM30.3** Where motorcycle parking is provided, it should be in a dedicated area for motorcycle parking with ground anchors (in any location in the borough).

**DM30.4** Development should ensure that there is not a detrimental impact on, walking, cycling, public transport and emergency services due to the provision of car parking.

**DM30.5** In order to maintain the effective operation of the highway, entrances or vehicle crossovers provided for new developments must not have any detrimental impact on highway safety or the functioning of bus and cycle routes.

**DM30.6** In areas of PTAL 4 or less car club membership will be sought for residents for three years at cost to the developer.

**DM30.7** Cycle parking provision will be in accordance with the London Plan standards, ensuring the provision is secure, waterproof, enclosed with charging provision for electric bikes and mobility scooters and space for cargo bikes and adapted bikes.

(table updated for clarity reproduced below)

**Table 10.1** Parking standards in development

| <b>Residential Car Parking Standards *</b>  |   |  |  |
|---|---|--|--|
| <b>Public Transport Accessibility Level</b> | <b>1 and 2 bedroom homes in an area with a Controlled Parking Zone</b>                    | <b>3 or more bedroom homes in an area with a Controlled Parking Zone</b>   | <b>All homes in an area with no Controlled Parking Zone</b>  |
| 5, 6A or 6B                                 | Car free with no rights for a parking permit (with the exception of blue badge holders)   | Car free with no rights for a parking permit (with the exception of blue badge holders)  | Car free (with the exception of blue badge holders) subject to parking stress surveys  |
| 4   | Car free with no rights for a parking permit (with the exception of blue badge holders)   | <ul style="list-style-type: none"> <li>Up to 0.4 space per unit</li> <li>In areas within 400 metres of a bus stop and/or 800 metres of a train station or tram stop lower levels of car parking will be expected</li> <li>All rights for parking permits will be removed (with the exception of blue badge holders)</li> </ul> | <ul style="list-style-type: none"> <li>Up to 0.5 space per unit for 1 and 2 bedroom homes subject to parking stress surveys</li> <li>Up to 0.75 space per unit for homes with 3 or more bedrooms subject to parking stress surveys</li> <li>In areas within 400 metres of a bus stop and/or 800 metres of a train station or tram stop lower levels of car parking may be appropriate subject to parking stress surveys</li> </ul> |
| 3   | All rights for parking permits will be removed (with the exception of blue badge holders) | <ul style="list-style-type: none"> <li>Up to 0.5 space per unit</li> <li>In areas within 400 metres of a bus stop and/or 800 metres of a train station or tram stop lower levels of car parking will be expected</li> <li>All rights for parking permits will be removed (with the exception of blue badge holders)</li> </ul> | <ul style="list-style-type: none"> <li>Up to 0.75 space per unit for 1 and 2 bedroom homes subject to parking stress surveys</li> <li>Up to 1 space per unit for homes with 3 or more bedrooms subject to parking stress surveys</li> <li>In areas within 400 metres of a bus stop and/or 800 metres of a train station or tram stop lower levels of car parking may be appropriate subject to parking stress surveys</li> </ul>   |

| <b>Residential Car Parking Standards *</b>                  |   |  |   |
|---|---|--|---|
| <b>Public Transport Accessibility Level</b>                 | <b>1 and 2 bedroom homes in an area with a Controlled Parking Zone</b>  | <b>3 or more bedroom homes in an area with a Controlled Parking Zone</b>   | <b>All homes in an area with no Controlled Parking Zone</b>   |
| 2   | <ul style="list-style-type: none"> <li>Up to 0.5 space per unit could be provided</li> <li>All rights for parking permits will be removed (with the exception of blue badge holders)</li> </ul> | <ul style="list-style-type: none"> <li>In areas more than 800 metres from a train station or tram stop up to 1 space per unit could be provided</li> <li>In areas within 400 metres of a bus stop and/or 800 metres of a train station or tram stop up to 0.5 space per unit could be provided</li> <li>All rights for parking permits will be removed (with the exception of blue badge holders)</li> </ul> | <ul style="list-style-type: none"> <li>Up to 0.75 space per unit for 1 and 2 bedroom homes subject to parking stress surveys</li> <li>Up to 1 space per unit for homes with 3 or more bedrooms subject to parking stress surveys</li> </ul> |
| 0, 1A or 1B   | 1.5 space per unit  | 1.5 space per unit   | 1.5 space per unit  |
| <b>Non-residential Car Parking Standards *</b>              |   |  |   |
| Non-residential parking provision is as per the London Plan |   |  |   |

\*Car parking numbers should be rounded up if the calculation of car parking provision includes 0.5 of a space and above

## How the policy works

**10.38A** Parking provision must be managed to ensure sustainable travel is promoted. If a development is forecast to have an impact upon on-street parking, then a parking stress survey to determine whether there is sufficient capacity within the existing on-street parking bays to accommodate the increased demand will be expected. Severe parking stress is considered to be where 85% of capacity of the kerbside parking space is met or exceeded. Managing the balance between on and off street parking ensures that the character of development remains balanced along a street, minimising the risk of a development taking all the on-street parking meaning an adjacent development must accommodate all parking on-site. To manage this parking stress attributable to each development, overspill parking is limited to a maximum of 5% of the on-street parked cars. In line with industry best practice, parking stress surveys should be undertaken in line with a methodology agreed with the Council. The cumulative impacts of development that is permitted or is under construction within the parking stress survey area must be taken into account when calculating the capacity of on-street parking.

**10.39** The provision of car club or pool car spaces will be supported in order to supplement public transport provision. Provision of other car sharing schemes such as peer to peer sharing, a method of sharing that facilitates private car rental and car sharing schemes will be supported. This is to ensure that reduced overall levels of car parking do not result in increased pressure on street parking, particularly in those areas without Controlled Parking Zones.

**10.40** Growth will take place throughout the urban area of the borough through development that complements and enhances the character of each area. As each area of the borough becomes more sustainable through growth it should encourage greater provision of public transport in areas that currently have a low Public Transport Accessibility Level.

**10.41** It is recognised that sustainable growth of the suburbs will take place over the whole Plan period and that in the early years the public transport infrastructure necessary to support that growth may not exist in all areas with a low Public Transport Accessibility Level of 0, 1a or 1b. Therefore, in the early years of the Plan, it may be acceptable for an increased provision of private car parking to be provided in developments in areas with a low Public Transport Accessibility

Level. The more remote and hilly nature of these low PTAL areas makes it more difficult to walk or cycle to the nearest bus stop or railway station and the current public transport provision will not be sufficient to service development within the first years following granting of planning permission. Also there is less interest from car clubs in these locations. Therefore, higher parking provision in PTALs of 0, 1a or 1b as per Table 10.1 will be sought but still in accordance with the London Plan.

**10.42** Car parking in new development can be visually intrusive and reduce the amount of land available for outdoor private amenity space within developments. Where proposed, developments must reduce the visual impact of car parking. This may include use of underground car parking, reduced provision of car parking spaces within the development or should start with active promotion of alternatives to private car use including car clubs, encouraging use of public transport by residents and enhanced provision of covered and secure cycle parking. Where car club or pool car spaces are provided as a result of major developments, this may include on-street spaces subject to assessment by the Council; or use by the new residents of existing local car clubs where operators confirm available capacity.

**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, including safe segregated pedestrian access to the site to encourage walking and is fully integrated in the design of the development. To encourage safe access to off-street parking and servicing areas, development should be designed to allow for all vehicles to enter and exit in forward gear for highway safety reasons.

**10.44** Some areas of the borough already have a street parking permit system in operation and existing on-street parking is at a premium. In these locations developments will also need to promote alternatives to private car use, again including car clubs, encouraging use of public transport by residents and enhanced provision of covered and secure cycle parking. These developments will not be given access to the street parking permit system.

**10.45** Not all existing car parking is needed and sometimes the redevelopment of an existing car park (either public or private) will help to provide much needed homes, social infrastructure and employment. In order to ensure that sufficient car parking is provided in schemes involving the redevelopment of an existing car park, applicants will need to demonstrate that there is no need for any car parking spaces that are proposed to be lost. Need should be demonstrated through occupancy surveys of both the existing car park and other car parks serving the same area and must cover a range of times and dates such that peak operating times are surveyed. **Such surveys must be scoped with the Council.**

**10.46** It is important that spaces provided for an on-site car club or pool car are used by a provider of these vehicles. The Council will enter a legal agreement with developers of qualifying developments to ensure that the spaces are used for their intended purpose.

**10.47** In circumstances where the car club is not accessible to the wider community, in low density areas or where it is not commercially viable, the Council will expect developers to work with a car club operator to find a suitable site from which a car club would operate. In these circumstances the developer will be expected to fund a Traffic Regulation Order and the lining and signing of an on-street parking bay **and if appropriate, subsidise the car club for an agreed time period.** This will ensure the parking space will be used by a car club operator and is accessible to both the development and the wider community.

**10.48** Paragraph deleted.

**10.49** Non-residential developments are less likely to have a single assigned parking space per unit. Therefore, electric car parking spaces should be provided in accord with London Plan standards.

**10.50** Paragraph deleted.

**10.50A** Cycle parking provision will be provided in accordance with London Plan standards. This includes the requirement for cycle parking minimum standards to be doubled in the CMC for short-stay Town Centre uses, such as retail and cafes/restaurants (for visitors/customers) and doubled for long-stay cycle parking provision for offices (for employees). Cycle parking should be designed and located so that it is easily accessible to all potential users. It should be provided in accordance with the latest published cycle parking design standards, using Sheffield stands and two tier racks.

### Key supporting documents

- Croydon Opportunity Area Planning Framework
- London Mayor's Transport Strategy
- London Borough of Croydon Third Local Implementation Plan

## Restricting temporary car parks

### Strategic Objectives and related Croydon Local Plan strategic policies

#### Strategic Objective 1

#### Strategic Objective 5

#### Strategic Objective 9

#### Policy SP1.1

### Why we need this policy

**10.51** Croydon has strategic objectives to be the premier business location in South London and the Gatwick Diamond, to ensure that new development is high quality and integrates with the borough's built heritage, and to ensure the responsible use of land. Croydon Local Plan Strategic Policy SP1.1 requires all new development to contribute to enhancing a sense of place and improve the character of an area.

**10.52** The Strategic Policies of the Croydon Local Plan encourage temporary uses to use under used and vacant spaces and buildings in the borough. This approach to the re-use of vacant spaces would be undermined if temporary car parks were allowed on these spaces as they can be easier to set up compared to other temporary uses. Temporary car parks could also undermine future car parking strategies for the borough.

**10.53** The Strategic Policies of the Croydon Local Plan support the use of vacant buildings and cleared sites by cultural and creative industries and community uses. It also supports their use for food growing and tree planting.

### Policy DM31: Restricting temporary car parks

To enhance a sense of place and to improve the character of an area, permission will only be granted to use empty spaces for temporary uses that are not car parks unless in temporary substitution for a nearby permanent car park undergoing redevelopment.

### How the policy works

**10.54** Cultural and creative industries and community uses are considered preferable to temporary car parks as they are likely to bring greater economic and regeneration benefits to the borough. Temporary car parks are also less likely to improve the character of an area or contribute to enhancing a sense of place.

**10.55** Temporary uses can include both specialist organisations such as ACAVA and Acme Studios and community groups, along with temporary landscaping or urban agriculture.

**10.56** Where a temporary car park is required because a nearby permanent car park is undergoing redevelopment (including replacement car parking), the Council may accept a proposal for a temporary car park to ensure that there is continued provision of car parking in a locality whilst redevelopment takes place.

## Facilitating rail and tram improvements

### Strategic Objectives and related Croydon Local Plan strategic policies

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#### Strategic Objective 8

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#### Policy SP8

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### Why we need this policy

**10.57** Network Rail, as part of a programme of capacity improvements on the Brighton Mainline railway, are proposing to construct an additional island platform at East Croydon station complete with two additional tracks. In addition, a new track is proposed to run from East Croydon station to Windmill Bridge Junction (where the routes to London Victoria and London Bridge divide) as well as a new grade separated junction. This will mean that trains running to and from London Victoria and London Bridge will be able to run into and out of East Croydon station simultaneously which they cannot do at the moment.

**10.58** The additional platform at East Croydon station, additional track to and grade separated junction at Windmill Bridge Junction will each require some land currently outside of Network Rail's ownership. To ensure that developments which would prevent the upgrading of this section of the Brighton Mainline from taking place do not occur in this area, a policy is proposed to safeguard the land for works required to upgrade the railway line.

**10.59** Network Rail also requires additional land whilst the improvement works are underway to support them (such as supply sites and access points). Therefore, additional land is identified on which Network Rail must be consulted about all proposals for development and safeguard against any development which would have a negative impact on the ability to upgrade the Brighton Mainline.

**10.60** Transport for London Trams and the Council have ambitions to bring forward a number of improvements to support frequency and capacity increases on the network including:

- The Wandle Flyover Doubling proposal involving double-tracking of the single-track tramway between Wandle Park and Reeves Corner tram stops;
- Double-tracking of part or all of the tramway between Harrington Road and Beckenham Junction;
- Elmers End line enhancements;
- Tram fleet enhancements; and
- Potential for a tram extension with a turn around facility beyond the current New Addington tram stop and twin tracking as part of the redevelopment and regeneration of New Addington District Centre.

### Policy DM32: Facilitating rail and tram improvements

Development will not be supported where it might prejudice the implementation of:

- a. Station improvement schemes or other proposals to upgrade train services along the Brighton Main Line corridor; or
- b. Infrastructure extensions or other operational improvements to increase capacity of the Tramlink network.

## Telecommunications

### Strategic Objectives and related Croydon Local Plan strategic policies

#### Policy SP8

### Why we need this policy

**10.61** A policy on telecommunications is proposed as there are specific locational criteria regarding telecommunications equipment that would not be adequately covered by other policies of the Plan.

### Policy DM33: Telecommunications

**DM33.1** When planning permission is required, proposals for telecommunications development will be permitted provided that:

- a. If proposing a new mast, it has been demonstrated that there are no existing buildings, masts or other structures on which the proposed apparatus can be sited;
- b. If proposing telecommunications development in Metropolitan Green Belt it has been demonstrated that there are no suitable sites that are not in Metropolitan Green Belt and there is no impact on openness;
- c. If proposing telecommunications development on Metropolitan Open Land it has been demonstrated that there are no suitable sites that are not on Metropolitan Open Land and there is no impact on the existing purpose of the site and its reason for it being designated as Metropolitan Open Land; and
- d. The siting of the proposed apparatus and associated structures minimises the impact on the operation of other electronic devices within the surrounding area.

**DM33.2** Telecommunication development on a building or other existing structure should be sited and designed to minimise impact to the external appearance of the host building or structure.

## How the policy works

**10.62** Not all telecommunications development requires planning permission. Part 16 of the General Permitted Development Order (2015) sets out the circumstances when planning permission is required and when this policy will, therefore, apply. Under the General Permitted Development Order most masts under 10m in height do not require planning permission and all masts over 15m will require planning permission.

**10.63** Telecommunications equipment should be located on existing structures where possible. If locating equipment on an existing telecommunications structure then information will need to be submitted with any application for prior approval or planning permission that the cumulative exposure, when operational, will not exceed International Commission on non-ionising radiation protection guidelines.

**10.64** The National Planning Policy Framework does not list telecommunications equipment as being acceptable in Green Belt. Proposals for new telecommunications equipment need to demonstrate exceptional circumstances before being permitted in Metropolitan Green Belt (and by default, Metropolitan Open Land).

**10.65** Therefore, new telecommunications equipment will only be permitted in Metropolitan Green Belt or Metropolitan Open Land if it has first been demonstrated that there are no suitable sites outside of Metropolitan Green Belt or Metropolitan Open Land. These sites do not have to be within the borough boundary of Croydon. Furthermore, any ancillary facilities associated with a new telecommunications equipment must be kept to a minimum so that there is no impact on openness of both Metropolitan Green Belt or Metropolitan Open Land and its reason for being designated as Metropolitan Open Land, if it is a site on Metropolitan Open Land.

## Key supporting documents

- National Planning Policy Guidance
- General Permitted Development Order



# The Places of Croydon

This section informs Policy SP1 on the Places and provides the visions and frameworks demonstrating how the borough-wide thematic policies will shape the Places over the plan period. It should be noted that where a policy applies to all the Places, to avoid repetition it has not been mentioned in the text. For example Policy SP6 on Climate Change applies to all Places, but only the physical attributes, constraints and measures are identified here.

Furthermore, it is considered the Places provide some context to the possible formulation of Neighbourhood Plans. The Croydon Local Plan sets out the strategic planning policies that provide the opportunity for the production of Neighbourhood Plans. This will enable communities to influence the planning of their Place, in conformity with the Strategy Policies. All future Development Plan Documents will be carefully managed to ensure their content does not unnecessarily trespass on the intended function of Neighbourhood Plans.

This section also contains the Council's policies that would specifically apply to a Place and all the Detailed Proposals.

The Places appear in alphabetical order from Addington to Waddon.

# 11. The Places of Croydon

## The Place-specific policies

### Strategic Objectives

#### Strategic Objective 5

#### Strategic Objective 7

#### Strategic Objective 8

#### Strategic Objective 10

#### Policy SP1

#### Policy SP2.2

#### Policy SP4.1

### Why we need these policies

**11.1** The main objective of these policies will be to provide additional Place-specific development management policies to provide greater clarity and certainty that proposed developments are in line with the objectives of Croydon Local Plan Strategic Policy SP4. These policies should be read in conjunction with the Borough Character Appraisal including the Character Typology.

**11.2** The aspiration to achieve good design while retaining and improving the distinctiveness of each of Croydon's Places has created the need to provide further design detail in the form of Place-specific development management policies. These additional policies will provide greater clarity and provide management guidelines for proposals within District and Local Centres and in locations outside of the masterplan areas, Conservation Areas, Local Heritage Areas or the Croydon Opportunity Area.

**11.3** An evaluation of local character was conducted to identify the locations in each of Croydon's 16 Places where Place-specific development management policies would be beneficial.

**11.4** The consistent theme within these Places was the need to identify management guidelines for major junctions, District Centres and Local Centres. These additional Place-specific development management policies will only be applicable within the areas identified on the Policies Map.

## Designations shown on the Policies Map

The Place-specific development management policies identify specific locations with less consistent character where the criteria of Policies DM34 to DM49 apply. These designations they will be shown on the Policies Map. A list of all Place-specific policies is shown in Table 11.1 and Policies Map has details of all proposed areas where a proposed Place-specific development management policy will apply.

**Table 11.1** Proposed Place-specific development management policies (see Policies DM34 to DM49 and *The Policies Map* for full details)

| Place-specific development management policy   | Policy ref |
|--|------------|
| New Addington District Centre  | DM34.1     |
| Addiscombe District Centre   | DM35.1     |
| Area between Addiscombe Railway Park & Lower Addiscombe Road (section between Leslie Park Road & Grant Road) | DM35.2     |
| Broad Green Local Centre   | DM36.1     |
| Potential new Local Centre at Valley Park  | DM36.2     |
| Area of the Lombard Roundabout   | DM36.3     |
| Area north of Broad Green Local Centre   | DM36.4     |
| Area of the junction of Windmill Road and Whitehorse Road  | DM36.5     |
| Croydon Opportunity Area (all)   | DM38.1     |
| Croydon Opportunity Area (New Town and the Retail Core)  | DM38.2     |
| Croydon Opportunity Area (Central area)  | DM38.3     |
| Croydon Opportunity Area (Edge area)   | DM38.4     |
| Croydon Opportunity Area (London Road area)  | DM38.5     |
| Croydon Opportunity Area (area along Sydenham and Lansdowne Road)  | DM38.6     |

## Addington

**11.4A** Addington has a rich history and varied local character, located on the eastern borough boundary and surrounded by extensive areas of Metropolitan Green Belt including the North Downs, Rowdown Fields, Addington Vale and Milne Park. It has two distinct residential areas; Addington Village, and the New Addington and Fieldway estates.

**11.4B** Addington Village has origins dating to at least the 12th century and is set in the backdrop of the Grade II\* Addington Palace and Grade II Registered Park and Garden, collectively forming the Addington Village Conservation Area. The Grade I listed church of St. Mary, the Blessed Virgin is at the heart of the village, and surrounded by historic farmworker's cottages, service buildings and village amenities, now primarily in residential use. There are limited services in the village and no shops. The combination of its historical and green setting, along with minimal vehicular access and public transportation means that Addington Village retains a rural and isolated aspect unlike much of the rest of the borough.

**11.4C** New Addington and Fieldway estates consist of interwar and late twentieth century housing in a landscaped setting with interlinked public open space. New Addington Estate was built between 1935 and 1963 with most housing built in a uniform semi-detached style on a series of crescents radiating out from Central Parade. Fieldway Estate was built from 1963 onwards and is generally more compact, arranged in small blocks or terraces with individual back gardens and communal garage blocks. There is also a small centre of local shops and community facilities.

**11.4D** New Addington is one of the most deprived areas in Croydon and Fieldway also has high levels of deprivation. Tram and bus services run throughout New Addington and Fieldway linking it to Croydon Metropolitan centre and beyond. The majority of Addington's retail and community facilities are located along the spine of Central Parade and include Addington Library and New Addington Community and Leisure Centre.

## Vision, opportunities, constraints and change

### Vision

**11.5** A self-contained community, New Addington and Fieldway will be a location for growth, capitalising on good links to and its strategic position between Croydon Metropolitan Centre and Biggin Hill Airport and their concentration of supporting infrastructure. It will continue to comprise interwar and late 20th Century housing surrounded by Green Belt. The Place will be enhanced with appropriate infill development and a rejuvenated District Centre, with a mixture of homes, community and cultural facilities and a range of retailing, including many independent shops. The Fieldway Neighbourhood Centre will be supporting the existing and future community with services and facilities beyond a retail function. Addington Village **Conservation Area** will retain its distinct rural village character and its setting within the Green Belt. **Addington Palace and associated parkland will continue to contribute to its character, setting and the historic environment of the area.**

### Homes

**11.6** With good supporting infrastructure provision, opportunities for new development will comprise of mainly infill development, as land is physically constrained by the Green Belt. Residential development **in New Addington and Fieldway will respect and evolve the existing character and distinctiveness of the local areas; whilst protecting, enhancing the historic character and setting of Addington Village and its heritage assets.**

### **Employment, Skills and Community Facilities**

**11.7** There will be continued protection for industry and warehousing in the Vulcan Way Separated Industrial Location. This is located within proximity to Biggin Hill Strategic Outer London Development Centre (SOLDC), within the neighbouring Authority area. The Bromley Local Plan (adopted 2019) has allocated this for strategic employment development, which is proposed to comprise of a business park, servicing and maintenance of aircrafts, and light industrial units, to create about 2,300 jobs over the next 15-20 years. New Addington District Centre will maintain its support of the local community, providing retailing, some employment and services. The conference centre of Addington Palace also provides further local employment opportunities, supporting its future preservation and public enjoyment. Community facilities will be encouraged to be located in or near enough to support the success and vibrancy of the centre, focussing on leisure, community and health facilities.

### **Character, Heritage and Design**

**11.8** New development will respect the existing local character and local distinctiveness, referring to the Borough Character Appraisal and Addington Village Conservation Area Appraisal and Management Plan to inform design quality. Public realm improvements will focus on the New Addington District Centre to assist in the regeneration of the area and improve community and social cohesion, with a rejuvenated designated Village Green placed at the centre. Any buildings and conversions should be of a high standard of design to ensure the character of the District Centre and the Conservation Area are respected. The Historic and Local Historic Parks and Gardens in the area will be retained and new links provided where possible to incorporate them into the Green Grid network.

**11.8A** New Addington is identified as a location considered potentially appropriate for tall buildings.

### **Environment and Climate Change**

**11.8B** Addington is characterised by a steeper topography and more rural land. Due to this water drains from it into the tributaries of the River Ravensbourne that flows northwards into the London Borough of Bromley, this has historically resulted in severe surface water flooding from intense rain flow (e.g. north of Field Way and Kent Gateway Road). Development will be required to incorporate Sustainable Drainage Systems to manage surface water runoff and flooding, taking into account the topography of the area and overland flow routes.

### **Green Grid and Open Space**

**11.9** Walking and cycle links to local schools, the District Centre, Vulcan Way industrial location and surrounding open space will be improved where possible. These will connect to the ancient Roman road on the borough boundary with Bromley. Opportunities to provide green grid connections across the Fieldway area and around Addington Palace Golf Course will be supported.

### **Transport**

**11.10** The tram line is one of the key assets of Addington. This enables easy access to the Croydon Metropolitan Centre and connections to Central London and Gatwick Airport. The community will enjoy better quality, more frequent and reliable bus services connecting with Croydon Metropolitan Centre. Public parking provision will be better managed to give priority for local residents, visitors to local businesses and community amenities; over commuter parking in the vicinity of New Addington Central Parade. There are opportunities for direct and safe cycle routes linking New Addington with Croydon Metropolitan Centre and neighbouring communities as well as the existing National Cycle Route 21 which encourages longer distance cycle journeys through the area. The public realm can be upgraded and the residential streets improved in line with the Healthy Streets Approach to encourage higher levels of active travel and reduce road danger in the local area which has suffered from a high number of collisions involving vulnerable road users.

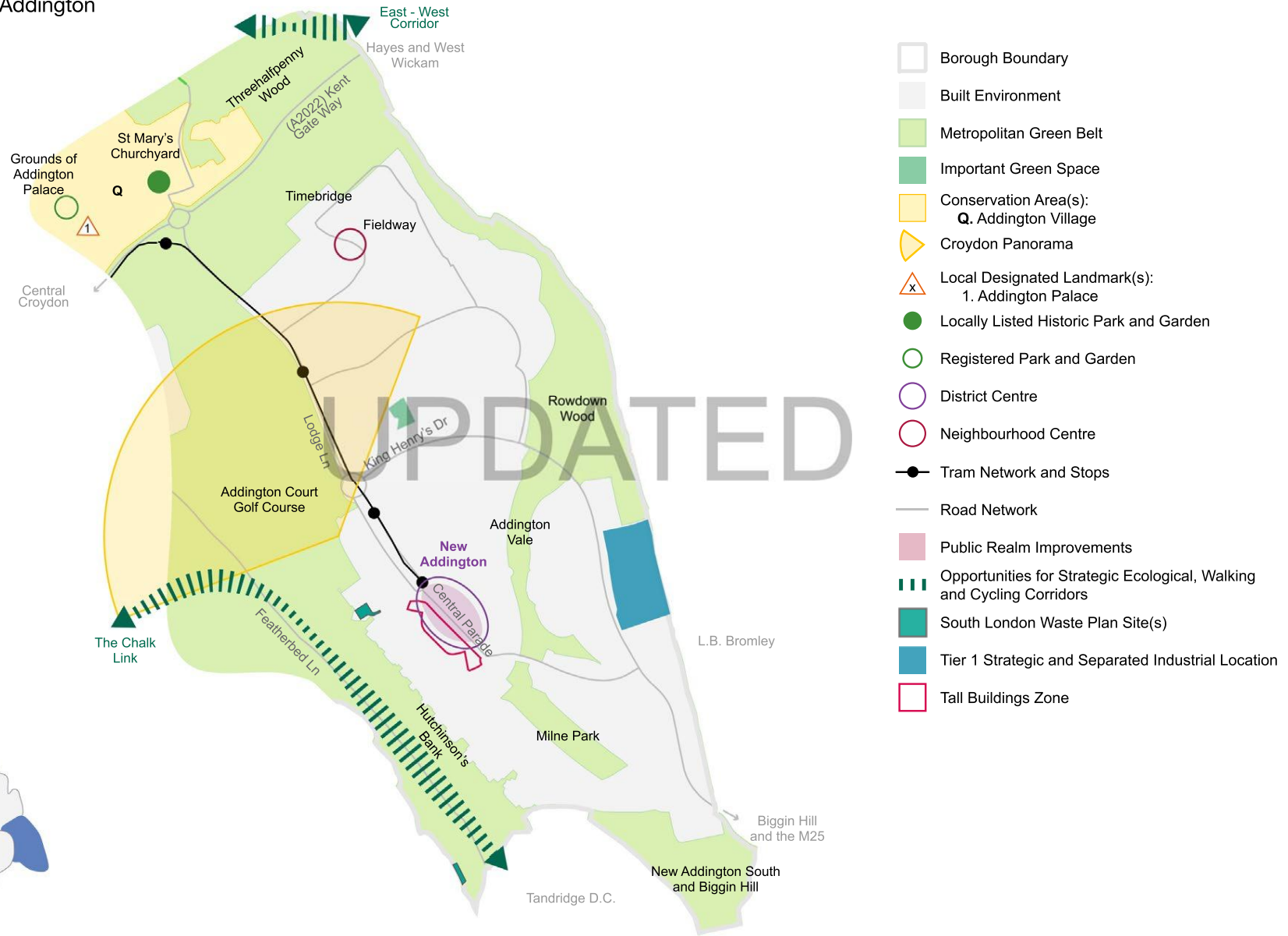
**11.11** Paragraph updated and moved to before Vision.

**11.12** Paragraph updated and moved to before Vision.

**11.13** Paragraph updated and moved to before Vision.

**11.14** Paragraph updated and moved to before Vision.

Figure 11.1: Addington



## Policy DM34: Addington

**DM34.1** Development should take account of the two characteristic areas of Addington; firstly extensive areas green spaces which provide the setting for the historical Addington Village and secondly the 20th century housing estates.

**DM34.2** Within the New Addington District Centre, to ensure that the District Centre characteristics are respected and enhanced proposals should:

- a. Make use of opportunities to create buildings with a larger footprint to the west of Central Parade; or
- b. Create buildings with smaller footprints that complement existing predominant building heights in areas outside the tall building zone.

**DM34.2A** Within the Tall Building Zone identified in the policies map, tall buildings of height ranging from 21 to 33 metres (6-10 storeys) measured from the ground to the top of the building are considered appropriate.

Policy Deleted.

### How the policy works

#### ***New Addington District Centre***

**11.15** The area in which DM34.1 to DM34.2A applies is shown on the Policies Map.

**11.16** The 'Suburban Shopping Area' character on Central Parade is characterised by consistent building lines, setbacks and rhythm of facades and fenestration. This uniformity can be managed through other policies in the Croydon Local Plan However, additional policies are required to manage the area to the west of Central Parade where there are precedents of large and tall buildings. This location presents opportunities for a greater range and mix of services to support growth through the creation of large or tall buildings.

**Table 11.2** Table deleted.

### ***Allocating land for development***

**11.17** Paragraph deleted.

## Addiscombe

**11.17A** Addiscombe is a suburban residential settlement, framed by green areas on the eastern side and the high density Croydon Opportunity Area to the west. Addiscombe District Centre is focused on Lower Addiscombe Road, which also serves as one of the main transport corridors through the area along with Addiscombe Road.

**11.17B** Addiscombe has a varied character which has evolved historically over time, with development in the area encouraged by the opening of East Croydon station in the mid 1800's. Two Conservation Areas can be found in Addiscombe; the East India Estate Conservation Area which has a distinctive layout and architecture for a residential suburb, built on land owned and occupied by the former East India Trading Company Military Academy, and the St Bernards Conservation Area which is a notable section of the Park Hill Estate completed in 1971 to an award winning international design by Swiss firm Atelier 5. Two Local Heritage Areas, Addiscombe College Estate and Bingham Road, can also be found in Addiscombe.

**11.17C** Due to the proximity of central Croydon there is a relative deficiency in the range of community services in Addiscombe. There are good road links east to west and the introduction of the Tramlink in 2000 increased public transport accessibility for residents.

## Vision, opportunities, constraints and change

### *Vision*

**11.18** Addiscombe will continue to be centred on the vibrant District Centre with an historic Conservation Area, a mixture of homes, community and cultural facilities and a range of retailing including many independent shops. Ashburton Park and Lower Addiscombe Road/Cherry Orchard Road Neighbourhood Centres will be supporting the existing and future community with services and facilities beyond a retail function. Addiscombe will continue to provide for a large residential community with good accessibility to Croydon Metropolitan Centre, and through tram and rail networks, good connections to London and Bromley.

### *Homes*

**11.19** Sustainable growth of the suburbs including some opportunity for windfall sites, and limited infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness **will be encouraged**.

### *Employment, Skills and Community Facilities*

**11.20** Recognising Addiscombe's retail vitality and potential, the central shopping area **is** designated as a District Centre. Community facilities will be encouraged to locate in close proximity to the District Centre. **A new Integrated Industrial Area has been designated on Hastings Road to protect the local industrial and employment offer.**

### **Character, Heritage and Design**

**11.21** New development will respect the existing local character and distinctiveness referring to the Borough Character Appraisal to inform design quality. Addiscombe's designated heritage assets and landmarks will be protected. Opportunities for public realm improvements will primarily focus on the District Centre with building and conversion works of a high standard of design to ensure the character of the Centre and Conservation Areas are respected.

**11.21A** Addiscombe is identified as a location considered potentially appropriate for tall buildings.

### **Green Grid and Open Space**

**11.22** Improvements to, and expansion of the Green Grid will be sought to promote strategic east-west and north-south links through Addiscombe Linear Railway and Ashburton Parks. These will connect with the Croydon Metropolitan Centre, Wandle Valley Regional Park, Lloyd Park and South Norwood Country Park.

### **Transport**

**11.23** Addiscombe will continue to be a highly accessible Place with its six tram stops and connections to East Croydon, Beckenham Junction and Elmers End railway stations. It will benefit from improved tram services, from investment in tram stock and more frequent services. *There are opportunities for direct and safe cycle routes linking with Croydon Metropolitan Centre. The public realm around Cherry Orchard Road and Lower Addiscombe Road associated with the retail areas can be upgraded and the residential streets improved. This will be in line with the Healthy Streets Approach to encourage higher levels of active travel and reduce road danger in the local area.*

**11.24** Paragraph updated and moved to before Vision.

**11.25** Paragraph updated and moved to before Vision.

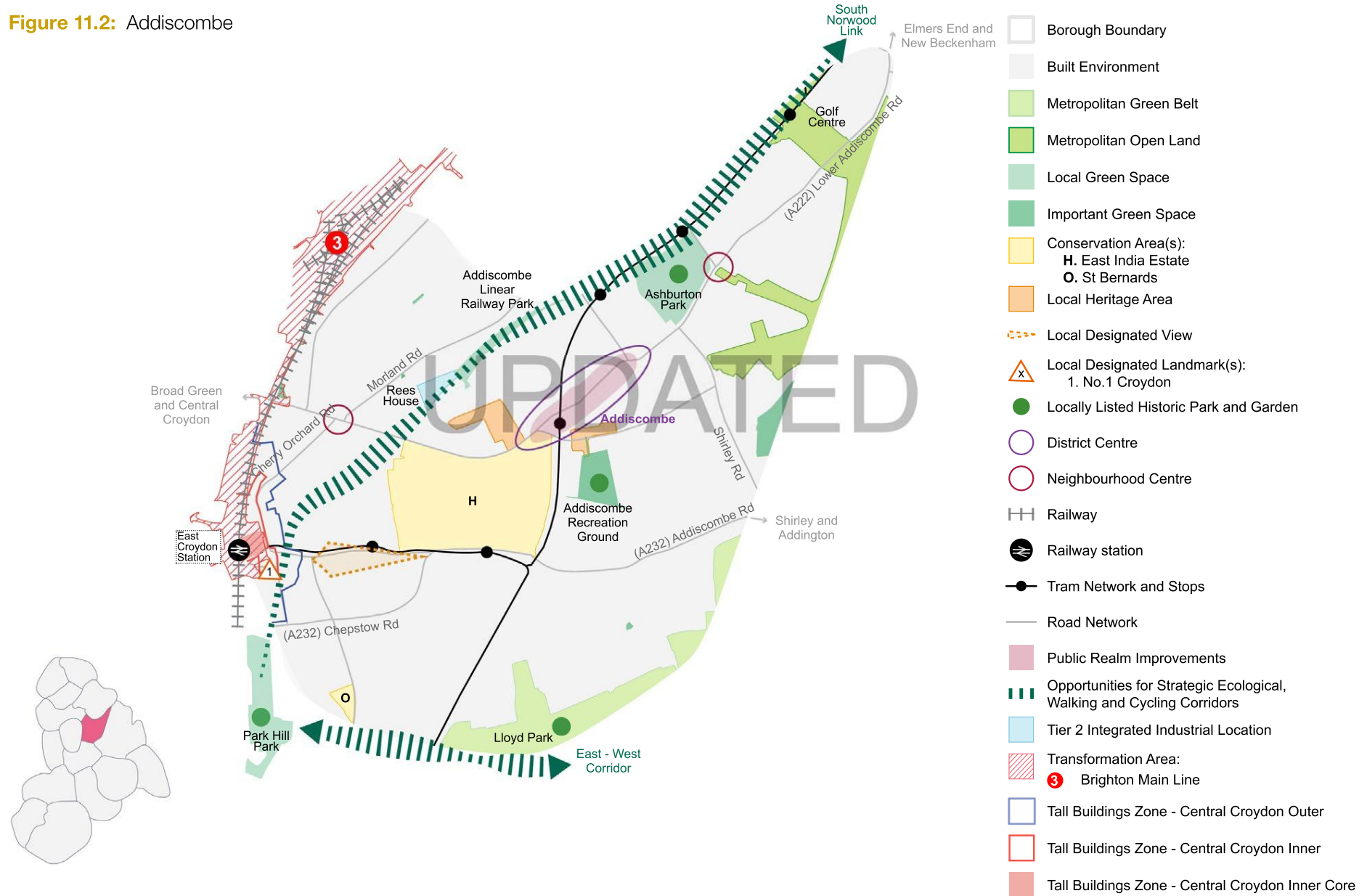
**11.26** Paragraph updated and moved to before Vision.

**11.27** Paragraph updated and moved to before Vision.

**11.28** Paragraph updated and moved to before Vision.

**11.29** Paragraph updated and moved to before Vision.

Figure 11.2: Addiscombe



## Policy DM35: Addiscombe

**DM35.1** Within the Addiscombe District Centre, to ensure that the District Centre characteristics are respected and enhanced proposals should:

- a. Complement existing predominant building heights of 2 storeys up to 4 storeys and a maximum of 5 storeys around the Lower Addiscombe Road and Blackhorse Lane Junction;
- b. Retain the rhythm, size and the continuity of ground floor active frontages;
- c. Allow flexibility at first floor and above for mixed use;
- d. Retain, enhance and positively reference corner features such as the articulation of corner buildings and architectural features such as domed projecting bays with finials and the projecting double gable ends running at 90 degree angles interrupting the running cornices;
- e. Incorporate or retain traditional shop front elements such as stall risers fascias and pilasters; and
- f. Respond to the character of the area including the predominance of multi-stock brick.

**DM35.2** In the area between Addiscombe Railway Park & Lower Addiscombe Road (Section between Leslie Park Road & Grant Road), to ensure changes to the character of this area are carried out in a way that strikes a balance between enhancing the existing character and facilitating growth, proposals should:

- a. Retain the predominant residential building lines and the open character of front gardens;
- b. Respond to the fine grain of the existing residential developments;
- c. Complement the existing predominant building heights of 3 storeys up to 4 storeys;
- d. Incorporate multi-stock brick and white render as the predominant facing materials of the whole building or a material which complements multi-stock brick and white render; and
- e. Enhance existing and provide new direct public walking and cycling routes to Addiscombe Railway Park and the wider Green Grid by working with the Council and its partners to incorporate sections of the route as part of schemes.

**DM35.2A** Within the Tall Building Zone identified in the policies map:

- a. Buildings of height ranging from 21 to 48 metres (6-15 storeys) measured from the ground to the top of the building are considered appropriate in the outer zone;
- b. Buildings of height ranging from 33 to 93 metres (10-30 storeys) measured from the ground to the top of the building are considered appropriate in the inner zone and
- c. Buildings of height ranging from 33 to 138 metres (10-45 storeys) are considered appropriate in the core area within the inner zone.

**DM35.3** Within Addiscombe allocate sites for development as set out in Table 11.3.

## How the policy works

**11.30** The areas in which Policies DM35.1, DM35.2 and DM35.2A apply are shown on the Policies Map.

### **Addiscombe District Centre**

**11.31** The character of Addiscombe District Centre is defined by the predominance of the 'Urban Shopping Area' character along the northern side of Lower Addiscombe Road. The beginning and end of this character is marked by two triangular urban spaces, of which the westernmost triangular space is within the East India Estate Conservation Area.

**11.32** Addiscombe District Centre has managed to retain the village feel that contributes to its distinctive sense of place. The fine urban grain and consistent rhythm, frontage widths and setback of the buildings reinforce the relationship with the architecturally consistent Victorian and Edwardian 'Terraced Houses And Cottages' sited on the southern side of Lower Addiscombe Road.

**11.33** The Lower Addiscombe Road/Inglis Road junction area has a distinctive block composition and architectural detailing. The junctions are defined by symmetrical buildings with consistent heights and strongly defined corners. Detailing, such as domed projecting bays with finials and the projecting double gable ends running at 90 degree angles interrupting the running cornices, contributes to Addiscombe's distinctiveness. Additionally, features, such as the articulation of corner buildings including ground floor entrances that address corners, are a characteristic feature throughout the District Centre and should be referenced.

**11.34** The western section of the 'Urban Shopping Area' has a distinct non-residential appearance. This is reflected in the building heights and facing materials which are predominantly red multi stock brick. The eastern side mirrors the character of the adjacent residential areas. These buildings have ground floors that have been converted into commercial premises, whilst preserving the residential appearance of the upper floors. The treatment of facades of these buildings gradually changes from multi stock brick to render. In order to preserve the distinction in appearance between the residential areas and the District Centre, new development should be encouraged to incorporate multi-stock brick or material which is complementary.

**11.35** The Lower Addiscombe Road/Blackhorse Lane junction area is a formal, well defined urban public space framed on three sides by buildings with a predominant height of two to five storeys.

**11.36** The District Centre location and good transport links provides opportunities for densification of up to 5 storeys, preferably in locations on corner plots. It is considered that the retention of small traditional type shop frontages (including stall riser's fascias and pilasters) reinforces the distinctiveness of Addiscombe District Centre. Therefore it would not be appropriate to incorporate large and tall buildings within this location. Policy DM35.1 balances the need to facilitate growth and respect the existing character.

**11.37** This policy seeks to retain the continuity of plot widths, setbacks and traditional shop frontages (in line with the Shop Front Security Addendum to Supplementary Planning Guidance No.1 Shop Fronts & Signs). This should not preclude growth, as growth may be still be achieved through creative design solutions such as amalgamating shop units to create one larger unit.

### **Area between Addiscombe Railway Park & Lower Addiscombe Road (Section between Leslie Park Road & Grant Road)**

**11.38** In this area the character of consists of 'Industrial Estates', 'Mixed Flats And Compact Houses', and sections of 'Terraced Houses And Cottages' and 'Local Authority Housing with Public Realm'.

**11.39** The character of this area has become fragmented as a result of development with an (urban) grain that is not in keeping with the character of the neighbouring buildings. This area is still undergoing change which will need to be managed. Policy DM35.2 will provide guidance to enable this to be carried out in a sensitive way.

### **Allocating land for development**

**11.40** Table 11.3 sets out the proposed use on specific sites in Addiscombe. The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7.

**Table 11.3** Proposals for uses of land of specific sites in Addiscombe

| Ref no | Site name     | Proposed use            |
|--------|---------------|-------------------------|
| 68     | 130 Oval Road | Residential development |

## Broad Green and Selhurst

**11.40A** Broad Green is a heavily urbanised area consisting of a variety of local character types including the retail and business parks of the Purley Way and the heavily trafficked London Road. Selhurst is a residential area with its eastern edge dominated by railway infrastructure and associated industrial estates. Broad Green and Selhurst lie to the north-west of Croydon Metropolitan Centre bordering the London borough of Sutton with the greenery of the adjacent Mitcham Common.

**11.40B** The area is less car dependent than areas further south in the borough owing to its good public transport accessibility; however the area suffers from congestion on its many busy roads. Green open spaces are limited in the area although there is a significant amount of other types of open space in the north east of the area provided by school playing fields and Mitcham Road Cemetery.

**11.40C** Two Local Heritage Areas can be found in Broad Green and Selhurst; the London Road Broad Green Area includes buildings with unique Arts and Crafts inspired architectural design from the beginning of the 20th Century, and the Henderson Road area is a distinctive example of well-preserved terraces of small Victorian maisonettes adjacent to the Local Historic Park of Whitehorse Recreational Ground.

**11.40D** Broad Green and Selhurst includes part of the Purley Way Transformation Area.

## Vision, opportunities, constraints and change

### *Vision*

**11.41** Broad Green and Selhurst comprise three distinct areas, characterised by Purley Way, a regenerated London Road and Whitehorse Road. As a broad location, growing residential areas will be interspersed within a network of busy streets with improved connectivity to open spaces and the expanded Green Grid network of the borough. Selhurst Road and Sumner Road/London Road Neighbourhood Centres will be supporting the existing and future community with services and facilities beyond a retail function. The diversity of employment activity and cultures will enliven the area just north of the Croydon Opportunity Area, as well as being part of the borough's principal industrial location the Place will have a share in the borough's improving prosperity.

### *Homes*

**11.42** New residential growth, with opportunities for renewal, will focus on London Road with a new Local Centre at Valley Park, Ampere Way, as part of the Purley Way Transformation Area. Residential development will need to respect the existing residential character and local distinctiveness. The Valley Park Local Centre will accommodate residential use within new mixed-use neighbourhoods that are well integrated with existing neighbourhoods.

### **Employment, Skills and Community Facilities**

**11.43** The three integrated Industrial Locations at Union Road, Gloucester Road and Thornton Road will continue to be provided with protection for industrial and warehousing activities, alongside an allowance for limited new high quality residential development provided it does not harm the area's business function. Purley Way, a Strategic Industrial Location and industrial heartland of the borough, will remain a preferred area for industrial and warehousing activity, whilst also accommodating a new Local Centre that provides space for leisure and community facilities to support new and existing residential communities, and local workers and businesses. Local employment is also provided by the Place's proximity to Croydon University Hospital. A thriving evening economy will be centred on the regenerated London Road running from West Croydon to the re-built Local Centre at Broad Green. The BRIT School, in Selhurst, will continue to be a unique and much valued educational asset to the borough, and will be supported to continue to thrive. The Sumner Road/London Road Neighbourhood Centre will continue to reflect the local, diverse community and provide local employment and services with community facilities encouraged to locate in close proximity. Improvements to the public realm on the high street will be supported through the London Road Corridor scheme.

### **Environment and Climate Change**

**11.43A** Development will be required to incorporate Sustainable Drainage Systems (SUDS) measures. Developers will need to liaise with the Council Local Lead Flooding Authority team and the Environmental Agency, to investigate the suitability of SUDS to manage surface water runoff and flooding issues (where necessary), as well as whether other measures may need to be implemented to reduce the risk of groundwater flooding. The Council will continue to work with Thames Water (the sewerage undertaker) and other stakeholders, to ensure sewerage water flooding events are reduced, to protect and enhance the ecological status of Norbury Brook, in line with the Water Framework directive.

### **Character, Heritage and Design**

**11.44** New development will respect the existing local character and distinctiveness of Broad Green and Selhurst, referring to the Borough Character Appraisal to inform design quality. Opportunities for public realm improvements will primarily focus on the re-built Local Centre at Broad Green on London Road with any building and conversions of a high standard of design to ensure the future vitality of the centre. The former Croydon B Power Station chimneys will continue to act as a key local landmark. The Purley Way Transformation Area policies set out how development along the Purley Way will draw upon the positive characteristics of Broad Green and Selhurst to enhance the quality of the built environment.

**11.44A** Broad Green and Selhurst is identified as a location considered potentially appropriate for tall buildings.

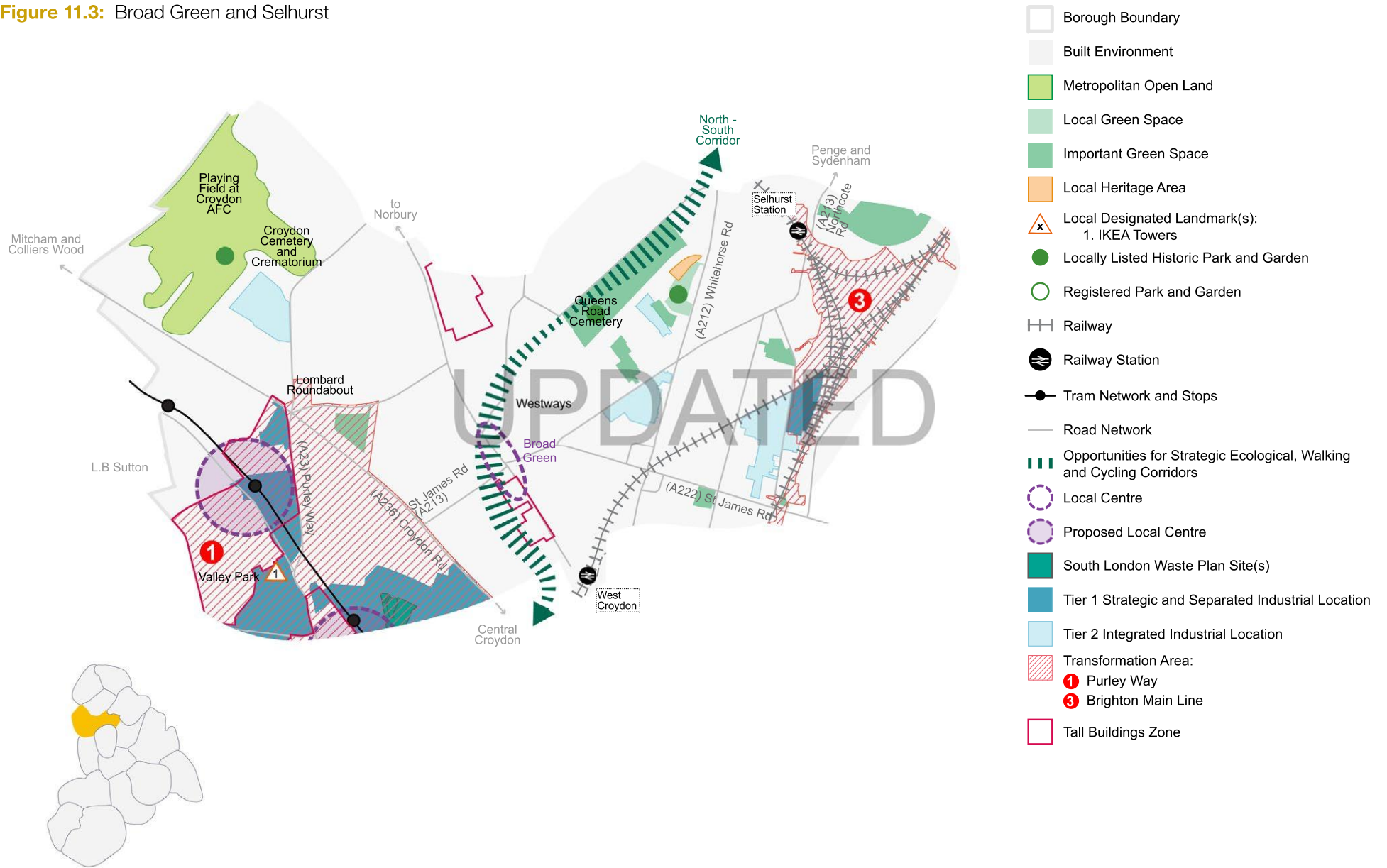
### **Green Grid and Open Space**

**11.45** New Green Grid links will be sought to improve connectivity with the green space of Wandle Park, just south of Broad Green, with Croydon Cemetery and Mitcham Common all linking to the Wandle Valley Regional Park. Emphasis will be placed on improving access to and quality of the local open spaces within and adjacent to Broad Green, as this is identified as an area deprived of access to nature. The Purley Way Transformation Area policies set out where additional open spaces and improvements to the public realm are planned across this area.

### **Transport**

**11.46** To encourage walking and cycling, high quality connections within an attractive environment will be pursued. Growth will be further supported by promoting public transport improvements along the London Road corridor to Thornton Heath, Norbury and beyond. As the attraction of the Croydon Metropolitan Centre increases, the quality, capacity and reliability of bus services connecting to it will also be improved.

Figure 11.3: Broad Green and Selhurst



11.47 Paragraph updated and moved to before Vision.

11.48 Paragraph updated and moved to before Vision.

11.49 Paragraph updated and moved to before Vision.

### Policy DM36: Broad Green and Selhurst

**DM36.1** Within the Broad Green Local Centre, to ensure that proposals positively enhance and strengthen the character of Broad Green Local Centre, and facilitate growth, developments should:

- a. Sympathetically relate to the predominant building massing within the Local Centre boundaries;
- b. Positively reference, respect and enhance architectural features such as the consistent rhythm and articulation of windows and doors;
- c. Complement the existing predominant building heights of 2 storeys up to a maximum of 4 storeys; and
- d. Incorporate multi-stock brick as the predominant facing materials of the whole building, **or a material which complements multi-stock brick.**

**DM36.2** Policy deleted.

**DM36.3** Policy deleted.

**DM36.4** In the area north of Broad Green Local Centre, to ensure that proposals enhance and strengthen the character of the area north of the Broad Green Local Centre, and facilitate growth, developments should:

- a. Retain and create glimpses and separation distances between buildings in order to improve the openness of London Road;
- b. Incorporate main pedestrian entrances onto London Road;
- c. Complement the existing predominant building heights of 3 storeys up to a maximum of 5 storeys **except in Tall Building Zones;**
- d. Retain the extent and enhance the quality of the existing public realm within the development, including introducing large trees and other vegetation to balance the impact of large and tall buildings; **and**
- e. **Preserve and enhance the setting of West Croydon United Reformed Church.**

**DM36.5** In the area of the junction of Windmill Road and Whitehorse Road, to create a sense of place of this area proposals should:

- a. Create building lines and frontages which positively reinforce and respond to the form of the junction whilst allowing realignment of the carriageway widths of the junction to facilitate bus priority and provide pedestrian crossing facilities;
- b. Use tree planting to reinforce the street alignment; and
- c. Complement the existing massing of the immediate area around the Windmill/Whitehorse Road Junction, by ensuring that the overall height of the building does not exceed 5 storeys; or complement the existing predominant building heights of 2 storeys up to a maximum height of 3 storeys; or ensure the ridge line is no taller than those adjacent to it.

**DM36.5A** Within the Tall Building Zones identified in the policies map,

- a. Buildings of height ranging from 21 to 33 metres (6-10 storeys) from the ground to the top of the building are considered appropriate in the zones closer to Purley Way and along the London Road; and
- b. Buildings of height ranging from 21 to 48 metres (6 -15 storeys) measured from the ground to the top of the building are considered appropriate in the outer zones closer to Croydon Opportunity Area.

**DM36.6** Within Broad Green and Selhurst allocate sites for development as set out in Table 11.4.

## How the policy works

**11.50** The areas in which Policies DM36.1 to DM36.5A apply are shown on the Policies Map.

### **Broad Green Local Centre**

**11.51** Broad Green Local Centre is dominated by the London Road traffic. It is an area with potential for growth.

**11.52** The edge of the Broad Green Local Centre is eroding and is beginning to lose its separate identity and sense of place. This could lead to the Local Centre being amalgamated into the homogenous urban form of the London Road.

**11.53** The detailed policies in DM36.1 will help to strengthen the identity of the Local Centre by setting design parameters such as consistent scale, street frontage treatment and public realm requirements.

### **Potential new Local Centre at Valley Park**

**11.54** Paragraph deleted.

**11.55** Paragraph deleted.

**11.56** Paragraph deleted.

### **Lombard Roundabout area**

**11.57** Paragraph deleted.

**11.58** Paragraph deleted.

### **Area north of Broad Green Local Centre**

**11.59** The area north of Broad Green Local Centre is already experiencing growth. A cohesive approach needs to be taken to ensure that Local Centre edge is well defined and that the buildings along London Road have spacing.

### **Area of the junction of Windmill Road and Whitehorse Road**

**11.60** There is a poor relationship between the street layout and the building frontages at the Windmill Road/Whitehorse Road junction area. This has resulted in an area lacking a sense of place. The character within this area is a mix of low rise 'Terraced Houses And Cottages', 'Industrial Estates' and 'Retail Estates & Business & Leisure Parks'.

**11.61** There is a potential for growth and an opportunity for improving the definition of frontages and street edge, as well as overall quality of urban environment. This could include addressing the deficiency in green infrastructure by ensuring tree planting and greenery is an intrinsic part of the development.

### **Allocating land for development**

**11.62** Table 11.4 sets out the proposed use on specific sites in Broad Green and Selhurst (excluding sites in the Purley Way Transformation Area). The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7.

**Table 11.4** Proposals for uses of land of specific sites in Broad Green and Selhurst

| Ref no | Site name   | Proposed use   |
|--------|---|--|
| 13     | Boyden Tiles, Mayday Road   | Residential development  |
| 22     | Whitehorse Road garages and parking area, Whitehorse Road estate (Johnson Road/Cromwell Road) | Residential development  |
| 78     | 114-118 Whitehorse Road   | Mixed use development comprising main town centre ground floor use with residential above.   |
| 103    | 585-603 London Road   | Mixed use development for residential and hotel  |
| 248    | 18-28 Thornton Road   | Residential development  |
| 337    | Zodiac Court, 161-183 London Road   | Mixed use development comprising main town centre ground floor use with residential above.   |
| 396    | Praise House, 145-149 London Road   | Residential development subject to the adequate reprovision of the existing community use.   |
| 404    | Vistec House & 14 Cavendish Road, 185 London Road   | Residential development.   |
| 407    | 797 London Road   | Conversion or redevelopment to residential use   |
| 471    | Masonic Hall car park, 1-1B Stanton Road  | Residential development  |
| 499    | Croydon University Hospital Site, London Road   | Residential development subject to the adequate reprovision of the existing health care use. |

## Coulsdon

**11.62A** Coulsdon is a small suburban settlement surrounded by areas of Green Belt. The Green Belt in this area is characterised by uninterrupted views of open spaces including Farthing Downs and wooded mature tree belts. Coulsdon lies on the southernmost boundary of the borough and its built environment is located within the valleys alongside railway lines and main roads.

**11.62B** Coulsdon has a significant employment base and many shops and services for a town of this size, including a library and several schools. It has excellent road and rail links north to London and south to Gatwick Airport and Brighton and benefits from a bypass to prevent congestion in the District Centre. There is access to large tracts of open spaces and the area is framed and dominated by the North Downs and Farthing Downs to the south and south west with Coulsdon Common and Dollypers Hill to the east.

**11.62C** There is a rich history in Coulsdon, notably that there is evidence of early settlement at Farthing Downs with Neolithic and Bronze age finds. Three Local Heritage Areas can be found in Coulsdon which reflect a more modern historical significance. The Chipstead Valley Road Area recognises the distinctive architecture of workers' houses from c.1900 and their layout reveals the location of the historic site of the former Surrey Iron Railway. Station Approach (Coulsdon) Local Heritage Area contains modest Victorian railway cottages with aesthetic style inspired features set in the distinctive townscape. The Dutch Village Area around Wilhelmina Avenue and The Netherlands Road, form a distinctive estate designed by the Dutch architect Wouter Hamdorff as a 'modern Dutch garden village' in the late 1930's.

## Vision, opportunities, constraints and change

### *Vision*

**11.63** Croydon's southernmost District Centre, with a mixture of homes, community and cultural facilities, and a range of retailing including many independent shops, will revive its day and evening economy with the support of the new residential community and associated facilities on the Cane Hill site. The Strategic Industrial Location of Marlpit Lane will be retained and development to improve or increase capacity will be supported.

### *Homes*

**11.64** Residential growth based on available land will be focussed on Coulsdon District Centre, and its surrounding area with a new residential community, recently delivered in Cane Hill. Residential development will respect the existing character and local distinctiveness of the area.

### *Employment, Skills and Community Facilities*

**11.65** Marlpit Lane, with its close proximity to the M25 and good separation from surrounding residential areas will remain an important location for employment growth for Croydon and London retaining strong protection (as a Strategic Industrial Location). The Coulsdon District Centre will continue to support the local community, providing retailing, employment and services with further opportunities for skilled employment where possible, within the Coulsdon Area including Cane Hill. Community facilities will be encouraged to locate in close proximity to the District Centre.

### **Character, Heritage and Design**

**11.66** Coulsdon will remain mainly residential with tree-lined streets becoming more urban in character towards the District Centre. New development will respect the existing local character and distinctiveness of Coulsdon, referring to the Borough Character Appraisal to inform design quality. **The Dutch Village Local Heritage Area and Local Historic Parks and Gardens such as Coulsdon Memorial Recreation Ground and Chaldon Way Gardens** will be retained and new links will be provided (where possible) to incorporate them into the Green Grid network. Opportunities for public realm improvements will continue to focus on enhancements to the Centre, with any new buildings and conversions will be of a high design standard to ensure the character of the Centre is respected. **The Surrey Iron Railway embankment Scheduled Monument comprises a former railway embankment which is located approximately 130m south-west of Lion Green Road. This large earthwork is one of few surviving remnants of the first fully independent public railway in the world, dating to c.1805. Better interpretation and access to the Surrey Railway Embankment Scheduled Monument provided through nearby development will enable it to play a greater role in the local heritage context. The Cane Hill Legacy Buildings act as key landmarks in the area.**

**11.66A** Coulsdon is identified as a location considered potentially appropriate for tall buildings.

### **Environment and Climate Change**

**11.67** Coulsdon District Centre and the surrounding area may be suitable for a district heat network. **Development will be required to incorporate Sustainable Drainage Systems (SUDS) measures (where necessary), to reduce surface water run off issues and reduce the risk of surface water flooding impacts to local residents and businesses.**

### **Green Grid and Open Space**

**11.68** Opportunities for orbital movements for walking and cycling will be sought with way finding and provision of new links and connections to the strategic Green Grid. Coulsdon Memorial Ground, a Local Historic Park, and links to it, will be improved as part of a parks improvement scheme.

### **Transport**

**11.69** New cycle facilities will be introduced at Coulsdon Town railway station. Linkages with the railway stations of Coulsdon South and Coulsdon Town and the District Centre will be improved to provide links to an expanded Green Grid network and to encourage sustainable modes of travel. Accessibility will be improved where possible to **Coulsdon South, Reedham and Woodmansterne stations through step free access improvements.** As the number of jobs and services in the Croydon Metropolitan Centre increase, the capacity and reliability of bus services connecting the Coulsdon community to this Centre will be improved.

**11.70** Paragraph updated and moved to before vision.

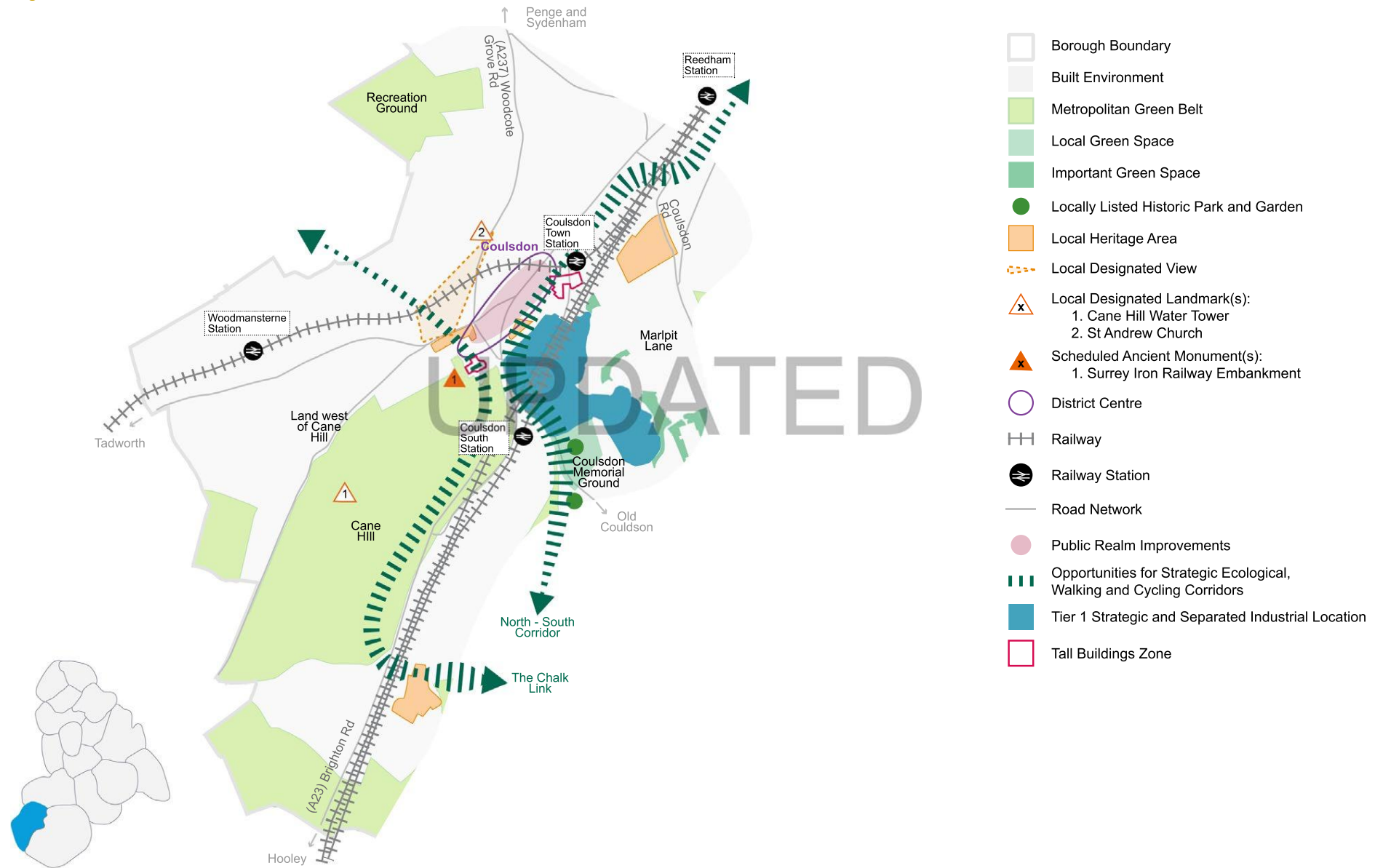
**11.71** Paragraph updated and moved to before vision.

**11.72** Paragraph updated and moved to before vision.

**11.73** Paragraph updated and moved to before vision.

**11.74** Paragraph updated and moved to before vision.

Figure 11.4: Coulsdon



## Policy DM37: Coulsdon

**DM37.1** Within the Tall Building Zones identified in the policies map, buildings of height ranging from 21 to 33 metres (6-10 storeys) measured from the ground to the top of the building are considered appropriate.

**DM37.2** Within Coulsdon allocate sites for development as set out in Table 11.5.

### How the policy works

**11.75** The area in which Policy DM37.1 applies is shown on the Policies Map..

**11.76** The District Centre, and environs is an area with a broad mix of uses. This has resulted in a variety of character areas with diverse set of transitions between characters.

**11.77** Coulsdon District Centre is well served by public transport. This provides an opportunity for it to function as a destination. The sense of place requires strengthening and enhancing of its attractiveness to residents and those visiting the area.

**11.78** Each of the character areas within Coulsdon is well defined and consistent. Future development can be successfully guided by general policies and there is no place specific development management policy for this area.

### ***Allocating land for development***

**11.79** Table 11.5 sets out the proposed use on specific sites in Coulsdon. The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7.

**Table 11.5** Proposals for uses of land of specific sites in Coulsdon

| Ref no | Site name                       | Proposed use   |
|--------|---------------------------------|--|
| 945    | Waitrose, 110-112 Brighton Road | Mixed use development comprising main town centre ground floor use with residential above. |

## Croydon Opportunity Area

**11.79A** Croydon Opportunity Area is the urban centre of the borough with a very diverse character, a principle location for office, retail and cultural and hotel activity. It is the largest public transportation hub in the borough with bus, tram and rail interchanges and is one of the few areas outside of Central London to hold the highest public transport accessibility rating.

**11.79B** The centre of Croydon is typically characterised by the dominance of the roads (such as the Wellesley Road, Park Lane and the Flyover), rail and tram lines which create distinct separations between areas. Retail including the Whitgift Centre is primarily focused around North End. Offices are clustered in the New Town area, around East Croydon Station and adjacent to Edridge Road, Fell Road and the High Street. Housing in the Opportunity Area is typically found at the outer edges where it consist of a mix of historical terraced homes; or in modern apartment blocks in more central locations.

**11.79C** Croydon Opportunity Area has evolved historically and its development is intrinsically linked to the railway and East Croydon Station. Its role as a major office, retail and culture hub does not detract from the historical attributes and heritage assests of the area which are protected.

**11.79D** The Central Croydon Conservation Area is focused on Croydon's historic civic and commercial heart, including a great variety of historic Listed and Locally Listed Buildings from several centuries, including the Grade I listed Whitgift Almshouses and Croydon Town Hall and landmark clocktower. Church Street Conservation Area is focused on the historic thoroughfare which curves through Croydon's Old Town, linking the High Street with the area around the Croydon Minster. The Conservation Area has a number of Listed and Locally Listed Buildings dating from the early 18th century onwards. Croydon Minster Conservation Area is focused on the heart of Croydon's old town, encompassing the highly significant medieval and Victorian Croydon Minster (Parish Church of St John) and the former Archbishop's Palace, both Grade I Listed Buildings. The Chatsworth Road Conservation Area contains well-preserved large Victorian and Edwardian houses, in a range of notable styles. Wellesley Road (North) Conservation Area is a collection of early/mid Victorian houses, which are some of the oldest surviving properties in the town centre and a remarkable contrast to the redeveloped adjacent modernist areas. The Laud Street Local Heritage Area recognises the heritage significance of its well-preserved historic architecture and townscape of terraced houses and cottages.

## Vision, opportunities, constraints and change

### Vision

**11.80** Croydon Opportunity Area has the greatest potential for positive change and will be a focus for growth through flexible and pragmatic planning, with its improved public realm and open space delivered through a series of masterplans contributing to the centre's economic prosperity and vitality. It will be home to a new residential community, a thriving employment and renewed **mixed use destination with retail, office, arts and culture (including a diverse evening/night-time economy), leisure and sports, entertainment, learning and workspace activity**. Croydon's connectivity will have continued as its main strength and attraction, being Outer London's largest regional transport hub, **further improved by the Brighton Main Line improvements**. Its location **close to** Gatwick Airport, alongside its access to people, markets and goods will put Croydon Opportunity Area at the top of the list of successful centres in the region.

**11.81** The Council has produced an Opportunity Area Planning Framework which sets out detailed guidance on how the vision for the Croydon Opportunity Area is to be achieved. **The Council has also produced a series of masterplans which cover the following areas: East Croydon, Old Town, Fairfield, Mid Croydon, and West Croydon. A future New Town Masterplan will consider the area between the East Croydon, Mid Croydon and Fairfield Masterplans. In addition, a Conservation Area Appraisal and Management Plan has been produced for each of these areas. The North End Quarter Transformation area chapter sets out the vision and principles for how development and public realm improvements will be achieved.**

**11.82** South End/Parker Road/St Peter's Church Neighbourhood Centre will be supporting the existing and future community with services and facilities beyond a retail function.

### Homes

**11.83** Residential growth of over **14,500** homes will provide almost one-third of all the new homes in the borough and create a new residential community in the centre of Croydon. High quality residential development will respect **and evolve** the existing residential character and local distinctiveness.

### Employment, Skills and Community Facilities

**11.84** With a regenerated and revitalised North End/Retail Core at its heart, the Croydon Metropolitan Centre will **develop as a unique mixed-use destination in the borough** a flexible approach to leisure, visitor accommodation, and housing and community facilities within Croydon Metropolitan Centre. It will be a major office and residential location in London and the South East retaining its status as a Strategic Office Location with up to 92,000m<sup>2</sup> of new and refurbished office floor space and an office retention area around East Croydon Station and New Town. It will have a varied evening economy, including the Restaurant Quarter, attracting both new residents of the Croydon Metropolitan Centre and existing residents from across South London. Taking advantage of good links and location relative to the City, West End, Docklands and Gatwick Airport, hotels and conferencing will be a growth sector in the Opportunity Area. **Of note is Box Park, a 'meanwhile' venue located immediately west of East Croydon station. It is a popular temporary food and recreational venue that generates linked trip benefits to the rest of the Croydon Opportunity Area.** A renewed Fairfield Halls will continue to be a major regional arts facility. A new creative industry Enterprise Centre will capitalise on Croydon's local arts scene and Croydon will look to expand upon its existing higher and further education facilities. The GP health centre at Impact House will continue to provide a healthcare facility for Croydon Opportunity Area. **The North End Quarter Transformation Area chapter sets out detailed principles for how the North End will enhance expanding upon its existing uses for the ongoing resilience and prosperity of the Town Centre.**

### **Character, Heritage and Design**

**11.85** The historic Old Town will continue to form an important part of Croydon's medieval core, alongside Central Croydon's prosperous Victorian commercial quarter and mid-century modernist heritage. Through the masterplanning process opportunities to improve the public realm of the Opportunity Area will be sought, retaining the best of the existing built environment. New development in the area will respect the existing local character and heritage referring to the borough Character Appraisal and Conservation Area Appraisal and Management Plans to inform design quality, ensuring that the character for the Conservation Areas are respected, and enhancing the public realm with improved pedestrian connections. The provision of new public realm and public spaces within the Croydon Opportunity Area will serve the daytime community, as well as new and existing residents of the area. Development within the New Town area will complement both the distinct mid-Century architecture of the wider town centre and any adjacent heritage sites.

**11.85A** Croydon Opportunity Area is identified as the main location considered appropriate for tall buildings. Therefore, Tall Building zones are identified in the policies within the area where buildings can have a range of heights as set out in the policy.

### **Environment and Climate Change**

**11.86** By enabling development, potential exists to implement flood mitigation and adaptation measures from Old Town towards the Brighton Road. Development in the flood zones will be guided by the policies of the Plan, to reduce flood risk to properties, residents and ensure safety. Where possible, flood risk will be mitigated through naturally based sustainable drainage systems. There is also the potential for carbon reduction from a district energy network within Croydon Metropolitan Centre.

### **Green Grid and Open Space**

**11.87** Proposed improvements to Wellesley Road and improved east-west links will provide more access to the three major parks on the outskirts of Croydon Opportunity Area, (Wandle Park, Park Hill and Duppas Hill), other Local Historic Parks and Gardens, and to the wider Green Grid through routes such the Wandle River Trail. Green Grid improvements will also draw on heritage interpretation using key heritage assets and landmarks such as Croydon Clocktower, the Minster and the Water Tower at Park Hill Park to facilitate wayfinding. The North End Quarter Transformation Area chapter sets out detailed principles for how the North End will positively contribute to Croydon's Green Grid network.

### **Transport**

**11.88** Croydon will remain a major interchange on both the National Rail network and London Overground. The masterplans at East and West Croydon will seek to further improve the good access and transport connections including cycle hubs that provide improved facilities. The area will benefit from improved tram services, with investment in tram stock, more frequent services and an expanded network. The Council and its partners will seek to improve bus services to and from the Places of Croydon and beyond to ensure capacity increases as the Metropolitan Centre grows. The passenger waiting environment will be enhanced at both East and West Croydon Stations as well as elsewhere in the Metropolitan Centre.

**11.88A** The Council will work with TfL to explore the feasibility of creating a north-south tram extension via Croydon Metropolitan Centre. This will improve the reach and capacity of the tram network, support good growth and better connectivity, to help create a greener, more liveable borough.

**11.88B** Pedestrians and cyclists should be able to easily traverse the town centre east to west from Wandle Park to East Croydon Station. There are barriers and severance created by Roman Way, Old Town, Croydon Flyover and Wellesley Road that need to be addressed to allow easy access by foot and cycle. Pedestrianisation is a key to lowering carbon emissions from this area and creating a pedestrian friendly, successful town centre.

**11.88C** A network of mobility hub centres will be created around the edge of the town centre and in proximity to public transport hubs to accommodate hire schemes for cycles, e-bikes, e-scooters and other micro-mobility modes as well as bays for electric car sharing vehicles.

**11.89** Paragraph updated and moved to before Vision.

**11.90** Paragraph updated and moved to before Vision.

**11.91** Paragraph updated and moved to before Vision.

**11.92** Paragraph updated and moved to before Vision.

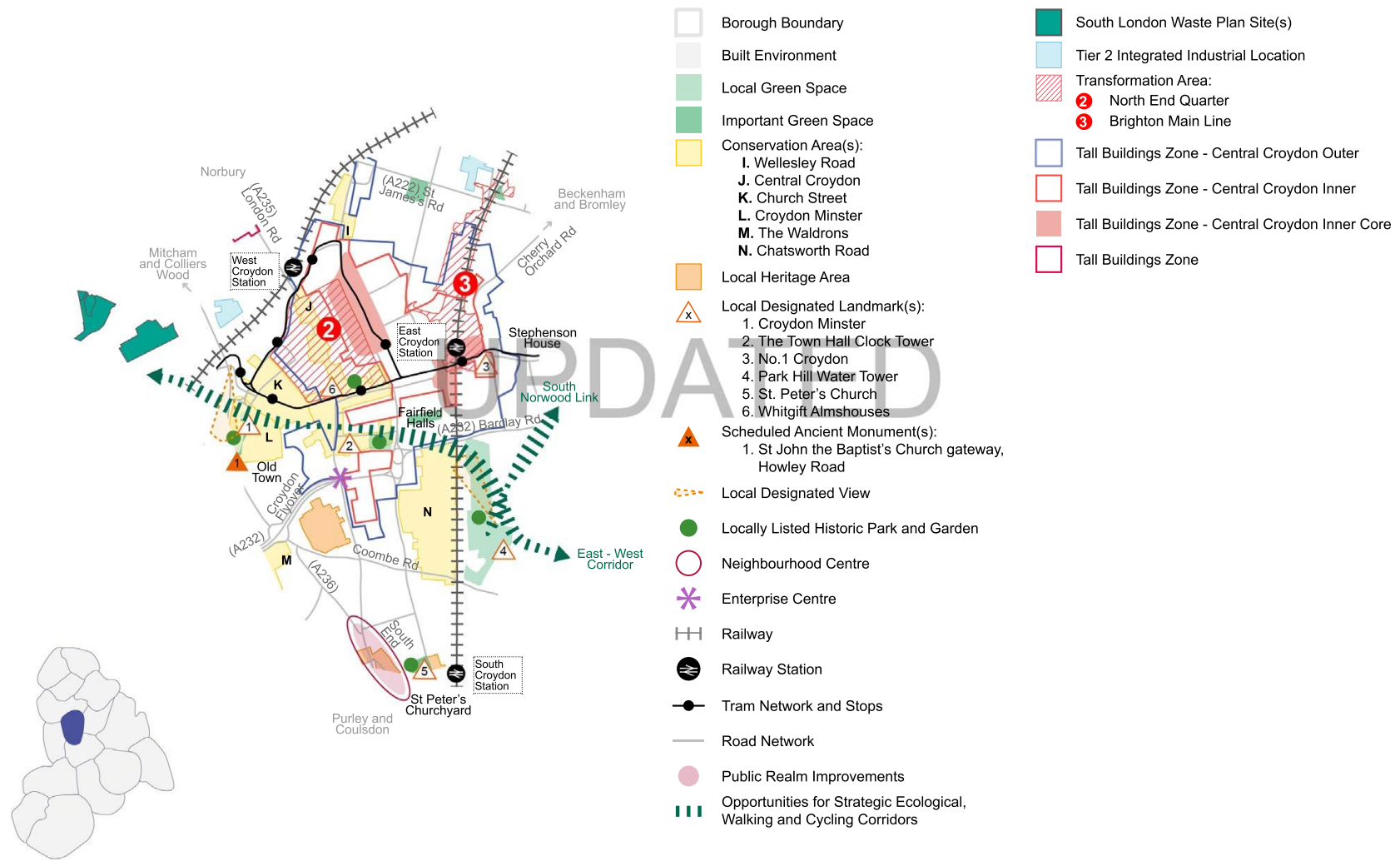
**11.93** Paragraph updated and moved to before Vision.

**11.94** Paragraph updated and moved to before Vision.

**11.95** Paragraph updated and moved to before Vision.

**11.96** Paragraph updated and moved to before Vision.

Figure 11.5: Croydon Opportunity Area



## Policy DM38: Croydon Opportunity Area

**DM38.1** To enable development opportunities, including public realm improvements, to be undertaken in a cohesive and coordinated manner a Croydon Opportunity Area Planning Framework complemented by masterplans with elements of design code for Fair Field, Mid Croydon, West Croydon, East Croydon and Old Town have been adopted.

**DM38.2** To ensure development opportunities positively transform the local character and include public realm improvements that are undertaken in a cohesive and coordinated manner, a masterplan with elements of design code will be considered for the area within New Town and the Retail Core.

**DM38.3** Policy deleted.

**DM38.4** Within the Tall Building Zone identified in the policies map:

- a. Buildings of height ranging from 21 to 48 metres (6-15 storeys) measured from the ground to the top of the building are considered appropriate in the outer zone;
- b. Buildings of height ranging from 33 to 93 metres (10-30 storeys) measured from the ground to the top of the building are considered appropriate in the inner zone and
- c. Buildings of height ranging from 33 to 138 metres (10-45 storeys) are considered appropriate in the core area within the inner zone.

**DM38.5** In the London Road area to ensure that proposals positively enhance and strengthen the local character and setting of Locally Listed Buildings, the development should:

- a. Complement the existing maximum height of 4 storeys **except in Tall Building Zones**;
- b. Incorporate multi-stock brick as the predominant facing material;
- c. Retain, enhance and positively reference existing setbacks of the major massing above ground floors; and
- d. Retain, enhance and positively reference architectural detailing on Locally Listed Buildings.

**DM38.6** In the area along Sydenham and Lansdowne Road, to facilitate growth and enhance the sense of place, developments should retain and create glimpses and separation distances between buildings in order to improve openness within the edge of the town centre.

**DM38.7** Within Croydon Opportunity Area allocate sites for development as set out in Table 11.6.

## How the policy works

**11.97** The areas in which Policies DM38.2 to DM38.6 apply are shown on the Policies Map.

**11.98** The extent of Croydon Opportunity Area is mostly covered by the Masterplans for Fair Field, Mid Croydon, Old Town, West Croydon and East Croydon which address the complex issues within these areas. With the exception of the London Road area and along Sydenham and Lansdowne Roads the character elsewhere in the opportunity area can be successfully managed by the general policies.

### ***Tall buildings in the Croydon Opportunity Area***

**11.99** Paragraph removed.

**Figure 11.6:** Graphic removed.

### **London Road area**

**11.100** London Road is the northern gateway to Croydon Metropolitan Centre. Buildings range from Listed Victorian high street buildings to large modernist residential and commercial buildings along with run down and derelict units. Similarly, there is a mixed quality public realm, from the welcoming and colourful entrance at West Croydon station to large unused spaces and car yards to the north of London Road. West Croydon station, the Lidl supermarket and the proximity of the Retail Core and the University Hospital are some of the major attractions that draw people into the area. The area has been undergoing change due to proximity to the town centre and a major transport interchange of West Croydon station. Additionally a number of redevelopment opportunities have arisen from the civil unrest damages.

**11.101** The London Road area has a variety of fine examples of architecture which has been recognised by being designated as Locally Listed Buildings. Though their articulation varies, they have a number of common characteristics such as regular rhythm of elevations marked by windows and the way they are framed, high quality workmanship and materials. There are fine examples of brickwork and render. A number of buildings, which were originally set back from the street, have been extended on the ground floor. These create a feel of openness, more human scale and introduce formal diversity to the street.

**11.102** In order to accommodate growth in a way that respects and enhances the diversity of the London Road character, new development should be informed and inspired by these qualities.

### **Area along Sydenham and Lansdowne Road**

**11.103** Areas along Sydenham and Lansdowne Road have a very mixed character due to undergoing densification and redevelopment. The original character of '*Large Buildings on Relatively Small Plots*' is being gradually replaced with '*Mixed Type Flats*'. Residential buildings of a detached form, with spacing between them, set back and forecourts are key features of urban pattern in the area.

**11.104** In order to maintain and enhance the distinctive character of the residential edge of the town centre, and to prevent further erosion of it, a cohesive approach needs to be taken to ensure new developments retain and reference this urban pattern.

### **Allocating land for development**

**11.105** Table 11.6 sets out the proposed use on specific sites in Croydon Opportunity Area. The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7.

**Table 11.6** Proposals for uses of land of specific sites in Croydon Opportunity Area

| Ref no | Site name   | Proposed use  |
|--------|---|---|
| 5      | AIG Building, 2-8 Altyre Road   | Redevelopment including residential and non-retail town centre uses   |
| 21     | Former Royal Mail Sorting Office, 1-5 Addiscombe Road   | Mixed use development comprising town centre uses at ground floor with hotel, office or residential above.  |
| 32     | 4-20 Edridge Road   | Residential development   |
| 33     | 26-28 Addiscombe Road (Go Ahead House)  | Residential, office and/or hotel  |
| 34     | Land Bounded By George St, Park Lane, Barclay Road, And Main London To Brighton Railway Line      | Potential conversion of Law Court Building, creation of new open space, and mixed use development of the rest of the site, comprising town centre ground floor uses and residential above.  |
| 40     | West Croydon Bus Station  | Retention and improvement of bus station alongside town centre uses at ground floor level with residential use above.   |
| 41     | Direct Line House, 3 Edridge Road   | Residential and/or office development   |
| 42     | The Lansdowne, 2 Lansdowne Road   | Mixed use development comprising ground floor town centre uses and improved pedestrian environment on the Lansdowne Road frontage, with office or residential above.  |
| 47     | 3-9 Park Street   | Mixed use development comprising ground floor main town centre uses with office or residential above.   |
| 50     | 44-60 Cherry Orchard Road   | Residential development   |
| 123    | Prospect West and car park to the rear of, 81-85 Station Road                                     | Residential (with healthcare facility if required by NHS). It is recommended that basements are not considered at this site. Further ground investigations would be required at this site to confirm the likelihood of groundwater occurrence. There is one historic record of surface water flooding held by the Council in this location. |
| 133    | Woburn and Bedford Court  | Estate Renewal to increase and improve local housing stock.   |
| 138    | Cherry Orchard Gardens and site between railway line and Cherry Orchard Road, Cherry Orchard Road | Mixed use development of residential with offices, restaurant/café, hotel and/or community facilities.  |
| 142    | 1 Lansdowne Road  | Mixed use development comprising residential with offices, leisure and/or hotel   |
| 148    | Canterbury House  | Residential use to the rear of Canterbury House.  |
| 172    | Ruskin Square and surface car park, 61 Dingwall Road and Lansdowne Road                           | Mixed use development comprising residential, offices, restaurant/café and fitness centre.  |

| Ref no | Site name  | Proposed use   |
|--------|--|--|
| 184    | 1-19 Derby Road  | Mixed use development comprising main town centre ground floor use with residential above.   |
| 186    | Jobcentre, 17-21 Dingwall Road   | Offices and/or residential and/or hotel and/or replacement Class A2 (Finance) premises (with healthcare facility if required by the NHS)   |
| 190    | Car park to the rear of Leon House, 22-24 Edridge Road                     | Residential development. Self-contained residential basements and bedrooms at basement level are not permitted in areas that have 'potential for groundwater to occur at the surface' (BGS Susceptibility to Groundwater Flooding).  |
| 192    | Suffolk House, George Street   | Mixed use development comprising main town centre ground floor use with residential and/or offices above.  |
| 194    | St George's Walk, Katharine House, Segas House and Park House, Park Street | Conversion of Segas House for main town centre use. Conversion of St. George's house for main town centre use at ground floor with residential, office, and/or hotel use above. Complementary development of the rest of the site to provide mixed use development consisting of ground centre main town centre uses with residential above, including a new east-west route through the site. |
| 196    | Stonewest House, 1 Lamberts Place  | Residential development  |
| 199    | 20 Lansdowne Road  | Mixed use development comprising employment ground floor use with residential above.   |
| 201    | Lidl, Easy Gym and car park, 99-101 London Road                            | Primary School with residential development on upper floors.   |
| 203    | West Croydon station and shops, 176 North End                              | Improvements to West Croydon Station, with complementary main town centre ground floor uses, with residential above.   |
| 218    | Lunar House, Wellesley Road  | Retention and conversion to main town centre use with residential, office and/or hotel above.  |
| 220    | 9-11 Wellesley Road  | Conversion to main town centre use ground floor use, with employment or educational use above.   |
| 234    | Southern House, Wellesley Grove  | Mixed use development comprising main town centre ground floor use with residential and/or office above.   |
| 236    | Apollo House, Wellesley Road   | Retention and conversion to main town centre use with residential, office and/or hotel above.  |
| 242    | Davis House, Robert Street   | Mixed use development comprising main town centre ground floor use, with residential, education and/or hotel above   |
| 245    | Mondial House, 102 George Street   | Mixed use development comprising main town centre ground floor use with residential, hotel and/or office above.  |
| 294    | Croydon College Annexe, Barclay Road                                       | Mixed use development comprising Cultural Industries Enterprises Centre ground floor use with residential and/or office above.   |

| Ref no | Site name   | Proposed use   |
|--------|---|--|
| 311    | Mott Macdonald House, 8 Sydenham Road                 | Mixed use development comprising main town centre ground floor use with residential, hotel, and/or office above.                                       |
| 374    | Reeves Corner former buildings, 104-112 Church Street | Mixed use development comprising main town centre ground floor use with residential above.   |
| 375    | Northern part of 5 Cairo New Road                     | Residential development subject to the adequate reprovion of the existing community use.   |
| 393    | Whitgift Centre, North End                            | Masterplanned redevelopment to create an improved primary shopping area for Croydon Metropolitan Centre, as set out in Policy SP13.                    |
| 417    | Stonemead House, 95 London Road                       | Residential development  |
| 489    | Corinthian House, 17 Lansdowne Road                   | Conversion to main town centre use with residential, office and/or hotel above.  |
| 493    | Pinnacle House, 8 Bedford Park                        | Mixed use development comprising employment ground floor use with residential and/or office above.   |
| 950    | Norfolk House, 1-28 Wellesley Road                    | Mixed use development comprising conversion of Norfolk House to create main town centre ground floor use with residential, hotel, and/or office above. |
| 952    | 103-111A High Street, Croydon                         | Mixed use residential and commercial floor space.  |
| New 1  | Citylink, George Street                               | Mixed use development with town centre ground floor use with residential and/or office above.  |
| New 3  | Croydon Park Hotel                                    | Mixed use development with town centre ground floor use with residential and/or office above.  |
| New 4  | Centrale  | Masterplanned redevelopment to create an improved primary shopping area for Croydon Metropolitan Centre.   |

## Crystal Palace and Upper Norwood

**11.105A** Crystal Palace and Upper Norwood are historic Victorian settlements, located on hills in the north-east of the borough bordering the London boroughs of Lambeth, Southwark and Bromley. The District Centre is focused in the area known locally as the Crystal Palace Triangle, where most employment and retail opportunities are found.

**11.105B** A significant landmark is the television mast visible from long distances and various locations across London. Crystal Palace and Upper Norwood is primarily residential where houses are interlaced with large parks such as The Lawns, Beaulieu Heights, Stambourne Woodland and Upper Norwood Recreation Grounds which were laid out in Victorian and Edwardian times, with much of the development prompted by the relocation of Crystal Palace to Crystal Palace Park in 1851 and the subsequent redevelopment of the surrounding areas. In Crystal Palace and Upper Norwood there are four Conservation Areas and one Local Heritage Area, highlighting the quality of surviving character in this area.

**11.105C** Owing to steep hillsides and limited access to public transport which is predominantly confined to main roads, Crystal Palace and Upper Norwood is relatively car dependent. Congestion occurs on the main road links through the area, particularly in the Triangle. There are a number of train stations which provide access to central London and beyond.

## Vision, opportunities, constraints and change

### *Vision*

**11.106** The vibrant historic centre, sitting at the apex of four London boroughs, will offer a mixture of homes, community, cultural and leisure facilities; a range of retailing including many independent shops; an employment hub with a thriving arts and creative scene centred on a new Enterprise Centre. The South Norwood Hill Neighbourhood Centre will be supporting the existing and future community with services and facilities, beyond a retail function. The *relatively* good transport links, a unique creative atmosphere, its heritage and its links to Crystal Palace Park, will continue to attract many visitors.

### *Homes*

**11.107** Sustainable growth of the suburbs with some opportunity for windfall sites, and limited infilling, with dispersed integration of new homes will respect existing residential character and local distinctiveness.

### *Employment, Skills and Community Facilities*

**11.108** Alongside the District Centre's retail offer and evening economy, the potential for small scale employment will be realised. The established art scene will be strengthened by a dedicated Enterprise Centre. Cross borough working will ensure links to Crystal Palace Park are made, development is planned across the borough boundaries and potential employment opportunities, including tourism and related visitor accommodation, are captured. Other community facilities will be encouraged to locate in close proximity to the District Centre.

### **Character, Heritage and Design**

**11.109** Crystal Palace and Upper Norwood has many high-quality heritage assets and examples of original character, many of which have Conservation Area Appraisals and Management Plans defining their character and future management. This includes the Upper Norwood Triangle Area which contains a wide variety of historic buildings and adjoins two further Conservation Areas in neighbouring boroughs. The Church Road Area represents one of Upper Norwood's grandest and most historic streets in stunning landscape settings. Harold Road Conservation Area contains a significant grouping of substantial and well-detailed late Victorian Villas laid out on wide sweeping roads. Beulah Hill Conservation Area contains a number of Georgian and Victorian Villas within the historic affluent Beluah Spa. Area. The Auckland Road and Howden Road Local Heritage Area contains early vernacular houses with well-preserved original features dating from the 1880's including some bespoke Gothic inspired detailing. Opportunities for public realm improvements will primarily focus on the District Centre with any buildings and conversions of a high standard of design to ensure the character of the Centre and Conservation Areas are respected. The Local Historic Parks and Gardens in the area will be retained and new links provided where possible to incorporate them into the Green Grid network.

### **Green Grid and Open Space**

**11.110** Opportunities for new planting will be sought to enhance the character of the wooded hillside. Introduction of a new east/west link will be supported with improvements to the links between green spaces and way finding connecting to the existing Capital Ring alongside drawing on the historic connection to the Great North Wood. Working with neighbouring boroughs, connectivity to Crystal Palace Park will be improved where possible to support opportunities for new cycle route connections through green spaces and parks.

### **Transport**

**11.111** Improvements will be sought to create an environment more pleasant to walk and cycle through, with better connections and permeability for cyclists and pedestrians alike. Public transport will be further supported by promoting a new line or other public transport improvements serving Crystal Palace. The one way gyratory system acts as a barrier to pedestrians and cyclists and is dominated by through traffic. The Council will investigate opportunities to improve the road network in this area. The residential neighbourhoods in Upper Norwood are subject to high volumes of through traffic. The Council is intending to introduce measures in this area, to increase walking, cycling and reduce car use via making the streets quieter, safer and healthier. The community will enjoy better quality, more frequent and more reliable bus services connecting with Croydon Metropolitan Centre, however this can only be supported by the provision of more bus standing capacity in the Triangle area that should be delivered alongside any significant development in the area.

**11.112** Paragraph updated and moved to before Vision.

**11.113** Paragraph updated and moved to before Vision.

**11.114** Paragraph updated and moved to before Vision.

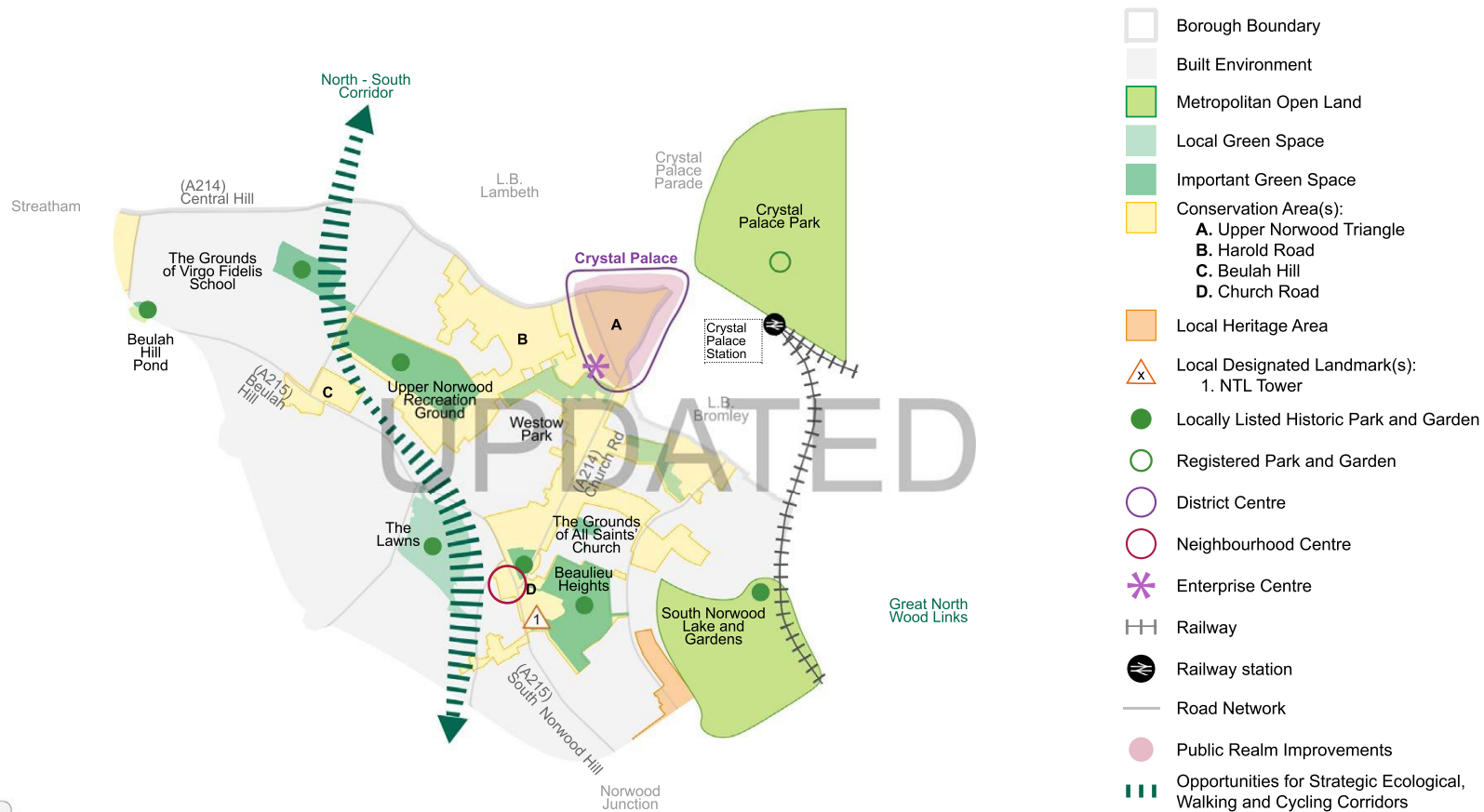
**11.115** Paragraph updated and moved to before Vision.

**11.116** Paragraph updated and moved to before Vision.

**11.117** Paragraph updated and moved to before Vision.

**11.118** Paragraph updated and moved to before Vision.

Figure 11.7: Crystal Palace and Upper Norwood



## Policy DM39: Crystal Palace and Upper Norwood

Within Crystal Palace and Upper Norwood allocate sites for development as set out in Table 11.7.

### How the policy works

**11.119** Crystal Palace and Upper Norwood has a predominately consistent character which can be managed by other policies. Additionally, the high concentration of heritage assets within this Place will enable its character to be managed through Conservation Area Appraisals and Management Plans and Croydon's Conservation Area General Guidance.

### Allocating land for development

**11.120** Table 11.7 sets out the proposed use on specific sites in Crystal Palace and Upper Norwood. The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7.

**Table 11.7** Proposals for uses of land of specific sites in Crystal Palace and Upper Norwood

| Ref no | Site name                                      | Proposed use  |
|--------|--|---|
| 28     | Bowyers Yard, 20 Haynes Lane                   | Cultural and Creative Industries Enterprise Centre  |
| 58     | 140 & 140a Hermitage Road                      | Residential development subject to the adequate reprovision of the existing community use.  |
| 357    | Norwood Heights Shopping Centre, Westow Street | Mixed use development comprising main town centre use with residential and/or office above subject to the adequate reprovision of the existing community use. |

## Kenley and Old Coulsdon

**11.120A** Kenley and Old Coulsdon is a suburban area in the south of the borough bordering Surrey with green wooded hillsides (Dollypers Hill, Rydons Wood) and green open spaces (Kenley Common, Riddlesdown, Kenley Aerodrome) located within and around it. There is a strong link between the green infrastructure and the built environment. This creates a feeling of spaciousness which can be seen in the layout of the built environment.

**11.120B** Kenley's limited shopping and community facilities are concentrated in the area between the Godstone Road and Kenley station and on Old Lodge Lane. The area is framed by the green space of Riddlesdown to the north and railway to the south. In Old Coulsdon, shopping and community facilities are concentrated on the north side of Coulsdon Road. Nearby Purley provides many facilities for residents of this area. Old Coulsdon is framed by Coulsdon Common, Happy Valley and Farthing Downs.

**11.120C** Kenley Aerodrome is one of the most complete fighter airfields associated with the Battle of Britain to have survived, making it a battlefield site of particular national historic significance. The Bradmore Green Conservation Area is the heart of the historic Old Coulsdon and preserves the historic rural village character made by the green spaces of Bradmore Green and Grange Park.

**11.120D** The Kenley Community Plan (2020) outlines the key economic, social and environmental issues facing the area. Based on this, it sets out key priorities for investment in facilities, services and infrastructure identified by the local community. A summary of the key issues identified by this are; a need to enhance public transport, increasing provision of parking near the station and shopping parades, safety of cyclist/pedestrians; a lack of community spaces for residents of all ages; a need to enhance the quality of the public realm and facilities in the Neighbourhood centre and more employment opportunities for the young. This plan is a key piece of evidence that has informed the content of the Local Plan and will be a material consideration for determining applications.

## Vision, opportunities, constraints and change

### *Vision*

**11.121** Kenley and Old Coulsdon, linked by Kenley Common will continue to be wooded hillside residential settlements retaining their suburban character. Connectivity between Kenley Aerodrome, Kenley railway station, Bradmore Green and the numerous green spaces will be improved where possible by enhanced Green Grid links for walking and cycling. Focused enhancements to community hubs will support the vitality of local organisations and improve the offer of activities for local residents. Upgrades to the public realm, new/enhanced walking, and cycling routes will support active and sustainable travel, as well as reduce congestion as part of a wider good growth vision for Kenley and Old Coulsdon.

### *Homes*

**11.122** Kenley and Old Coulsdon will see the sustainable growth of the suburbs with some opportunity for windfall sites will see growth mainly by infilling. Development will need to be well designed to respect and help evolve the existing suburban residential character and local distinctiveness of the area.

### *Employment, Skills and Community Facilities*

**11.123** The shopping parades in the area provide some jobs with Coulsdon Manor Hotel providing further employment opportunities. The Old Coulsdon and Kenley (Godstone Road) Neighbourhood Centres will be supporting the existing and future community with services and facilities beyond a retail function.

### *Character, Heritage and Design*

**11.124** Within the Bradmore Green and Kenley Aerodrome areas, development should seek to protect and enhance the character, setting and significance of this area and its heritage assets. The green spaces and openness of these heritage assets will need to be protected and enhanced, with opportunities to link these spaces into the green grid. The scheduled monuments on and near Kenley Aerodrome will be maintained and restored to address their heritage at-risk status. Opportunities for public realm improvements will focus on the Conservation Area of Bradmore Green, Godstone Road and Old Lodge Lane.

### **Environment and Climate Change**

**11.125** Where possible the Caterham Bourne should be de-culverted to create a more natural environment, whilst encouraging biodiversity. **Kenley has areas with steep catchments and private roads with little or no drainage resulting in regular flooding occurrences and as such is especially susceptible to climate change.** Development in the flood zone, **and where groundwater flooding is prevalent, such as Kenley Lane,** will be guided by the policies of the Plan to reduce flood risk. **Wherever possible, flood risk will be mitigated through naturally based sustainable drainage system including attenuation tanks and soakaways.**

### **Green Grid and Open Space**

**11.126** Links to existing green spaces and the extensive Green Grid network of paths from the residential areas will be improved and added to where possible, to provide more opportunities for cycling and walking. New/enhanced links will be provided to/from the **archaeological sites,** Local Historic Parks and Gardens, **and Conservation Areas** in the area and where feasible these will be incorporated into the Green Grid network. **Green Grid links will develop a stronger direct connection to the South London Downs National Nature Reserve.**

### **Transport**

**11.127** With its topography of steep hillsides the existing transport arteries are likely to remain, with local bus services, connections and levels of access maintained. Access will be improved where possible to an expanded Green Grid network with improved walking and cycling links to Kenley, **Reedham, and Purley** railway stations, **as well as linkages to Whyteleafe railway station** in the adjoining Tandridge District. **A new cycle and bridleway linking Riddlesdown, Kenley Aerodrome, Kenley Common, and Coulsdon Common is planned to improve orbital movement throughout the area.** Improvements to the public realm, including safer pedestrian and cycling infrastructure and traffic calming measures, will improve the experience of pedestrians and cyclists and encourage sustainable travel options, **whilst addressing vehicular traffic issues.** The community will enjoy better quality, more frequent and reliable bus services connecting to **Purley and Croydon Metropolitan Centre.** Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys. **Roads in the area will need to be improved. General traffic volumes will need to decrease and footpaths will need to be provided (where necessary), to ensure that pedestrians and cyclists are prioritised, and to accommodate further development sustainably.**

**11.128** Paragraph updated and moved to before Vision.

**11.129** Paragraph updated and moved to before Vision.

**11.130** Paragraph updated and moved to before Vision.

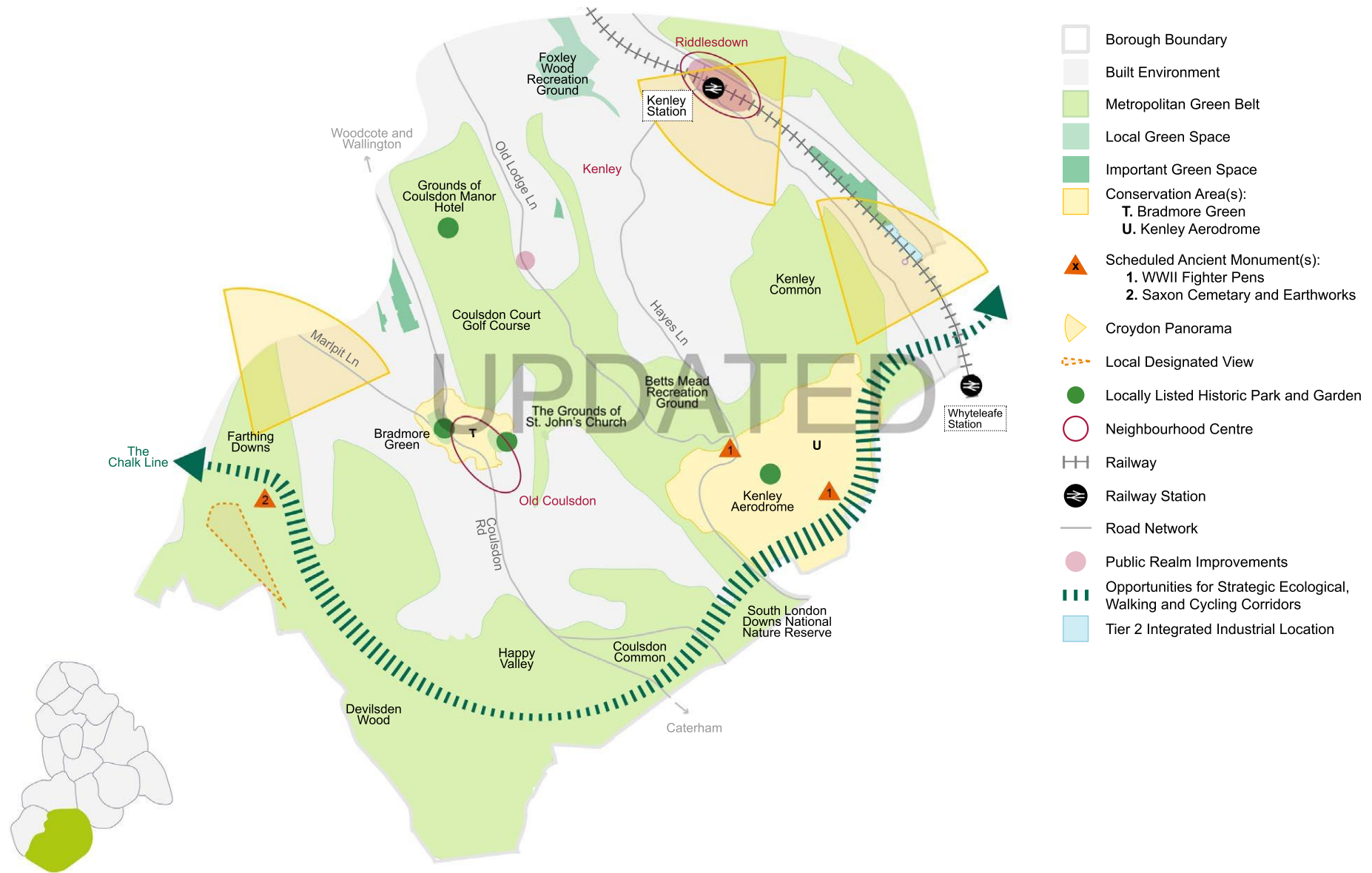
**11.131** Paragraph updated and moved to before Vision.

**11.132** Paragraph updated and moved to before Vision.

**11.133** Paragraph updated and moved to before Vision.

**11.134** Paragraph updated and moved to before Vision.

Figure 11.8: Kenley and Old Coulsdon



**Policy DM40: Kenley and Old Coulsdon**

Policy Deleted

**11.135** Kenley and Old Coulsdon has a predominantly consistent character with capacity for growth managed by other policies.

***Allocating land for development***

**11.136** Paragraph deleted.

**Table 11.8** Table deleted.

## Norbury

**11.136A** Norbury is a suburban town in the north-west of the borough with its District and Local Centres (Norbury and Pollards Hill) located along the long linear and dominant route of London Road. Scattered amongst Norbury's residential areas are the green spaces of Norbury Park through which Norbury Brook flows, Norwood Grove, Biggin Wood, Norbury Hall Park and Pollards Hill Park.

**11.136B** There is high accessibility to bus and rail transportation which reduces car dependency in the area. The London Road is an important thoroughfare between London and the south, as well as locally as there are a limited number of roads travelling north/south through the area.

**11.136C** Two Conservation Areas and three Local Heritage Areas can be found in Norbury. Norwood Grove Conservation Area is focused around the historic Grade II Listed mansion and Grade II registered landscape of Norwood Grove and contains a number of well preserved and distinctive Listed and Locally Listed Georgian and Edwardian houses. The Norbury Estate Conservation Area is a dense development from 1914-1921 and represents a unique example of Arts and Crafts terraces and is the first outer London cottage estate built by the London County Council.

**11.136D** London Road (Norbury) Local Heritage Area is an example of an 'Urban Shopping Area' character type. The shopping parades represent a high quality cross-section of architectural styles from the turn of the 19th and 20th centuries, with the unified form of shopfronts at ground floor level and rhythms of red brick facades with decorative brick and sandstone features above. Beatrice Avenue Local Heritage Area predominantly consists of well-preserved late Victorian suburban houses laid out between 1900 and 1936, with many original and bespoke Arts and Crafts inspired features. The Local Heritage Area in part of Pollards Hill South consists of terraced houses which complement the predominant character of the area in a particularly creative way. This distinctive grouping represents a unique example of individual Arts and Crafts terraces laid out to appear as large U-shaped buildings with a number of distinctive architectural features.

## Vision, opportunities, constraints and change

### Vision

**11.137** Norbury, the northern gateway to Croydon, will continue to be characterised by its numerous open spaces. The **Norbury** District Centre will be home to a wide variety of businesses, reflecting the diversity of the local population. With a mixture of homes, community and cultural facilities and a range of retailing including many independent shops, it will have improved links to the railway station and Norbury Park. The Green Lane/Upper Northwood Road Neighbourhood Centre will be supporting the existing and future community with services and facilities beyond a retail function. Improvements to green links from and to the District Centre will enhance its unique suburban and urban **qualities** and draw on historic links to the **Great North Wood**.

### Homes

**11.138** Sustainable growth of the suburbs with some opportunity for windfall sites and infilling, together with dispersed integration of new homes will respect and **evolve** existing residential character and local distinctiveness.

### Employment, Skills and Community Facilities

**11.139** The **Norbury** District Centre will continue to reflect the local, diverse community and provide local employment and services with community facilities encouraged to locate in close proximity. **Norbury Trading Estate** (Integrated Industrial Location) will provide employment work space locally. A refurbished Norbury Library will continue to act as a key community support and learning hub.

### Character, Heritage and Design

**11.140** New development will respect the local character and distinctiveness of Norbury with its open spaces and historic park and heritage assets. **The Norbury Estate and Norwood Grove** Conservation Area Appraisal and Management Plans inform design quality. **Norwood Grove** Registered Historic **Park** and **the other** Local Historic Parks and Gardens in the area including Pollards Hill and the Grounds of Norbury Hall will be **preserved and enhanced with** new links provided (where possible) to incorporate them into the Green Grid network.

**11.140A** Norbury is identified as a location considered potentially appropriate for tall buildings.

### **Environment and Climate Change**

**11.141** There are parcels of land at particular risk of fluvial flooding in Norbury, including areas within the Recreation Ground and Norbury Park that are designated Flood Zone 3b Functional Floodplain. Areas within Norbury are also at risk of surface water flooding and a number of specific episodes have been recorded in the last decade. Where possible, the Norbury Brook should be de-culverted to create a more natural environment, encourage biodiversity and increase access to nature. Development in the flood zones will be guided by the policies of the Plan to reduce flood risk.

### **Green Grid and Open Space**

**11.142** Emphasis will be placed on improving quality and access to local open spaces. New and existing Green Grid links to Biggin Wood (a remnant of the Great North Wood), Norbury Park and other open space in Norbury, will be focussed on, with way finding to encourage use.

### **Transport**

**11.143** Linkages with the District Centre and railway station will be improved where possible through an expanded Green Grid network, encouraging more sustainable travel. Cycling to Norbury railway station will be more attractive via enhanced facilities. The quality, frequency and reliability of bus services connecting to Croydon Metropolitan Centre, will be improved as the attraction of the Metropolitan Centre increases. Along the London Road Corridor, walking, cycling and public transport will be prioritised by reallocating road space and creating safer and more attractive environments for these modes of transport.

**11.144** Paragraph updated and moved to before Vision.

**11.145** Paragraph updated and moved to before Vision.

**11.146** Paragraph updated and moved to before Vision.

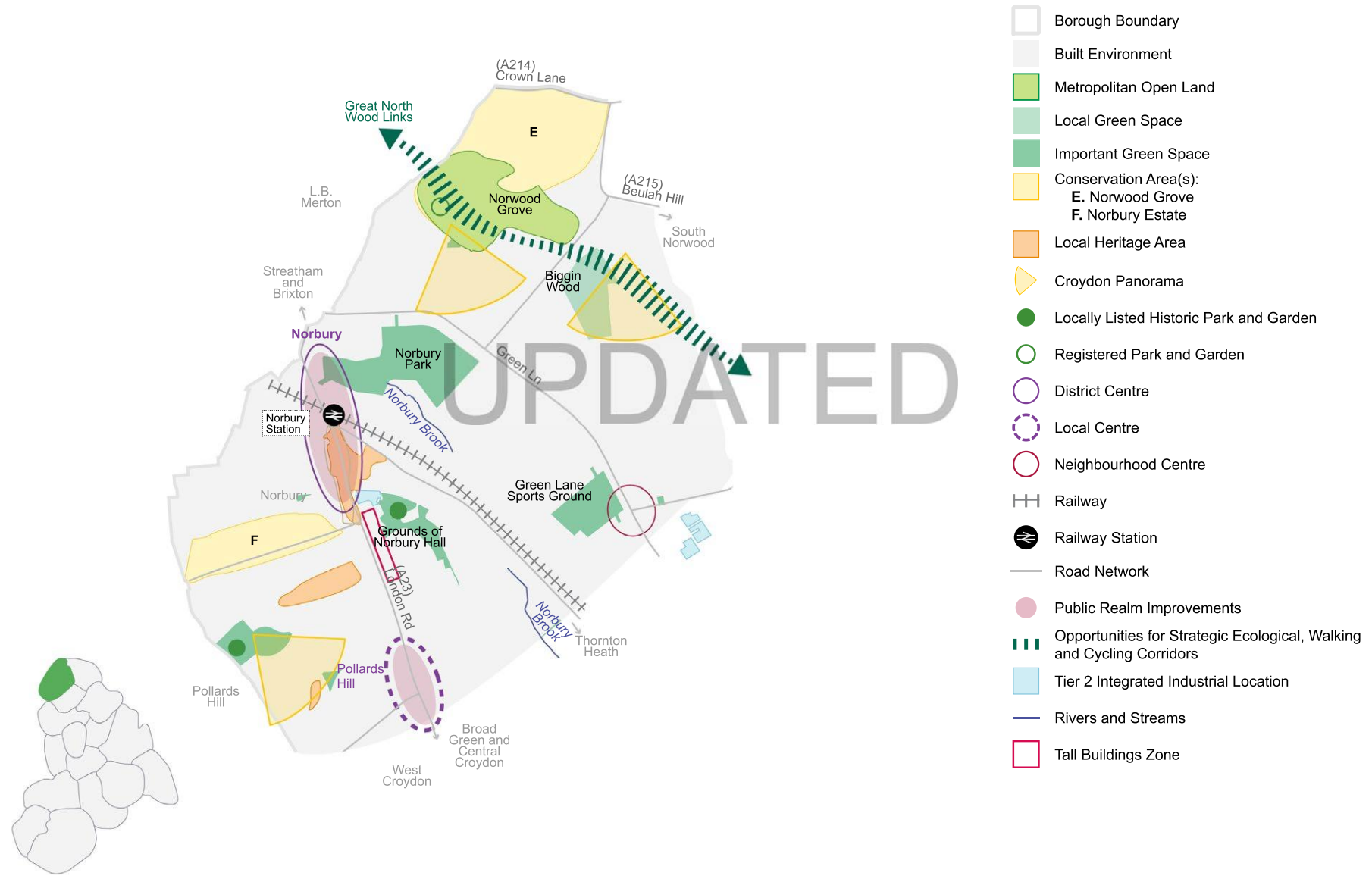
**11.147** Paragraph updated and moved to before Vision.

**11.148** Paragraph updated and moved to before Vision.

**11.149** Paragraph updated and moved to before Vision.

**11.150** Paragraph updated and moved to before Vision.

Figure 11.9: Norbury



- Borough Boundary
- Built Environment
- Metropolitan Open Land
- Local Green Space
- Important Green Space
- Conservation Area(s):  
E. Norwood Grove  
F. Norbury Estate
- Local Heritage Area
- Croydon Panorama
- Locally Listed Historic Park and Garden
- Registered Park and Garden
- District Centre
- Local Centre
- Neighbourhood Centre
- Railway
- Railway Station
- Road Network
- Public Realm Improvements
- Opportunities for Strategic Ecological, Walking and Cycling Corridors
- Tier 2 Integrated Industrial Location
- Rivers and Streams
- Tall Buildings Zone

## Policy DM41: Norbury

**DM41.1** Within Norbury District Centre, to facilitate growth and to enhance the distinctive character, developments should:

- a. Complement the existing predominant building heights of 2 storeys up to a maximum of 5 storeys;
- b. Ensure proposal for large buildings are visually consistent with the predominant urban grain; and
- c. Seek opportunity to provide direct access from the south of London Road to Norbury railway station.

**DM41.2** Within Pollards Hill Local Centre, to ensure that proposals positively enhance and strengthen the character developments should:

- a. Retain the edge and separation of Pollards Hill Local Centre from other adjoining character areas by limiting the urban grain within its boundaries;
- b. Complement the existing predominant building heights of 3 storeys up to a maximum of 4 storeys;
- c. Incorporate multi-stock brick as the predominant facing materials of the whole building **or a material which complements multi-stock brick**; and
- d. Retain the extent and enhance the quality of the existing public realm within the development, including reinforcing a consistent building line.

**DM41.2A** Within the Tall Building Zones identified in the policies map, buildings of height ranging from 21 to 33 metres (6-10 storeys) measured from the ground to the top of the building are considered appropriate.

**DM41.3** Policy Deleted.

### How the policy works

**11.151** The areas in which Policies DM41.1 to DM41.2A apply are shown on the Policies Map.

**11.152** The areas identified for Place-specific development management policies are Norbury District Centre and Pollards Hill Local Centre. These Place-specific development management policies are required to ensure the distinctions, edge and separation between the centres and adjoining areas are maintained.

**11.153** These areas have potential for growth. There are precedents on London Road of large and tall buildings however these are mainly located outside designated centres. In order to retain the distinctiveness of each of Norbury's centres and to reinforce the prominence of the scale of built environment within these areas policies DM41.1 and DM41.2 identify the maximum buildings heights along with key architectural features to enable growth and retain local distinctiveness.

### Allocating land for development

**11.154** Paragraph Deleted.

**Table 11.9** Table deleted.

## Purley

**11.154A** Purley is located in the south west of the borough bordering the London Borough of Sutton. Purley's residential areas are generally located on steep partially wooded hillsides, with the District Centre found in the valley at the important junction of Brighton Road and Godstone Road.

**11.154B** Despite having two train stations and frequent bus services, the residential areas of Purley are more car dependent than areas further north in the borough, which is typical of its twentieth century suburbs. Purley has a high proportion of homes with gardens, as well as the Rotary Field Recreation Ground and Foxley Wood open spaces within walking distance of the District Centre. The large expanse of playing fields of Purley Way lie on the hill and slope to the north of Purley.

**11.154C** Purley has a rich heritage, notably there is evidence of Bronze Age settlement found on Promenade de Verdun in the Webb Estate, and the Brighton Road is a historic thoroughfare with Roman origins. One Conservation Area and one Local Heritage Area are found in Purley. The Webb Estate and Upper Woodcote Village Conservation Area with its consistent character is a notable Edwardian garden suburb created by developer William Webb based upon his Garden First Principles. Its model village, laid out around Woodcote Green, is the focus of the area. Both parts of the conservation area are rich in historic buildings which are set amidst mature landscaping. The Brighton Road (Purley) Local Heritage Area contains a collection of shopping parade buildings from the late 19th and 20th century, that demonstrate a variety of styles with well-preserved and distinctive architectural features.

**11.154D** The Council has produced a Purley Strategic Regeneration Framework which sets out how the regeneration of the District Centre and its environs could be achieved and this has informed this section of the Local Plan. The overall objective of the Framework is to influence developers working in the area. It also supports the community seeking funding opportunities to benefit the wider community for social and physical infrastructure and public realm improvements. This contains a number of interlinked strategies relating to; place making, frontages, culture, the public realm environment, as well as movement and access; in order to deliver sustainable development. This Framework will be helpful in considering development within the Centre.

## Vision, opportunities, constraints and change

### Vision

**11.155** A regenerated Purley District Centre will provide a vibrant heart for Purley. It will be a destination with community and cultural facilities and a range of retailing including independent shops, cafes, restaurants and an Enterprise Centre, together with new housing. Purley District Centre will be an inclusive place to dwell and socialise, with the High Street providing space for outdoor sitting, strolling and events. Existing open spaces and the Local Heritage Area will be safeguarded and development will help transform hostile main roads into urban streets that give less space to traffic and more space to people. New locally distinctive buildings and additional multi-functional high performing open spaces and routes will integrate existing and future residential and business communities and strengthen Purley's unique sense of place within the Borough. High quality, safe, direct and active pedestrian routes will connect buildings and spaces in the Purley District Centre with Purley Station and the growing number of new homes in the surrounding hinterland. The Purley South/Brighton Road/Downlands Road Neighbourhood Centre will help support the existing and future community with services and facilities beyond a retail function and a new primary school close to Reedham Station will strengthen the nearby Neighbourhood Centre and support growth in the Place as a whole.

### Homes

**11.156** The main focus of growth will be in and within 800m of the Purley District Centre and station, with a lower level of growth close to/within the Neighbourhood Centre. To enable growth, a transportation corridor will be promoted along the London Road, Brighton Road and Purley Way corridors. This will also be supported by improvements in the Croydon Transport Hub transformation area that will enable the metroisation of the borough's suburban rail network that connects to Purley. Developments will need to respect and evolve the existing suburban character and local distinctiveness.

### Employment, Skills and Community Facilities

**11.157** A new Enterprise Centre, a multi-purpose space that facilitates commercial, community and cultural activities, will be located as part of a newly provided leisure centre. Purley District Centre is also well placed to accommodate additional office and shared workspace to cater for businesses that chose to establish in or relocate to outer London centres. There may be opportunities to re-locate the library to a more central location in the Centre, to the north of Godstone Road. Independent shops and restaurants will be encouraged in the Purley District Centre with enhanced public realm and open spaces and community facilities in close proximity to rejuvenate the centre's daytime and evening economy. The retail, leisure and business offer in the Purley District Centre will complement Croydon Metropolitan Town Centre and the new Local and Neighbourhood Centres along Purley Way. At Purley Station there is rail head that distributes aggregates and is safeguarded in the South London Waste Plan.

### **Character, Heritage and Design**

**11.158** New development will respect the existing local character and distinctiveness of Purley. The quality of design will be informed by referring to the Borough Character Appraisal, *Suburban Design Guide* and the *Webb Estate Conservation Area Appraisal and Management Plan*. Purley is known for its diverse urban and suburban areas and its tree-lined streets and gardens. This leafy character will be strengthened with opportunities for new Blue and Green Infrastructure in the Purley District Centre and along Brighton Road to help mitigate flood risk, the urban heat island effect and the negative impact of heavy through-traffic. Any buildings and conversions should be of a high standard of design to ensure the character and significance of the Centre *its Local Heritage Area; Nationally and Locally Listed Buildings*; and the nearby Webb Estate and Upper Northcote Village Conservation Area and its setting are respected. *New links will be provided to/from the Registered Historic and Local Historic Parks and Gardens* in the area will be retained and new links provided where possible, to incorporate them into the Green Grid network. *Blue and Green infrastructure will be woven in to an enhanced public realm in ways which respond positively to and help evolve local character.*

**11.158A** Purley is identified as a location considered potentially appropriate for tall buildings.

### **Environment and Climate Change**

**11.159** Brighton Road and the Purley Cross roundabout is the most frequent area in the borough for surface water flooding, with many historic and severe flooding events occurring within the last 20 years. Severe groundwater flooding has also occurred in Purley when sustained periods of heavy rainfall raised groundwater to exceptionally high levels. Owing to the geology and topography of parts of Purley being Upper Chalk bedrock, infiltration Sustainable Urban Drainage Systems should not be considered in these locations. Developers may need to liaise with the Council's Flood Risk Management team and the Environment Agency, to investigate the suitability of SUDS in certain locations and whether any other measures may need to be implemented due to the geological characteristic and topography of the area, to reduce flood risk, Purley District Centre and the surrounding area may be suitable for a district heat network. The area's south facing slopes and suburban character provide excellent opportunities for photovoltaics, air source heat pumps and other renewable energy technologies to be integrated with new development.

### **Green Grid and Open Space**

**11.160** Opportunities to improve links to existing open spaces, along with way finding around Purley, and to and from the District Centre will be sought.

## Transport

**11.161** The Purley Cross gyratory arrangement creates notable severance through the centre of Purley and restricts connectivity for pedestrians and cyclists. Significant improvements to the gyratory will focus on safe pedestrians and cycling routes, as well as improvements for buses. These improvements will enhance the District Centre and allow for a possible extension of the tram network (either along Purley Way or from Croydon Metropolitan Centre to Coulsdon along Brighton Road). The Council will work with TfL and other stakeholders to develop a holistic strategy which significantly improves the road network, allows for necessary access and servicing, avoids displacing traffic on to local streets, reduces severance and transforms the public realm by stitching together the District Centre on both sides of a reconfigured Godstone Road. This will also include a review of local bus routing and standing provision within the Purley District Centre to retain bus efficiency and connectivity whilst being able to accommodate public realm improvements. Purley Station is the 5th busiest station in Croydon with over 3 million journeys made each year to or from the station. The Council will work with Network Rail, the train operating company and other stakeholders to maximise opportunities to improve train frequency and reliability (including the Brighton Mainline Upgrade programme). The introduction of other storage and delivery collection facilities is also proposed for convenience and to reduce delivery vehicle trips. A network of mobility hubs will be delivered around the District Centre, including at Purley Station, to accommodate shared transport services such as electric car clubs, e-bikes and e-scooter hire schemes. 'Mobility Hubs' will support promotion of active travel, particularly from other areas that provide significant commuter demand for rail services at Purley Station.

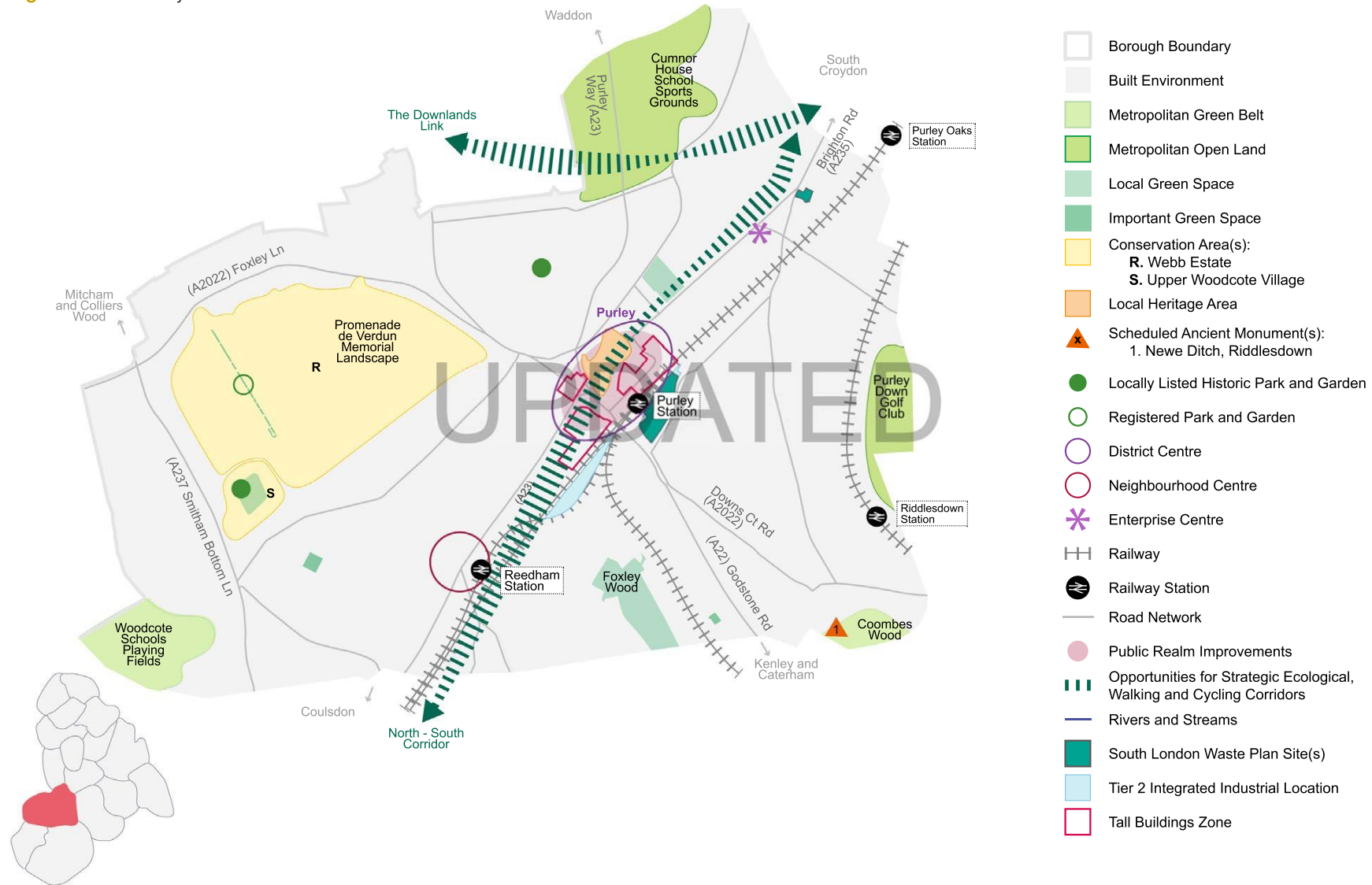
**11.162** Paragraph updated and moved to before Vision.

**11.163** Paragraph updated and moved to before Vision.

**11.164** Paragraph updated and moved to before Vision.

**11.165** Paragraph updated and moved to before Vision.

Figure 11.10: Purley



## Policy DM42: Purley

**DM42.1** Within Purley District Centre and its environs, to ensure that proposals positively enhance and strengthen the character and facilitate growth, developments should:

- a. Reinforce the continuous building line which responds to the street layout and include ground floor active frontages;
- b. *Clause deleted*
- c. Demonstrate innovative and sustainable design, with special attention given to the detailing of frontages.
- d. *Facilitate new pedestrian routes/laneways and manage servicing and deliveries in ways that provide attractive and active streets and spaces and celebrate the distinctive spaces at the rear of Brighton Road;*
- e. *Facilitate works that reduce the dominance of the Purley Cross gyratory and better connect different parts of the Purley District Centre and its environs;*
- f. *Facilitate the delivery of a network of mobility hubs for shared transport services around the edge of the District Centre; and*
- g. *Respond to the historic context, and preserve and enhance the significance of heritage assets and their settings including the listed Purley Library, locally/nationally listed buildings, Conservation Areas and their settings.*

**DM42.1A** *Within the Tall Building Zones identified in the policies map, buildings of height ranging from 21-39 metres (6-12 storeys) measured from the ground to the top of the building are considered appropriate.*

**DM42.2** In the environs of Reedham station, to create the sense of place and facilitate growth proposals should:

- a. Complement the existing predominant building heights of 2 storeys up to a maximum of 4 storeys;
- b. Reinforce the predominant building lines and frontages which positively respond to the form of the Brighton Road/Old Lodge Lane junction;
- c. Improve pedestrian and cycle permeability, accessibility and connectivity across the railway between Brighton Road, Watney Close, Aveling Close and Fairbairn Close; and
- d. Enhance the suburban shopping area character of this section of Brighton Road; *and*
- e. *Preserve and enhance the listed Purley Town Hall and its setting*

**DM42.3** In the area of the junction of Brighton Road and Purley Downs Road, to reduce the impact of Brighton Road as a linear route, clearly differentiate the area from Purley District Centre and Brighton Road (Sanderstead Road) Local Centre and strengthen the sense of place, proposals should:

- a. Retain and create open glimpses and vistas between buildings;
- b. Introduce building with landscapes that respond and reflect the layout of the 1930s blocks of Lansdowne Court and Purley Court; and
- c. Complement the existing predominant building heights of 2 storeys up to a maximum of 5 storeys.

**DM42.4** Within Purley allocate sites for development as set out in Table 11.10.

## How the policy works

**11.166** The areas in which Policies DM42.1 to DM42.3 apply are shown on the Policies Map.

### ***Purley District Centre and its environs***

**11.167** Purley District Centre is a well-defined urban town with a high concentration of commercial and community uses. The road network and a large scale roundabout divide the centre. *The vision for Purley Place seeks to ensure that opportunities can be taken to reduce the dominance of the Purley Cross gyratory, through lane reduction, cycle lane provision, bus priority measures and enlarging and improving the public realm in order to significantly improve the function and attractiveness of Purley District Centre.*

**11.168** This area has a varied topography which presents opportunities for tall buildings and the availability of vacant land creates the potential for growth. Policy DM42.1A facilitates this *growth by identifying Tall Building Zones in the area.*

**11.168A** *The Purley Regeneration Framework calls for the development of Purley-specific guidance on the key architectural features that should be referenced in the design of the development to enhance the distinctive character of the District Centre and its environs. Proposals for development within the Strategic Regeneration Framework and demonstrate how it will help achieve the successful delivery of the vision, objectives and strategies for delivering sustainable development. Development proposals will be supported that make adequate funding, or set aside land (if necessary) to deliver local projects, social, physical infrastructure and public realm improvements identified within this.*

**11.168B** *The Policy also encourages the meanwhile use/interim frontage treatment of prominent vacant/derelict sites in the Purley District Centre, which currently include the Purley Baptist Church and Old China sites.*

### ***The environs of Reedham station***

**11.169** The environs of Reedham station have good public transport accessibility and a varied character including 'Urban Shopping Area', 'Large Buildings With Continuous Frontage Line', 'Large Buildings With Spacing', 'Medium Rise Blocks With Associated Grounds' and 'Planned Estates Of Semi-Detached Houses'. *The environs includes the listed Purley Town Hall.*

**11.170** A Place-specific development management policy is required to facilitate growth, improve pedestrian and cycle permeability across the railway line and to create the sense of place.

### ***The area of the junction of Brighton Road and Purley Downs Road***

**11.171** The Brighton Road/Purley Downs Road junction area forms the edge between South Croydon and Purley. Capella Court forms a visual marker which closes the vistas along the Purley and South Croydon sections of Brighton Road. The massing of Capella Court dominates the residential and industrial buildings within the surrounding area. This area's distinct qualities are informed by the landmark building surrounded by low rise structures set in greenery.

**11.172** Detailed policies are required to strengthen the character of the Brighton Road and Purley Downs Road junction area.

### ***Allocating land for development***

**11.173** Table 11.10 sets out the proposed use on specific sites in Purley. The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7.

**Table 11.10** Proposals for uses of land of specific sites in Purley

| Ref no | Site name   | Proposed use   |
|--------|---|--|
| 30     | Purley Leisure Centre, car park and former Sainsbury's Supermarket, High Street | Mixed use development comprising a new public swimming pool and town centre uses with residential above. |
| 35     | Purley Baptist Church, 2-12 Banstead Road                                       | Mixed use redevelopment comprising new church, community facility and residential.                       |
| 61     | Purley Station Car park, 54-58 Whytecliffe Road South                           | Residential use.   |
| 64     | 100,112a and 112b Brighton Road   | Comprehensive development for new residential.   |
| 324    | Purley Oaks Depot, 505-600 Brighton Road  | 20 Gypsy and Traveller pitches.  |
| 347    | Tesco, 8 Purley Road  | Mixed use development comprising main town centre ground floor use with residential above.               |
| 405    | Royal Oak Centre  | Residential development  |
| 411    | Palmerston House, 814 Brighton Road   | Residential redevelopment  |
| 490    | 95-111 Brighton Road and 1-5, 9-15 and 19 Old Lodge Lane                        | Primary school and residential development.  |
| 683    | Purley Back Lanes, 16-28 Pampisford Road  | Replacement industrial floorspace, a new public car park, and residential development.                   |

## Sanderstead

**11.173A** Sanderstead is a suburban residential area located to the south east of the borough bordering the district of Tandridge in Surrey. The historic settlement is focused on Addington Road, and the junction with Limsfield Road. It is surrounded by large scale green open spaces and Green Belt such as Mitchley Wood, Riddlesdown and Kings Wood.

**11.173B** Sanderstead is a historic settlement that has evolved slowly over time with many significant historical buildings and landmarks remaining to this day, including the 13th Century All Saints Church. The surrounding Green Belt and golf courses have held back outward expansion of Sanderstead helping it to retain a rural and village identity.

**11.173C** Access to public transport is limited and car dependency is high. There are train stations near to Sanderstead but they are not in the Local Centres or near the main community facilities. At peak times, some of the minor roads towards the valley bottom running parallel to Brighton Road are used as alternative routes increasing congestion.

### Vision, opportunities, constraints and change

#### *Vision*

**11.174** Sanderstead will continue to be a predominantly 1930s suburb, with a historic village character focussed on the pond and All Saint's church, which includes a number of heritage assets, surrounded by substantial green space with improved cycle and pedestrian links, served by the Sanderstead and Hamsey Green Local Centres.

#### *Homes*

**11.175** An area of sustainable growth of the suburbs with some opportunity for windfall sites, growth will mainly be of infilling. An area of sustainable growth of the suburbs with some opportunity for windfall sites, growth will mainly be of infilling. This is currently a low density residential area, which is considered to have good access to Sanderstead, Purley Oaks and South Croydon Railway Stations, as well as local services within Purley District Centre and Brighton Road (Seldson Road) Local Centre.

#### *Employment, Skills and Community Facilities*

**11.176** Employment opportunities will be concentrated in the two Local Centres of Sanderstead and Hamsley Green with predominantly independent shops supporting the local community.

#### *Character, Heritage and Design*

**11.177** New development will respect the character of the historic village, including its heritage assets and their settings, and the area's broader local distinctiveness, referring to the Borough Character Appraisal to inform design quality. Any opportunities for public realm improvements will focus on the two Local Centres of Sanderstead and Hamsey Green. Any buildings and conversions should be of a high standard of design to ensure the characters of the Centres are respected. The distinct identities between the northern and southern ends of Limsfield Road, changing in character from local centre to rural, will continue to be defined through differences in character.

#### *Environment and Climate Change*

**11.177A** There have been a number episodes of surface water flooding in Sanderstead, particularly in the Hamsey Green Local Centre area and along main roads through the area.

### **Green Grid and Open Space**

**11.178** As a key link in the east part of the Green Grid network of the borough, links to existing green spaces from the residential areas will be improved with further connections added where possible. The additional green links, with way finding, will enable more opportunities for walking and cycling within and through the area particularly on orbital routes linking Kenley, Hamsey Green and Selsdon. The Local Historic Parks and Gardens of Kings Wood and the landscape settings of heritage assets including All Saints Church, Sanderstead Pond, and Selsdon Park Hotel will be retained and new links will be provided where feasible to incorporate them into the Green Grid network.

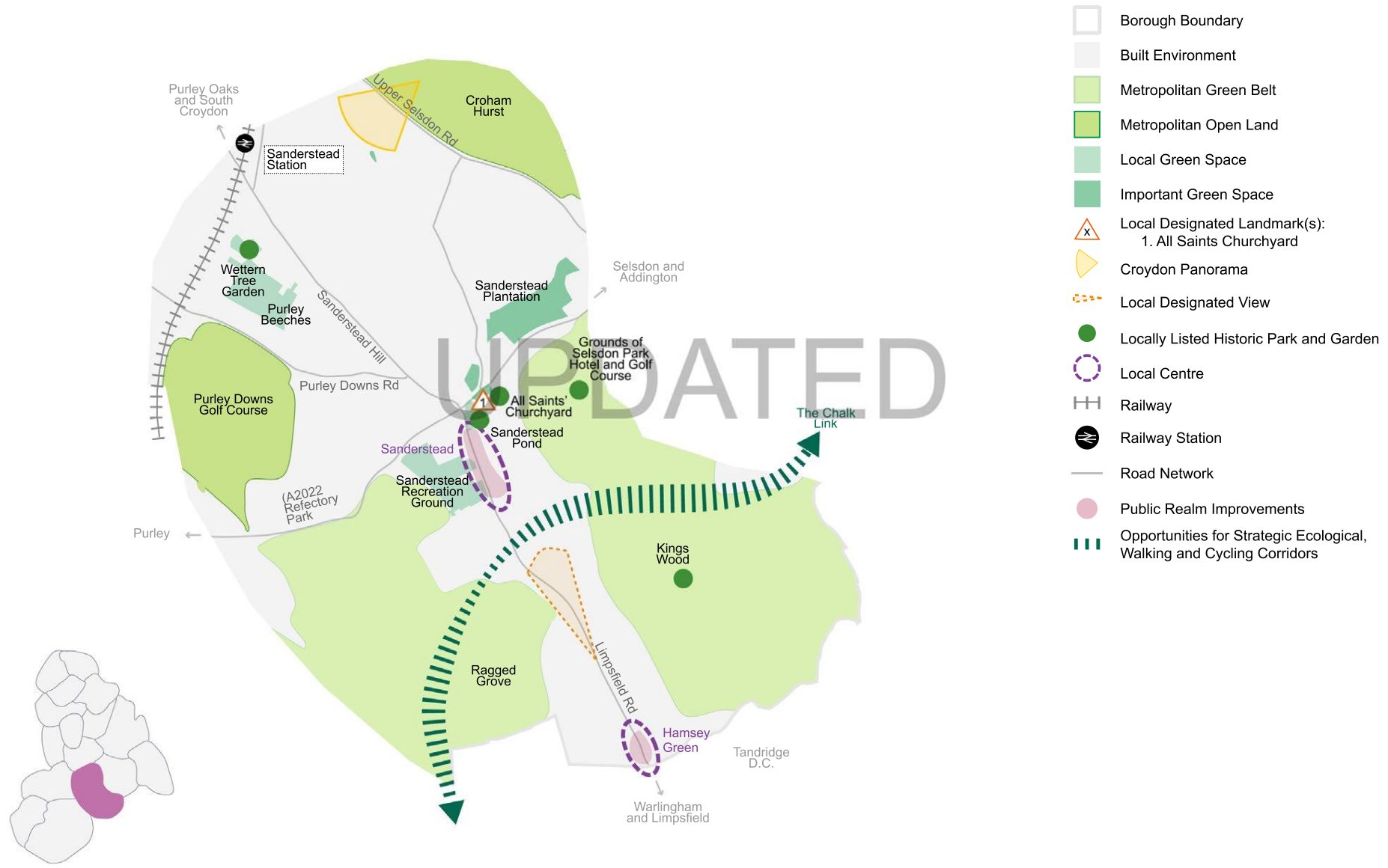
### **Transport**

**11.179** Despite having poor public transport accessibility, the existing bus services along the existing key radial and orbital roads will be improved offering even more frequent and reliable service and access into Purley and Croydon with their fast train links. With its topography of steep hillsides cycling and walking will be difficult for some people. Access will be improved where possible to an expanded Green Grid network with improved walking and cycling links to Sanderstead railway station. The community will enjoy better quality, more frequent and reliable bus services connecting with Croydon Metropolitan Centre. The residential area to the north of Sanderstead which had no public transport provision will now be covered by a demand responsive transit service which covers an area focused on Sanderstead and Selsdon.

**11.180** Paragraph updated and moved to before Vision.

**11.181** Paragraph updated and moved to before Vision.

Figure 11.11: Sanderstead



## Policy DM43: Sanderstead

**DM43.1** Within Sanderstead Local Centre, to respect and enhance the distinctive qualities proposals should:

- a. Reinforce the suburban shopping area character;
- b. Reference, respect and enhance architectural features such as the consistent rhythm of pairs of buildings with identical frontages and the articulation of openings;
- c. Retain features such as the projecting bay windows;
- d. Retain wide vistas and strengthen visual connections to green open spaces **including the village character of open spaces to the north;**
- e. Improve walking and cycling connectivity and access to open space **and**
- f. **Respect the setting of nationally and locally listed buildings.**

**DM43.2** Within Hamsey Green Local Centre, to respect and enhance the distinctive 'Suburban Shopping Area' character of Hamsey Green, proposals should:

- a. Reinforce the suburban shopping area character;
- b. Positively reference, respect and enhance architectural features such as the consistent rhythm and articulation of window and doors;
- c. Ensure the extent of the public realm within the vicinity of the development is retained and improved; and
- d. Incorporate multi-stock brick or white render as the predominant facing material, **or a material which is complementary to multi-stock brick or white render.**

**DM43.3** Within Sanderstead allocate sites for development as set out in Table 11.11.

## How the policy works

**11.182** The areas in which Policies DM43.1 and DM43.2 apply are shown on the Policies Map.

### **Sanderstead Local Centre**

**11.183** Sanderstead Local Centre has visual and physical links onto neighbouring green areas to the west. It has a consistent building line to the east. The character of the low rise 'Urban Shopping Area' is enriched by 'Institutions With Associated Grounds', 'Retail Estates' and 'Terraced Houses And Cottages'.

**11.184** The 'Urban Shopping Area' contains distinctive architectural features such a consistent rhythm created by pairs of multi-stock brick buildings with matching facades containing windows and doors identically articulated. Within this area detailed policies are required to strengthen the identity of the Local Centre.

### **Hamsey Green Local Centre**

**11.185** Hamsey Green is defined by its 'Suburban Shopping Area' character with Green verges and tree planting. Sections of the Local Centre have a consistent character. This can be seen through elements such as the rhythm and articulation of window and doors. In areas where the character is inconsistent the Place-specific development management policy in DM43.2 will help enhance Hamsey Green's local identity and encourage growth.

### **Allocating land for development**

**11.186** Table 11.11 sets out the proposed use on specific sites in Sanderstead. The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7.

**Table 11.11** Proposals for uses of land of specific sites in Sanderstead

| Ref no | Site name  | Proposed use  |
|--------|--|---|
| 71     | Red Gables, 2 Beech Avenue                                     | Residential development   |
| 79     | Waitrose, Sanderstead  | Mixed use development comprising main town centre ground floor use with residential above |
| 306    | The Good Companions Public House site, 251 Tithe Pit Shaw Lane | Residential development   |

## Selsdon

**11.186A** Selsdon is a suburban residential area situated in the south east of the borough bordering the district of Tandridge in Surrey. The area is focused on Addington Road and Selsdon Park Road with a well-defined District Centre, surrounded by large scale green open spaces such as Selsdon Wood, Heathfield and Littleheath Woods.

**11.186B** Car dependency is high in Selsdon due to the lack of public transport and convenient rail stations, as well as the hilly nature of the area. The landscape character of Selsdon is one of being on the edge of suburbia next to the countryside, and the area has a number of local and longer distance views of adjacent countryside and Croydon Metropolitan Centre.

**11.186C** The Selsdon Community Plan (2020) outlines the key economic, social and environmental issues facing the area; as well as setting out the key priorities for investment in facilities, services and infrastructure identified by the local community, as this area is expected to change and grow in the future. A summary of the key issues identified by this are: a need to protect, enhance and promote use of green spaces (including children's play areas), a need for enhanced public transport and provision of bus shelters, increasing parking provision near shopping areas, a need to provide new/enhanced community facilities for all ages including sports facilities, a need to limit fast food places and increase the variety of uses to promote the vitality and viability of the District Centre. The Community Plan is a key piece of evidence that has informed the content of the Local Plan.

## Vision, opportunities, constraints and change

### *Vision*

**11.187** Selsdon District Centre will continue to provide a range of services for the residential population in a suburban setting with good links to its green open spaces and countryside. Selsdon Park Road/Featherbed Lane Neighbourhood Centre will be supporting the existing and future community with services and facilities beyond a retail function.

### *Homes*

**11.188** An area of sustainable growth of the suburbs with some opportunity for windfall sites will see growth mainly confined to infilling.

### *Employment, Skills and Community Facilities*

**11.189** Selsdon District Centre will continue to be the main focus for employment, with the adjacent Selsdon Park Hotel also providing local job opportunities. Community facilities will be focused on the District Centre.

### *Character, Heritage and Design*

**11.190** New development will respect the existing local character and distinctiveness referring to the Borough Character Appraisal to inform design quality. Any public realm improvements should primarily focus on the District Centre. Any building and conversions should be of a high standard of design to ensure the character of the Centre is respected.

### *Green Grid and Open Space*

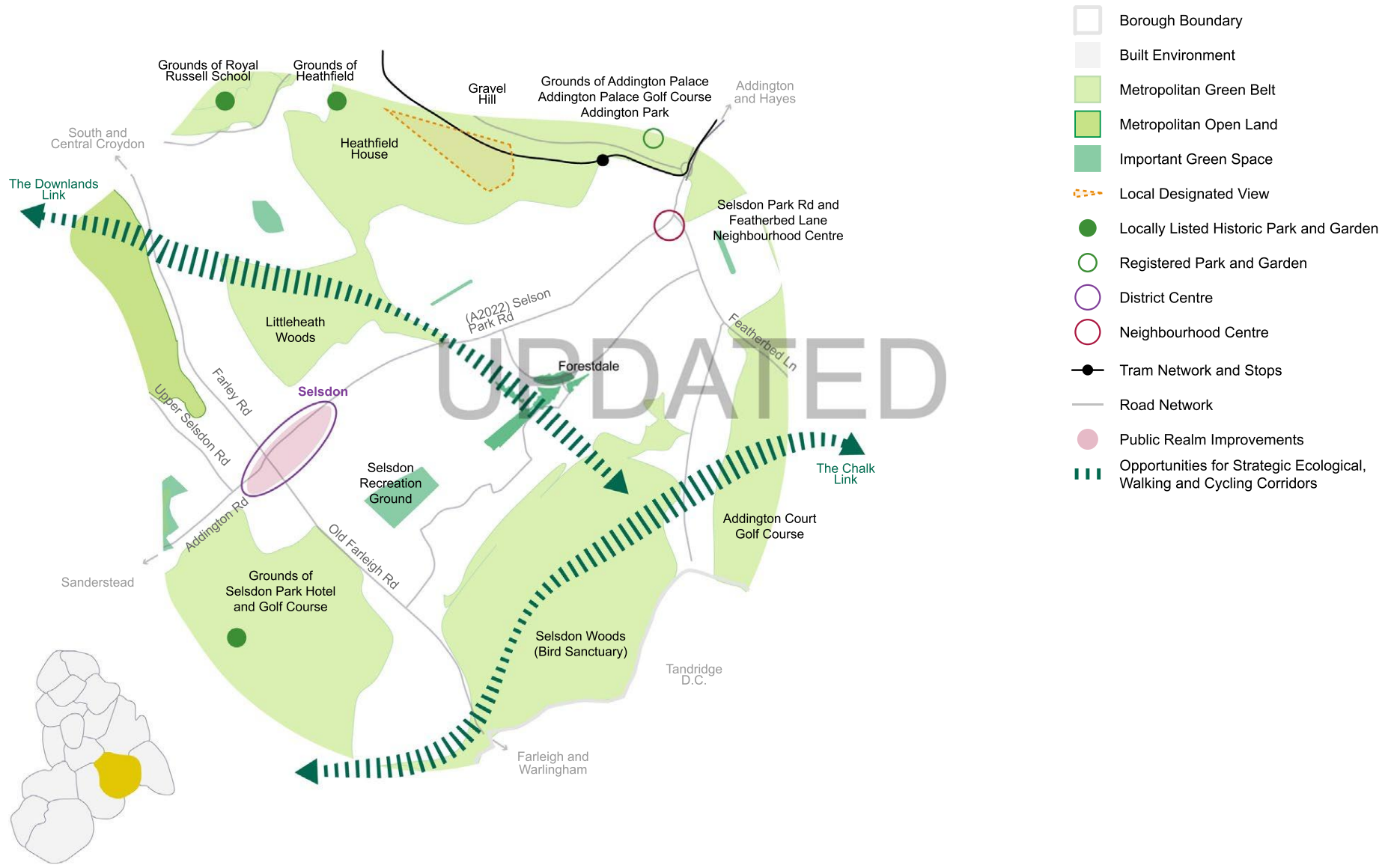
**11.191** Links to existing green spaces from the residential areas will be improved where possible with additional connections to strategic green links enabling more opportunities for walking and cycling in the area.

**Transport**

**11.192** Selsdon's steep topography makes walking and cycling challenging together with generally poor public transport makes it difficult to promote active transport. With a single tram stop to the north edge of Selsdon, public transport users are currently reliant on local bus services. Any road segregated cycle routes proposals for Selsdon Park Road will need to create a link to Addington Village and these routes will be complimented by further tram routes towards the District Centre. These enhanced connections combined with the uptake of new technology such as e-bikes are necessary to reduce car dependence in Selsdon.

**11.193** Paragraph updated and moved to before Vision.

Figure 11.12: Selsdon



## Policy DM44: Selsdon

**DM44.1** Within Selsdon District Centre, to enhance the character proposals should:

- a. Complement the existing predominant building heights of 3 storeys up to a maximum of 4 storeys;
- b. Ensure large buildings are sensitively located and of a massing no larger than buildings within this area;
- c. Ensure that the front elevation are designed to respect the architectural rhythm and proportion of the existing street frontages; and
- d. Should incorporate red multi-stock brick as the predominant facing material.

**DM44.2** Within Selsdon allocate sites for development as set out in Table 11.12.

### How the policy works

**11.194** The areas in which Policy DM44.1 applies is shown on the Policies Map.

#### **Selsdon District Centre**

**11.195** Selsdon District Centre has a strong ‘Urban Shopping Area’ character. Both ends of which are marked by retail outlets, creating a well-defined edge and a distinct start and finish to this character area.

**11.196** There are two intermingled and competing architectural styles of buildings. The mock Tudor facades pays reference to the residential surroundings, however these are of a low quality and have aged visibly. The second, modernist style buildings have red multi-stock brick facades. These are of a slightly higher quality and better express the distinctiveness of the District Centre and are therefore, more appropriate for this location. Detailed policy is required to strengthen the sense of place.

**11.197** In the western part of the centre the public realm is fragmented and dominated by the overwhelming scale of the Addington Road and Old Farleigh Road junction. There is an opportunity to improve the walking and cycling experience in this area.

#### **Allocating land for development**

**11.198** Table 11.12 sets out the proposed use on specific sites in Selsdon. The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7.

**Table 11.12** Proposals for uses of land of specific sites in Selsdon

| Ref no | Site name          | Proposed use            |
|--------|--------------------|-------------------------|
| 948    | 230 Addington Road | Residential development |

## Shirley

**11.198A** Shirley is predominantly a suburban residential settlement surrounded by areas of open land, countryside and Green Belt, situated to the east of Croydon borough and bordering the London Borough of Bromley. This place is defined by the tree lined streets, the regular rhythm of well-spaced buildings with well-kept landscaped areas to the front, that allow oblique long range views beyond the rear gardens.

**11.198B** Shirley's built environment creates an open varied and interesting skyline and roofscape. The character varies to the north and south of Shirley Church Road, with the southern part dominated by detached homes including Bishops Walk Local Heritage Area and surrounded by expansive areas of greenery, including woodland of Addington Hills and Addington Palace Registered Historic Park and Garden.

**11.198C** Shirley has many heritage assets including three Local Heritage Areas; the Upper Shirley Road Area represents a range of styles and architectural forms dating from the 18th century, with well-preserved original features. The Stuart Crescent Area lies in the heart of the Spring Farm area with the layout arranged around the remnants of a circular historic copse and the Bishops Walk Area represents a distinctive high quality historic landscape and townscape with the southern section's mature landscaping revealing the historic design of Addington Park which allows for scenic views within and outside of the area.

**11.198D** Connectivity is generally low in Shirley with high car dependency, which also can result in congestion at peak times on main roads such as Wickham Road. There is a tram stop at Coombe Lane however it is not conveniently close to the main residential area and bus services are predominantly found on main roads.

## Vision, opportunities, constraints and change

### *Vision*

**11.199** Shirley will continue to be a suburb surrounded by substantial green space with improved cycle and pedestrian links. The vibrant Local Centre, with a range of retailing and independent shops will continue to serve the local community. A mature and rejuvenated Shrublands will be served by both local shops as well as those on Wickham Road. Shirley Road and Spring Park/ Bridle Road Neighbourhood Centres will be supporting the existing and future community with services and facilities beyond a retail function.

### *Homes*

**11.200** An area of sustainable growth of the suburbs with windfall sites will see growth **through infilling respecting existing and evolving** residential character and local distinctiveness.

### *Employment, Skills and Community Facilities*

**11.201** Some small scale employment will be provided in the Local Centre with predominantly independent shops supporting the local community.

### *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 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 grade II listed Shirley Windmill is one of only four windmills open to the public in Greater London, and is a key landmark and key contributor to Shirley's special character.**

**Environment and Climate Change**

**11.203** The risk of surface water flooding is prevalent throughout Shirley and Spring Park, predominantly on or near main roads. A number of recorded surface water flooding events have occurred along Shirley Road and in Spring Park. Therefore measures to reduce flood risk through sustainable drainage measures should be implemented.

**Green Grid and Open Space**

**11.204** Shirley will continue to be well served by open space with improved connections to the Green Grid, along with way finding, enabling increased walking and cycling. *New links will be provided to Addington Palace Registered Historic Park and Local Historic Parks and Gardens in the area including Millers Pond and the grounds of Hall Grange. These will be incorporated into the Green Grid network, where possible.*

**Transport**

**11.205** With improved access and links where possible, the existing connectivity and good public transport of Shirley will be maintained. The community will enjoy better quality, more frequent and reliable bus services connecting with Croydon Metropolitan Centre. Travel plans will look to ease congestion at peak times in the Local Centres by encouraging walking, cycling or public transport especially for school journeys.

**11.206** Paragraph updated and moved to before vision.

**11.207** Paragraph updated and moved to before vision.

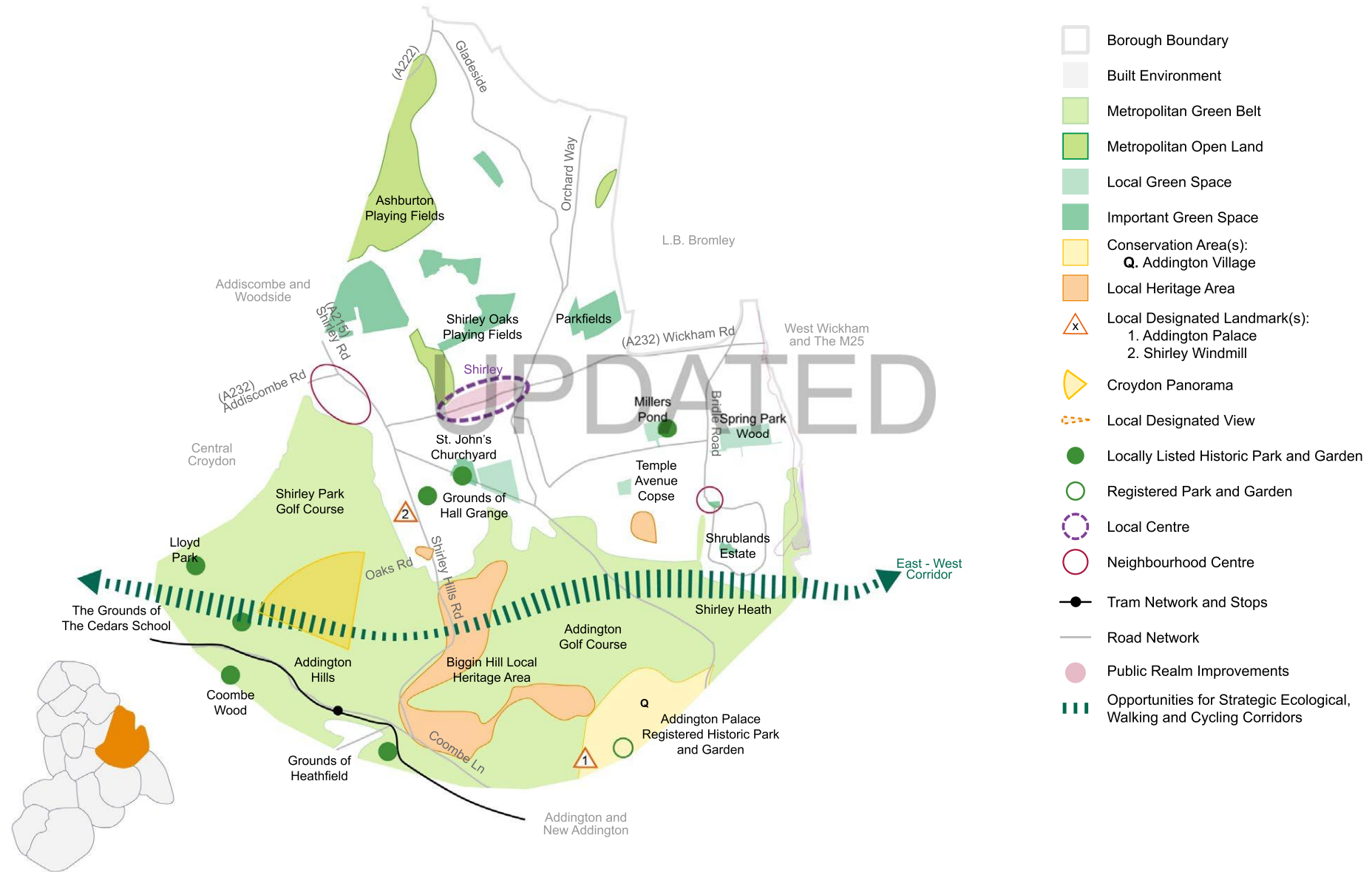
**11.208** Paragraph updated and moved to before vision.

**11.209** Paragraph updated and moved to before vision.

**11.210** Paragraph updated and moved to before vision.

**11.211** Paragraph updated and moved to before vision.

Figure 11.13: Shirley



## Policy DM45: Shirley

**DM45.1** Within Shirley Local Centre, to retain the unique qualities development should:

- a. Retain the continuity of ground floor active frontages and allow flexibility at first floor and above for mixed use;
- b. Reference, respect and enhance architectural features such as the consistent rhythm and articulation of fenestration and retain features such as the triangular bay windows;
- c. Complement the existing predominant building heights of 2 storeys up to a maximum of 4 storeys;
- d. Incorporate or retain traditional shop front elements such as fascias, pilasters and stall risers; and
- e. Respect the setting of locally listed buildings within the area.

**DM45.2** In the area between 518 and 568 Wickham Road, to improve the character proposals should reference the 'Suburban Shopping Area' character type.

**DM45.3** In the area of the Wickham Road Shopping Parade, to retain the distinctive character of the 794-850 Wickham Road proposals should:

- a. Complement the existing predominant building heights up to a maximum of 2 storeys; and
- b. Retain the 'Suburban Shopping Area' character.

**DM45.3A** To retain the distinctive character of this part of Shirley Road Shopping Parade, proposals should:

- a. Complement the existing predominant building heights of 2 storeys up to a maximum of 3 storeys along Shirley Road, and a height of 2 storeys up to a maximum of 4 storeys directly behind the parade;
- b. Reference, respect and enhance architectural features such as the consistent rhythm and articulation of windows and doors.

**DM45.4** Within Shirley allocate sites for development as set out in Table 11.13

## How the policy works

**11.212** The areas in which Policies DM45.1 to DM45.3A apply are shown on the Policies Map.

### **Shirley Local Centre**

**11.213** Shirley Local Centre consists of the combination of three different character types an 'Urban Shopping Area', 'Scattered Houses On Large Plots' and a 'Suburban Shopping Area'. The northern side of the Local Centre is more tightly built-up, while the southern is more spacious with green verges, tree lined streets and parking within slip roads. In this area the potential for growth is limited. *The area includes a number of locally listed buildings. The setting, heights and other characteristics of these buildings should be respected.*

### **Shirley Road and Wickham Road**

**11.214** Each of Shirley's shopping areas has a distinct character which should be enhanced and strengthened. This character is informed by the layout, scale, urban grain and, architectural features such as the brick work, fascias and stall rises. In order to ensure that the distinctive elements that contribute to Shirley's sense of place are not lost, these features have been included in the detailed policies.

### **Allocating land for development**

**11.215** Table 11.13 sets out the proposed use on specific sites in Shirley. The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7.

**Table 11.13** Proposals for uses of land of specific sites in Shirley

| Ref no | Site name                                       | Proposed use   |
|--------|---|--|
| 87     | Shirley Community Centre                        | Residential development subject to the adequate reprovion of the existing community use. |
| 128    | Land at Poppy Lane                              | Residential development  |
| 504    | Stroud Green Pumping Station, 140 Primrose Lane | Conversion of pumping house for residential development.                                 |

## South Croydon

**11.215A** South Croydon lies immediately south of Croydon Metropolitan Centre and is organised in a south to north alignment along the Brighton Road. Its fragmented character can be attributed to the Brighton Road and railway infrastructure. The areas to the east are rich in green open spaces including areas of Green Belt such as Lloyd Park.

**11.215B** South Croydon has a rich heritage which is protected through the designation of a Conservation Area and three Local Heritage areas. Croham Manor Road Conservation Area is a notable collection of early 20th century Locally Listed houses with a wealth of well-preserved arts and crafts features. The South End Local Heritage Area represents an early vernacular architectural style from late 19th century with a wide range of well-preserved highly decorative architectural features. Its historic townscape composition consists of the street frontage and a triangular square with the prominent locally listed Swan and Sugarloaf former public house terminating vistas along Brighton Road. St Peter's Road Local Heritage Area is focused around the Grade II Listed St Peter's Church with its high quality historic landscape that enables long vistas over South Croydon and reveals a panorama of the Croydon Opportunity Area and glimpses across the area. Birdhurst Road Local Heritage Area represents a collective value of high quality, well-designed and well-preserved Victorian Villas dating from before 1890. There is a distinctive relationship between the mature landscape of the street scene, the design of the buildings and the plan layout.

**11.215C** South Croydon due to its proximity is well-connected to Croydon Metropolitan Centre and the wider area through rail and bus links as well as cycling and walking routes. As a result of this, there is a relative deficiency in the range of community services available. The area continues to have a high car dependency, but relatively less so than places further south, and congestion can occur at peak times on Brighton Road.

## Vision, opportunities, constraints and change

### *Vision*

**11.216** South Croydon will continue to be a highly accessible Place with good connections to open space providing an introduction to the suburban south. The character of the area will be improved through support for the wide range of independent shops and restaurants along South End and its two Local Centres. South End/Parker Road/St Peter's Church Neighbourhood Centre will be supporting the existing and future community with services and facilities beyond a retail function.

### *Homes*

**11.217** The main focus for sustainable growth of the suburbs will be in the Brighton Road area with a mix of windfall and infill development that respects the existing residential character and local distinctiveness and includes flood mitigation measures.

### *Employment, Skills and Community Facilities*

**11.218** Selsdon Road (including Carlton Road), will remain an important Separated Industrial Location for the borough and will continue to be protected. Elsewhere employment will be concentrated in the two Local Centres and along the Brighton Road.

### **Character, Heritage and Design**

**11.219** New development will be sensitive to the existing local character and the wooded hillsides of **South Croydon taking into consideration** the Borough Character Appraisal **and Croham Manor Road Conservation Area Appraisal and Management Plan** to inform design quality. Opportunities for public realm improvements will be primarily focused on the two Local Centres with any building and conversions of a high standard of design to ensure the character of surrounding areas are respected. **There are opportunities for new links to be provided to Croham Manor Road Conservation Area, the Local Historic Parks and Gardens and Local Heritage Areas in the area including those around St Peter's Church, South End and the Birdhurst Estate, which will be incorporated into the Green Grid network.**

### **Environment and Climate Change**

**11.220** Flood risk will be mitigated through naturally based sustainable drainage solutions (where necessary), particularly through enhancement measures along the Brighton Road that is susceptible to surface water flood risk.

### **Green Grid and Open Space**

**11.221** Improved connections to the Green Grid will be sought to increase opportunities for walking and cycling in the area. **St. Peter's Church, South Croydon – a key landmark, Local Heritage Area and Local Historic Park and Garden – will be integrated into this expanding network (where possible).**

### **Transport**

**11.222** The existing connectivity and good public transport of South Croydon will be maintained and enhanced where possible, with the quality, capacity and reliability of bus services improved. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys. The potential of Selsdon Road Industrial Location to act as a railhead to transfer freight to rail will be supported. **Along the Brighton Road Corridor, walking, cycling and public transport will be encouraged by creating safer and more attractive environments for these modes of transport including in road segregated cycle lanes. There will also be in road segregated cycle lanes on Coombe Road. The Council will work with TfL to explore the feasibility of public transport improvements (such as metroisation, a new tram line or bus rapid transit) from Croydon Metropolitan Centre to this area together with Purley and Coulsdon. This will help to improve the reach and capacity of the tram network to support good growth.**

**11.223** Paragraph deleted.

**11.224** Paragraph updated and moved to before Vision.

**11.225** Paragraph updated and moved to before Vision.

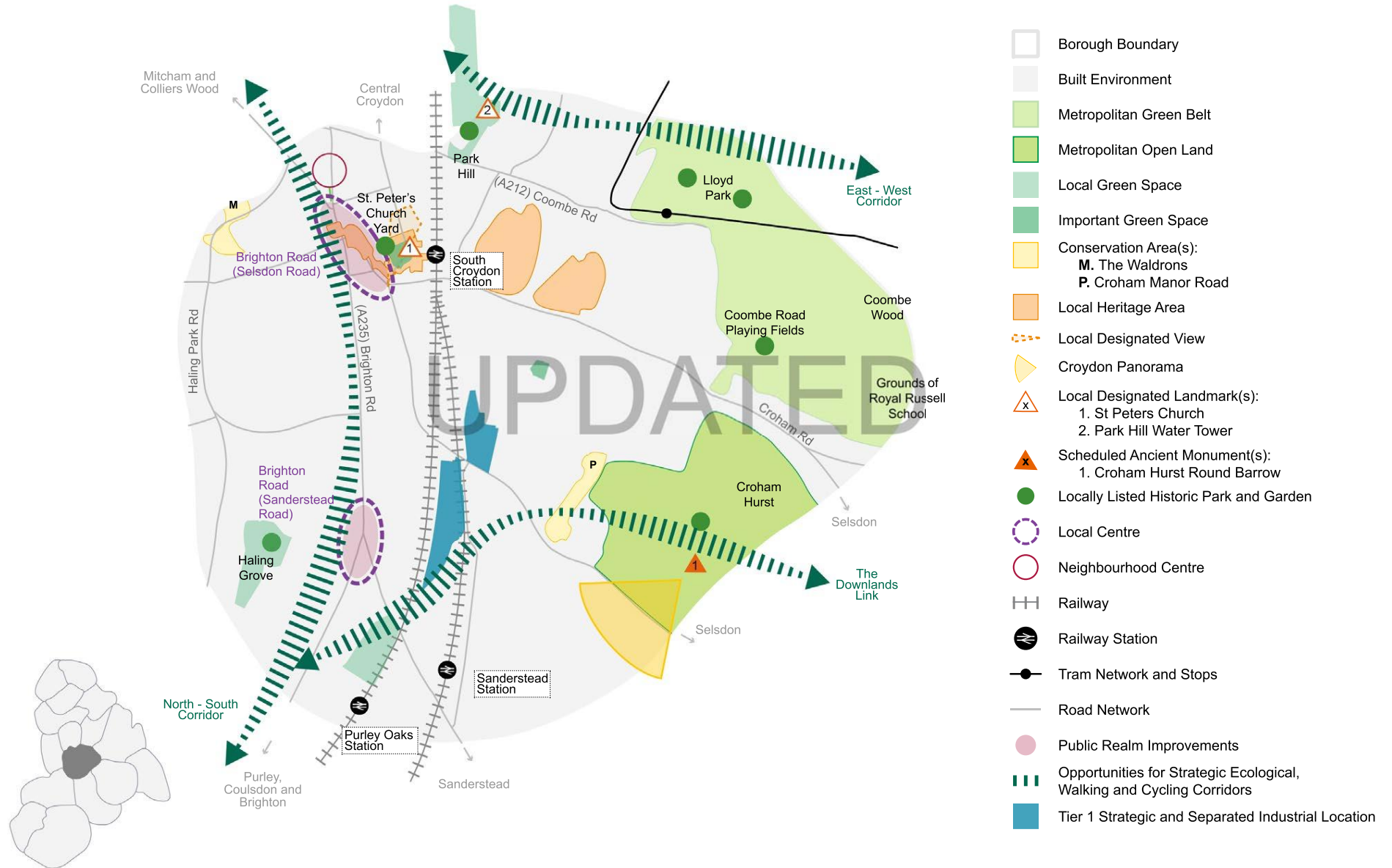
**11.226** Paragraph updated and moved to before Vision.

**11.227** Paragraph updated and moved to before Vision.

**11.228** Paragraph updated and moved to before Vision.

**11.229** Paragraph updated and moved to before Vision.

Figure 11.14: South Croydon



## Policy DM46: South Croydon

**DM46.1** Within the Brighton Road, (Selsdon Road) Local Centre, to encourage a balance to be struck between strengthening and enhancing the character and facilitating growth, proposals should:

- a. Complement the existing predominant building heights up to a maximum of 3 storeys;
- b. Positively reinforce, strengthen and enhance characteristic features such as the articulation of corner buildings and continuous building line;
- c. Incorporate main entrances onto Brighton Road; and
- d. Positively reference, respect and enhance the articulation of shop fronts, including consistent rhythm and size of windows and doors.

**DM46.1A** To ensure a balance is struck between strengthening and enhancing the character and facilitating growth within the Brighton Road (Sanderstead Road) Local Centre, proposals should:

- a. Complement the existing predominant building heights of 2 storeys up to a maximum of 4 storeys; and
- b. Incorporate multi-stock brick as the predominant facing material, or a material which is complementary to multi-stock brick.

**DM46.2** Policy Deleted.

## How the policy works

**11.230** The areas in which Policies DM46.1 and DM46.1A apply are shown on the Policies Map.

### ***Brighton Road (Selsdon Road) Local Centre and Brighton Road (Sanderstead Road) Local Centre***

**11.231** The two Local Centres along Brighton Road are dominated by the road infrastructure. The predominant character of 'Urban Shopping Areas' is characterised by the consistency of architecture and landmark buildings that serve as focal points and close the vistas at the apexes of Brighton Road and South End.

**Table 11.14** Table deleted.

**11.232** The street frontages in the area are active and continuous. Ground floors are strongly articulated, have a consistent rhythm and size of ground floor doors and windows. The predominantly hard surfaced public realm has narrow footways that do not encourage walking.

**11.233** Place-specific development management policies are required to ensure a balance is struck between strengthening and enhancing the character of the Local Centres and facilitating growth

### ***Allocating land for development***

**11.234** Paragraph Deleted.

## South Norwood and Woodside

### Vision, opportunities, constraints and change

**11.234A** South Norwood lies in the north of Croydon borough between Upper Norwood and Addiscombe, and has retained its Victorian urban centre. Portland Road, one of the two historic high streets in South Norwood, links the District Centre with Woodside Green which contains some of the few remaining parts of the historic medieval village. The surrounding street pattern radiates from this open area. Larger green spaces such as South Norwood Country Park and South Norwood Lake are located along the northern edge and form a boundary between this Place and neighbouring boroughs. Small green open spaces are scattered throughout South Norwood and Woodside.

**11.234B** South Norwood and Woodside has a rich heritage and includes a Conservation Area and two Local Heritage Areas. Following the development of the railway station, the District centre grew quickly during Victorian times resulting in fine buildings on the High Street and grand residences at its perimeter, which form the South Norwood Conservation Area. The Grade II Listed Stanley Halls is one of the area's most significant historic assets. The South Norwood Clocktower continues to act as a key landmark for the Station approach and Clocktower Market area. The Portland Road Terraces, Portland Road Mission Hall and The Market Parade Local Heritage Areas contain distinctive collections of mid-19th to early 20th century shopping parades, with bespoke Arts and Crafts and gothic inspired features that record the gradual historic development of the area. Ingatestone Road Local Heritage Area represents a fine example of high density Edwardian development with unique features such as balconies with ornate ironwork, exposed red brick cladding with elaborate white stucco decorations.

**11.234C** South Norwood has relatively high public transport accessibility with tram stops at Woodside and Arena, as well as extensive bus routes north and south. Rail infrastructure prevents frequent east to west movement across the area, however a number of stations help residents move locally and further afield such as Central London.

**11.234D** The South Norwood Community Plan (2018) outlines the key economic, social and environmental issues facing the District Centre. Based on this, it sets out key priorities for investment in facilities, services and infrastructure identified by the local community, as this area is expected to change and grow in the future. A summary of the key issues identified by this are; need to reduce vacant commercial units, a need to improve the public realm, a need for more independent shops, a need for community space for all age groups and a need for space to support community projects/groups. The Community Plan is a key piece of evidence that has informed the content of the Local Plan.

### *Vision*

**11.235** South Norwood and Woodside will be a revitalised residential neighbourhood, benefiting from London Overground services to Docklands, the City, and a good connection to Croydon Metropolitan Centre. A revived, enhanced District Centre will be enhanced through heritage-led enhancements, and will offer a mixture of homes, community and cultural facilities and a range of retailing, including many independent shops. South Norwood and Woodside, with their good transport connections will grow in popularity as a residential area and share in the borough's improving prosperity. Woodside Green and Portland Road (Watcombe Road/Woodside Avenue) Neighbourhood Centres will be supporting the existing and future community with services and facilities beyond a retail function.

### **Homes, Employment, Skills and Community Facilities**

**11.236** Sustainable growth of the suburbs with predominantly windfall sites and dispersed integration of new homes will respect existing residential character and local distinctiveness. Selhurst Park is currently the home of Crystal Palace Football Club. The District Centre, and Portland Road and Woodside Green Neighbourhood Centres will continue to provide employment and services for the local community. Other community facilities will be encouraged to locate in close proximity to the District Centre and opportunities to provide an Enterprise Centre, which could be creative industry based, will be sought in the vicinity of Portland Road.

**11.236A** Stanley Halls will become one of South London's premiere arts and performing centres, supporting creative enterprise, music, and art. An improved route connecting the Halls to Norwood Junction station, will be achieved through public realm and building enhancements. The new library will support a growing community, and alternative uses for the old library and other vacant assets will focus on building resilient businesses, local knowledge and cultural development. The Council will actively support meanwhile uses, where they enhance the character and vitality of the area.

### **Character, Heritage and Design**

**11.237** Heritage assets and landmarks will be protected, ensuring that new development respects and enhances the local character and distinctiveness of South Norwood and Woodside. It will need to take into consideration the South Norwood Conservation Area Appraisal and Management Plan, and Borough Character Appraisal to inform design quality. Opportunities for public realm improvements will primarily focus on the South Norwood District Centre, the South Norwood Conservation Area together with Portland Road and Woodside Green Neighbourhood Centres. Any new building will need to be completed to a high standard of design, to ensure the character of the Centres and the Conservation Area are respected. Heritage-led enhancements will be a particular focus within the boundary area of the High Streets Heritage Action Zone. Public realm improvements will include improved wayfinding/legibility, restoring shopfronts and uppers, enhancing public realm and wayfinding for key community hubs and other local assets. Heritage at risk assets will be repaired and brought back into use. The Elmer's End Moated Site within South Norwood Country Park is a scheduled ancient monument and will continue to be protected. The provision of interpretation to raise awareness of the monument would assist in its protection.

**14.237A** South Norwood is identified as a location considered potentially appropriate for tall buildings.

### **Environment, Climate Change**

**14.237B** There are a number of areas in South Norwood and Woodside that are at risk of surface water flooding and a number of surface water flooding episodes have occurred in the vicinity of Norwood Junction station. Development should incorporate sustainable drainage measures to help reduce this risk.

### **Green Grid and Open Space**

**11.238** The Place's diverse open spaces include South Norwood Lake and Country Park. Links will be provided, where possible to the Croydon Metropolitan Centre and Waterlink Way as part of the National Cycle Network. New Green Grid links will improve connectivity with the Local Historic Parks and Gardens and other green spaces to incorporate them into the Green Grid network. Development in the flood zones will be guided by the policies of the Plan to reduce flood risk.

### **Transport**

**11.239** As part of the wider Brighton Main Line rail improvement works, Norwood Junction Station will undergo improvements for access and capacity. Opportunities for walking and cycling improvements in South Norwood will be explored, including cycle connections from South Norwood to Crystal Palace, providing a connection with the proposed Green Grid through the creation of low traffic neighbourhoods. Cycle facilities will be enhanced at Norwood Junction railway station, benefiting the local population who live within walking and cycling distance of this. The tram system in Croydon will be supported by promoting new extensions or other public transport improvements serving Crystal Palace and Bromley through South Norwood and Woodside. Measures to provide better quality, more frequent and reliable bus services along Whitehorse Road, Whitehorse Lane and Selhurst Road (A213) will be promoted.

**11.240** Paragraph updated and moved to before vision.

**11.241** Paragraph updated and moved to before vision.

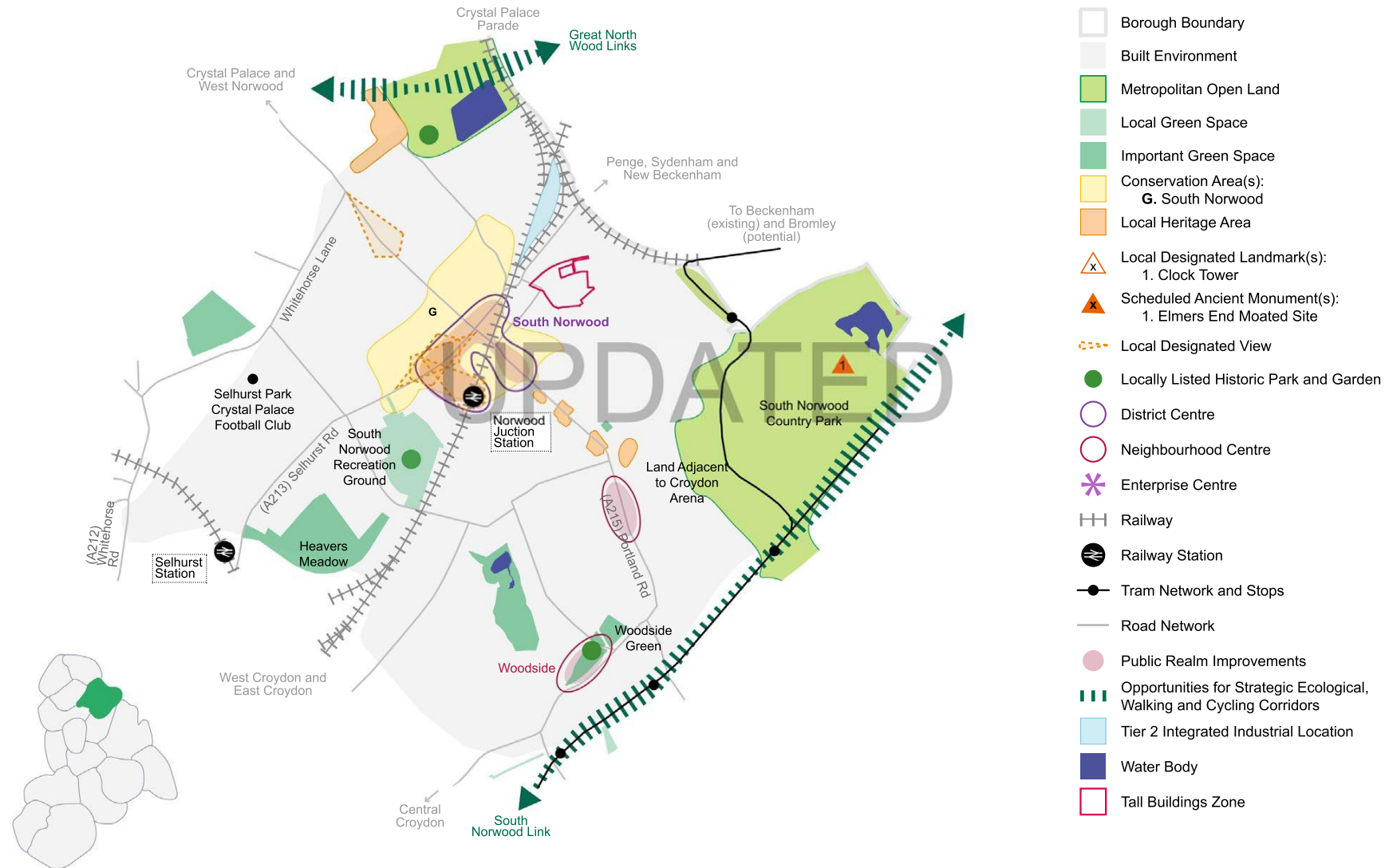
**11.242** Paragraph updated and moved to before vision.

**11.243** Paragraph updated and moved to before vision.

**11.244** Paragraph updated and moved to before vision.

**11.245** Paragraph updated and moved to before vision.

Figure 11.15: South Norwood and Woodside



## Policy DM47: South Norwood and Woodside

**DM47.1** Along the section of Portland Road between the South Norwood Conservation Area and Watcombe Road, to facilitate growth and strengthen the edge of the South Norwood District Centre proposals should:

- a. Relate to the predominant character in adjacent residential areas;
- b. Complement the existing predominant height up to a maximum height of 3 storeys with accommodation in roof space;
- c. Incorporate main pedestrian entrances onto Portland Road; and
- d. Maintain the rhythm and size of ground floor windows and doors.

**DM47.2** Along the section of Portland Road between Watcombe Road and Woodside Avenue, to create a cohesive sense of place in this area, proposals should complement the existing predominant building heights of 2 storeys up to a maximum of 3 storeys.

**DM47.2A** Within the Tall Building Zones identified in the policies map, buildings of height ranging from 21-39 metres (6-12 storeys) measured from the ground to the top of the building are considered appropriate.

**DM47.3** Within South Norwood and Woodside allocate sites for development as set out in Table 11.15.

### How the policy works

**11.246** The areas in which Policies DM47.1 and DM47.2A apply are shown on the Policies Map.

#### ***Section of Portland Road between the South Norwood Conservation Area and Watcombe Road***

**11.247** Portland Road links South Norwood District Centre with Woodside Green. This street has a predominant 'Urban Shopping Area' character that has recently seen significant change which has resulted in the number of unsympathetic conversions from shops to residential use and a reduction of commercial uses.

**11.248** To facilitate growth, strengthen definition of the edge of the District Centre and manage conversions a Place-specific development management policy is required.

#### ***Section of Portland Road between Watcombe Road and Woodside Avenue***

**11.249** The character of the area consists of small 'Urban Shopping Areas' and 'Institutions With Associated Grounds' interlaced with 'Medium Rise Blocks With Associated Grounds'. These character areas are surrounded by 'Terraced Houses And Cottages'.

**11.250** A Place-specific development management policy is required to create a cohesive sense of place.

#### ***Allocating land for development***

**11.251** Table 11.15 sets out the proposed use on specific sites in South Norwood and Woodside. The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7.

**Table 11.15** Proposals for uses of land of specific sites in South Norwood and Woodside

| Ref no | Site name                                   | Proposed use   |
|--------|---|--|
| 486    | The Beehive Public House, 47 Woodside Green | Residential development  |
| NEW2   | Regina Road Estate                          | Estate renewal for residential development with retention of community facilities. |

## Thornton Heath

### Vision, opportunities, constraints and change

**11.251A** Thornton Heath is a densely built up settlement that is situated to the north of Croydon Metropolitan Centre and between Broad Green and Norbury. The area is focused along Brigstock Road and Thornton Heath High Street between London Road to the west and the slopes of the Upper Norwood to the north east. Thornton Heath is a predominantly residential area with small green open spaces scattered throughout.

**11.251B** Thornton Heath's history is recognised through the High Street Local Heritage Area which contains distinctive classical Georgian, perpendicular and Queen Anne architectural styles dating from late 19th to 20th century with a wide range of well-preserved highly decorative historic features. The District Centre also contains a number of distinctive taller buildings constructed in the 20th Century, of mixed design quality, which create a more urban character and skyline in places.

**11.251C** Thornton Heath is less car dependent than other areas of the borough and has a good level of access to public transportation, including a railway station in the District Centre. A number of small open spaces including Grangewood Park and recreation grounds help to break up the dominating terraced housing and road infrastructure of Thornton Heath.

### Vision

**11.252** Thornton Heath's District Centre will be a mix of homes, community and cultural facilities reflecting the local diversity of the population and a range of retailing including many independent shops. The Local Centres at Thornton Heath Pond and Beulah Road will continue to have a strong evening economy. Brigstock Road Neighbourhood Centre will be supporting the existing and future community with services and facilities beyond a retail function. Thornton Heath District Centre will be firmly connected with Green Grid links that follow the Norbury Brook through Thornton Heath Recreation Ground together with further green links to Grangewood Park and west onto Mitcham Common. The Place will share in the borough's improving prosperity.

**11.252A** The Council has produced a Thornton Heath Strategic Regeneration Framework which sets out how the regeneration of the District Centre and its environs could be achieved and this has informed this section of the Local Plan. This consists of two documents called Shaping Thornton Heath: High Street Plan and A Manual for Shaping Thornton Heath. These set out the key social, physical and environmental issues facing the area and how the future development could help address these, as well as help the delivery of new, enhanced social, physical infrastructure and public realm improvements to promote sustainable development. These documents will be a material consideration for assessing applications within this Place.

### **Homes**

**11.253** Moderate residential growth with some opportunity for windfall sites, limited infilling, and dispersed integration of new homes will respect existing residential character and local distinctiveness. **Development** will need to respect and evolve existing residential character and local distinctiveness. **Where possible, existing homes (privately owned and council-owned homes) should be improved or retrofitted to create higher-quality and more energy efficient homes.**

### **Employment, Skills and Community Facilities**

**11.254** Croydon University Hospital will evolve and, as the borough's principal health centre, will remain Thornton Heath's largest employer. **Thornton Heath District Centre, Thornton Heath Ponds and Beluah Road Local Centre will continue to support the community, providing employment and services. Community facilities will be encouraged to locate in close proximity to the former Centres and light industrial sites are important to the local community and economy, supporting SMEs and providing key local services. Development should aim to continue to provide a mix of uses in well-designed spaces, which provide a range of local employment opportunities.**

### **Character, Heritage and Design**

**11.255** Public realm improvements will primarily be focussed on the District and Local Centres with any buildings and conversions of a high standard of design to ensure the character of the Centres are respected. The character of the Thornton Heath High Street Local Heritage Area will be protected. Developments in the Thornton Heath District Centre and within its setting will respond to this character. The landmark Clock Tower and its setting will be protected and it will continue to act as a key wayfinding element in the public realm. Local Historic Parks and Gardens such as Grangewood Park and Thornton Heath Recreation Ground will be enhanced, and linked in to the green grid network.

**11.255A** Thornton Heath is identified as a location considered potentially appropriate for tall buildings.

### **Environment and Climate Change**

**11.256** Norbury Brook runs through the area and whilst this is a natural asset, it is a source of flooding risk. Its de-culverting can help contribute to sustainable urban drainage and rainwater management. Episodes of surface water flooding have also been recorded historically in Thornton Heath. As there are areas of flood risk and the water flows into an area of limited capacity, utilising natural sustainable drainage should be provided (where necessary, to reduce the risk of surface water flood risk. Existing mature planting, street trees should be protected (where possible).

### **Green Grid and Open Space**

**11.257** Norbury Brook provides an opportunity to enhance the character of the Place, celebrate local topography, and create more biodiverse habitats. To improve access to nature and the quality of the local open spaces, opportunities to de-culvert Norbury Brook in Thornton Heath Recreation Ground will be considered as part of a parks improvement project, but will need to be assessed against the need to provide space for sport and recreation. A Green Grid link with green spaces along the Norbury Brook will be established where possible. Way finding and improvements to the Local Historic Grangewood Park and Whitehorse Meadow will help to encourage more use of existing green spaces.

### **Transport**

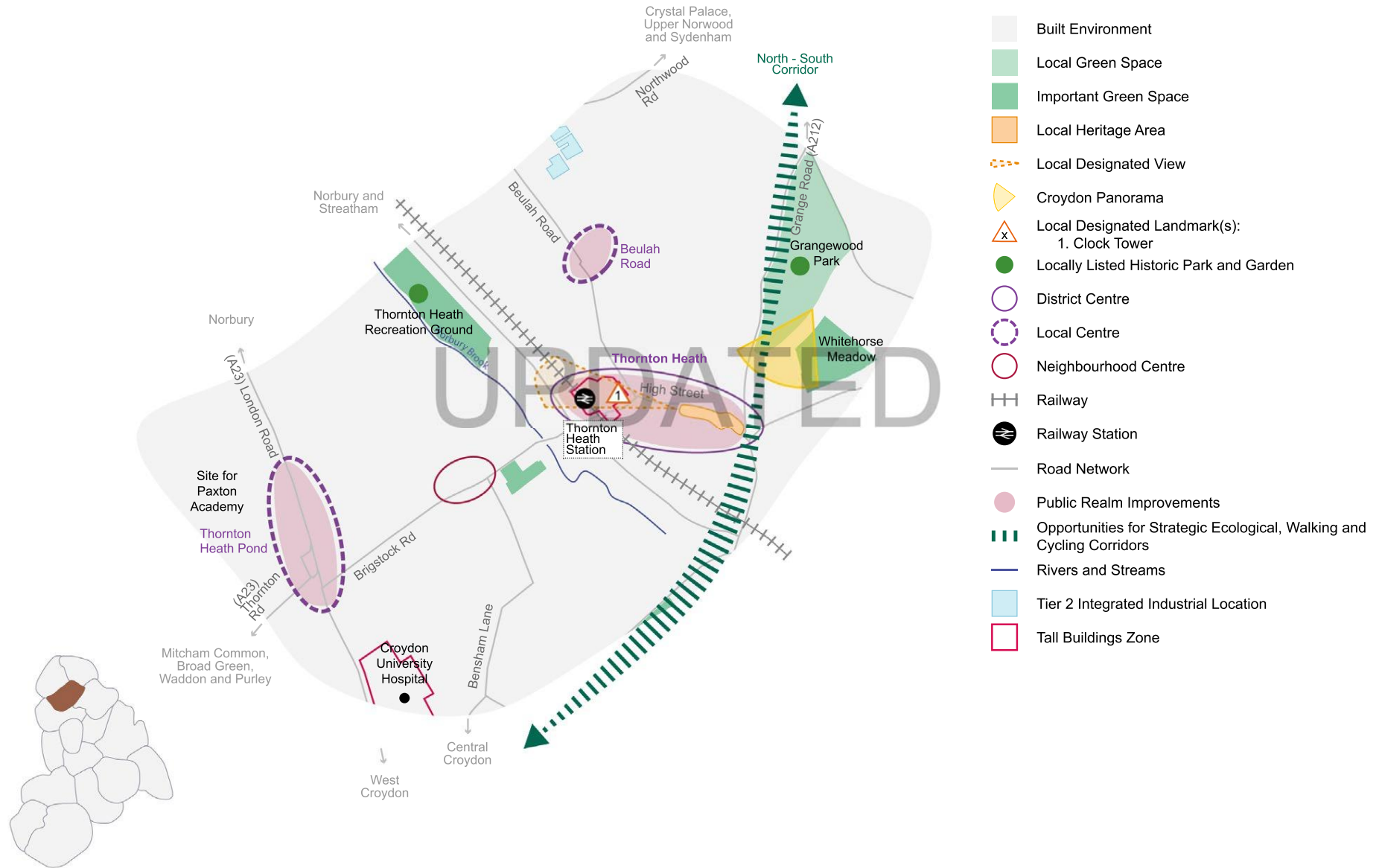
**11.258** Cycling to Thornton Heath railway station will be more attractive with additional and better quality cycle facilities provided where possible. Public Transport will be further supported by promoting a new tram line, bus rapid transit or other public transport improvements to Streatham, Brixton and Tooting following the London Road through the Thornton Heath Pond Local Centre. The community will enjoy better quality, more frequent and more reliable bus services connecting with Croydon Metropolitan Centre. A network of safe and marked cycle routes and junctions will be supported to connect to local areas and more distant destinations.

**11.259** Paragraph updated and moved to before vision.

**11.260** Paragraph updated and moved to before vision.

**11.261** Paragraph updated and moved to before vision.

Figure 11.16: Thornton Heath



## Policy DM48: Thornton Heath

**DM48.1** Within the Thornton Heath District Centre and its environs, to ensure a balance is struck between strengthening and enhancing the character and enabling growth, proposals should:

- a. Complement the existing predominant building heights of 3 storeys up to a maximum of 4 storeys except in **Tall Building Zone**;
- b. Retain the continuity of ground floor active frontages and allow flexibility at first floor and above for mixed use;
- c. Promote the expansion and enhancement of the shared public realm within the curtilage of the development;
- d. Ensure that the setting of Thornton Heath's local landmark, the Clock Tower, is respected; and
- e. Ensure development to the east of the Town Centre responds to the character of the Thornton Heath High Street Local Heritage Area.

**DM48.1A** Within the Tall Building Zones identified in the policies map, buildings of height ranging from 21 to 39 metres (6-12 storeys) measured from the ground to the top of the building are considered appropriate. appropriate.

**DM48.2** Within the Thornton Heath Pond Local Centre and its environs, to ensure a balance is struck between strengthening and enhancing the character and facilitating growth, proposals should:

- a. Ensure building lines and frontages positively reference and respond to the form of the Thornton Heath Pond junction;
- b. Incorporate red multi-stock brick as the predominant facing material;
- c. Retain the extent and enhance the quality of the existing public realm;
- d. Complement the existing predominant building heights of 3 storeys up to a maximum of 6 storeys; and
- e. Ensure transitions between buildings of different sizes create sense of continuity at the street level.

**DM48.3** Within Thornton Heath allocate sites for development as set out in Table 11.16

## How the policy works

**11.262** The areas in which these Policies DM48.1 to DM48.2 apply are shown on the Policies Map.

### ***Thornton Heath District Centre and environs***

**11.263** The character of Thornton High Street is defined by elements such as a consistent scale of three storey buildings with active frontages and strong tree lines and the local landmark clock tower.

**11.264** The character around the railway station is less consistent changing from smaller scale buildings (up to three storeys) with narrow footways to tall and large buildings (up to nine storeys) with wider footways. The building lines within this area step back and forward resulting in inconsistent street frontages.

**11.265** There are opportunities for growth within this area. To facilitate growth, manage spatial quality and enhance and strengthen the character of the District Centre a Place-specific development management policy is required.

### ***Thornton Pond Local Centre and environs***

**11.266** The edge of the Thornton Pond Local Centre is beginning to lose its separate identity and sense of place. This could result in the Local Centre being absorbed into the homogenous urban form of the London Road. **The Thornton Heath Pond has been covered over since the 1970's, but it should be celebrated as the heart of the area. This could be achieved by introducing a water feature and mitigating the negative impacts of traffic, helping to deliver outdoor community facilities for residents.**

**11.267** Densities in areas around of Thornton Pond Local Centre are beginning to increase. A cohesive approach needs to be taken to ensure that edge of the Local Centre remains well defined and that the Local Centre has a distinct sense of place.

## ***Allocating land for development***

**11.268** Table 11.16 sets out the proposed use on specific sites in Thornton Heath. The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7.

**Table 11.16** Proposals for uses of land of specific sites in Thornton Heath

| Ref no | Site name                                | Proposed use  |
|--------|--|---|
| 105    | Strand House, Zion Road                  | Residential development   |
| 106    | CACFO, 40 Northwood Road                 | Residential development subject to the adequate reprovion of the existing community use.  |
| 126    | Spurgeons College, 126 Norwood Hill      | Residential development to enable improvement of education use                            |
| 136    | Supermarket, car park, 54 Brigstock Road | Mixed use of residential, retail along Brigstock Road, and employment use                 |
| 284    | Asharia House, 50 Northwood Road         | Residential development subject to the adequate reprovion of the existing community use.  |
| 326    | Ambassador House, 3-17 Brigstock Road    | Mixed use development comprising main town centre ground floor use with residential above |
| 400    | Bensham House, 324 Bensham Lane          | Residential redevelopment.  |

## Waddon

### Vision, opportunities, constraints and change

**14.268A** Waddon is situated to the west of Croydon Metropolitan Centre and borders neighbouring London Borough of Sutton. It has a fragmented and inconsistent character, consisting of big box retailers and industrial premises along the Purley Way, residential areas such as the Waddon Estate and the large green open spaces of Duppas Hill, Wandle Park, Purley Way Playing Field, Roundshaw and the former international airport, WWI RFC and WWII RAF airfield.

**14.268B** Located on the eastern edge of Waddon towards Central Croydon, The Waldrons Conservation Area, one of Croydon's first Conservation Areas, contains fine Victorian houses around The Waldons and a number of large high quality buildings on Bramley Hill and Bramley Close.

**14.268C** Waddon is relatively deficient in local facilities, with most being within the Purley Way Transformation Area. This includes the shops on Central Parade at the Fiveways junction. The large retail outlets along Purley Way serve a wide area, which leads to congestion on the main roads at and outside of peak times. There are two tram stops and a railway station in Waddon (all of which lie within the Purley Way Transformation Area) linking residents to the Metropolitan Centre and beyond.

### Vision

**11.269** Waddon will comprise both a growing residential community and a principle industrial location. In addition to Waddon Road/Abbey Road Neighbourhood Centre new Local Centres at Waddon Marsh and Fiveways and a new Neighbourhood Centre at Waddon Way; will be supporting the existing and future community with services and facilities beyond a retail function. It will, therefore, remain central to the borough's economic prosperity including continuing employment, inward investment, training and innovation. Waddon will share in the borough's improving prosperity and retain its high levels of accessibility, both for the residents and industrial and commercial traffic. Simultaneously the area will benefit from improved community provision for walking and cycling routes with an expanded Green Grid network connecting the Wandle Valley Regional Park with Croydon Metropolitan Centre. The Transforming the Purley Way chapter outlines how the retail areas along Purley Way, A23, will evolve into well-integrated sustainable mixed-use neighbourhoods, the nature of which will be determined by a masterplan and delivery strategy.

### Homes

**11.270** As set out in the transforming the Purley Way Area chapter an area of major new high quality residential development will be concentrated around two new Local Centres at Waddon Marsh and Fiveways and a new Neighbourhood Centre at Waddon Way, as part of new mixed-use neighbourhoods along the Purley Way.

### **Employment, Skills and Community Facilities**

**11.271** Purley Way, a Strategic Industrial Location, and the industrial heartland of the borough, will remain an important centre of employment activity. The borough will continue to invest in community facilities and education and training facilities, within the new Local Centres and Neighbourhood Centre, to meet the needs of the existing and new population.

### **Character, Heritage and Design**

**11.272** New development will respect the existing local character and distinctiveness of Waddon referring to the Borough Character Appraisal to inform design quality. Opportunities for public realm improvements will focus on Five Ways, where a possible Local Centre could be located. Waddon's heritage assets, including Croydon Airport House and the classic view of Croydon from the Purley Way playing fields, will be protected. The Local Historic parks in the area will be retained with new links provided where possible to incorporate them into the Green Grid network.

**11.272A** Waddon is identified as a location considered potentially appropriate for tall buildings.

### **Environment and Climate Change**

**11.273** The River Wandle will continue to be de-culverted where possible to create a more natural environment whilst encouraging biodiversity. Development that does take place in the flood zones will be guided by the policies of the Plan to reduce flood risk.

### **Green Grid and Open Space**

**11.274** Improved connections to the Croydon Metropolitan Centre and Wandle Valley Regional Park via Wandle Park and Waddon Ponds will be sought, improving and expanding the Green Grid to promote strategic east/west and north/south links.

### **Transport**

**11.275** Opportunities to improve the functioning of the A23 and junction improvements at Five Ways will be taken. To encourage walking and cycling, high quality connections within an attractive environment will be sought to reduce the severance effect of the Purley Way road, railway and tram lines. There is a particular need to improve walking and cycling connections between Purley Way and Croydon Metropolitan Centre and reduce the severance caused by road flyover infrastructure such as Roman Way and Old Town roundabout. Waddon will benefit from improved rail and tram services with investment in tram stock and more frequent services once infrastructure improvements to overcome bottlenecks such as Wandle Flyover and the Brighton Mainline upgrade works have been delivered. Waddon will also benefit from new and improved bus services to Croydon Metropolitan Town Centre, Purley, and Kenley and further afield supported by dedicated bus priority facilities on Purley Way. Demand management tools and behaviour change measures including new parking controls will aim to ease traffic congestion by encouraging walking, cycling or use of public transport especially for school and work journeys.

**11.275A** The industrial and commercial areas of Waddon are becoming an increasingly popular base for freight distribution, warehouses and delivery centres. Whilst there may be benefits in terms of new employment, there are potentially very significant cumulative impacts on the local road networks.

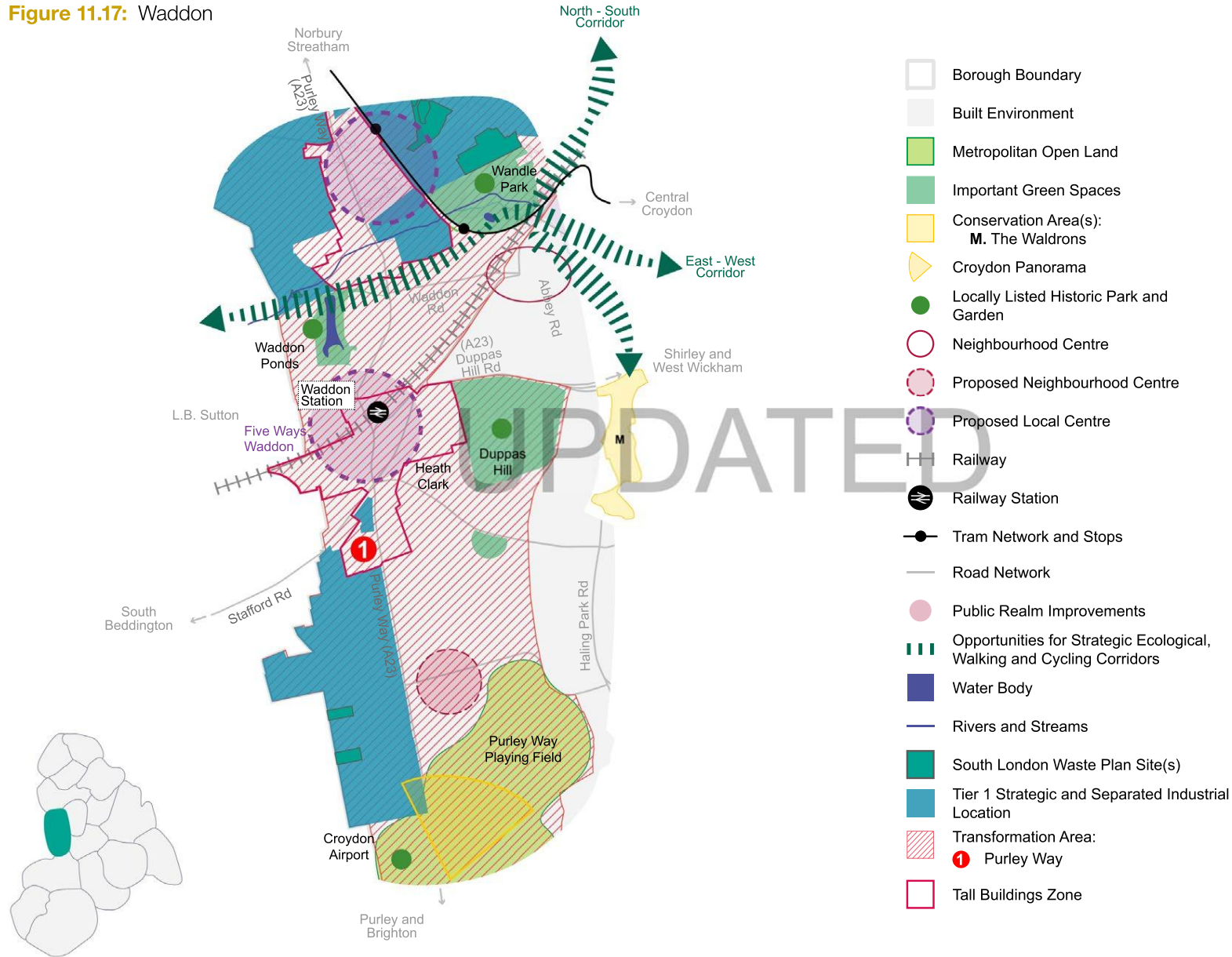
**11.275B** The Council will work with Transport for London to explore the feasibility of a tram extension to this area (and related facilities) to improve the reach and capacity of the tram network to support good growth.

**11.275C** The Transforming the Purley Way chapter sets out the priorities for creating safe and attractive green links across the Purley Way area along with, upgrades to transport infrastructure required to support developments.

**11.276** Paragraph updated and moved to before Vision.

**11.277** Paragraph updated and moved to before Vision.

Figure 11.17: Waddon



## Policy DM49: Waddon

**DM49.1** To enable development opportunities including public realm improvements to be undertaken in a cohesive and coordinated manner, a masterplan with elements of design code will be considered for the area within Waddon's potential new Local Centre.

**DM49.1A** Within the Tall Building Zones identified in the policies map, buildings of height ranging from 21 to 33 metres (6-10 storeys) measured from the ground to the top of the building are considered appropriate.

**DM49.2** Within Waddon allocate sites for development as set out in Table 11.17.

### How the policy works

#### **Waddon's potential new Local Centre**

**11.278** The area in which DM49.1 and DM49.1A apply are shown on the Policies Map.

**11.279** The proposed new Local Centre and environs has a mix of conflicting uses. This has resulted in insensitive transitions between character areas. Additionally the area lacks a sense of place and does not function as a destination for residents, despite being well served by public transport, therefore a Place-specific development management policy is required.

**11.280** Waddon's potential to accommodate significant growth may lead to the designation of a new Local Centre. This opportunity provides additional impetus to ensure a balance is struck between retaining Waddon's sense of place while strengthening and enhancing the positive elements of Waddon's character. Additionally there is a need to create opportunities to reduce the dominant effect of the Purley Way and Fiveways road infrastructure and use the full potential of Waddon station as a catalyst for growth.

**11.281** Due to the complexity of these issues and the number of development opportunities in Waddon's potential Local Centre, a detailed masterplan would help coordinate development within this area is undertaken in a coordinated and cohesive way while retaining Waddon's sense of place.

#### **Allocating land for development**

**11.282** Table 11.17 below sets out the proposed use on specific sites in Waddon. The proposed use on specific sites in Waddon are set out in chapter 14 Transforming the Purley Way. The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7.

**Table 11.17** Proposals for uses of land of specific sites in Waddon

| Ref no | Site name                        | Proposed use            |
|--------|----------------------------------|-------------------------|
| 114    | Garage courts at 18 Bramley Hill | Residential development |

# Transformation Areas

## 12. The Brighton Main Line and East Croydon Transformation Corridor

### Transforming East Croydon Station and corridor through the Brighton Main Line Upgrade Programme

#### Where we are now

**12.1** The key issues that the borough faces in terms of the East Croydon Station and corridor through the Brighton Main Line Upgrade Programme are as follows;

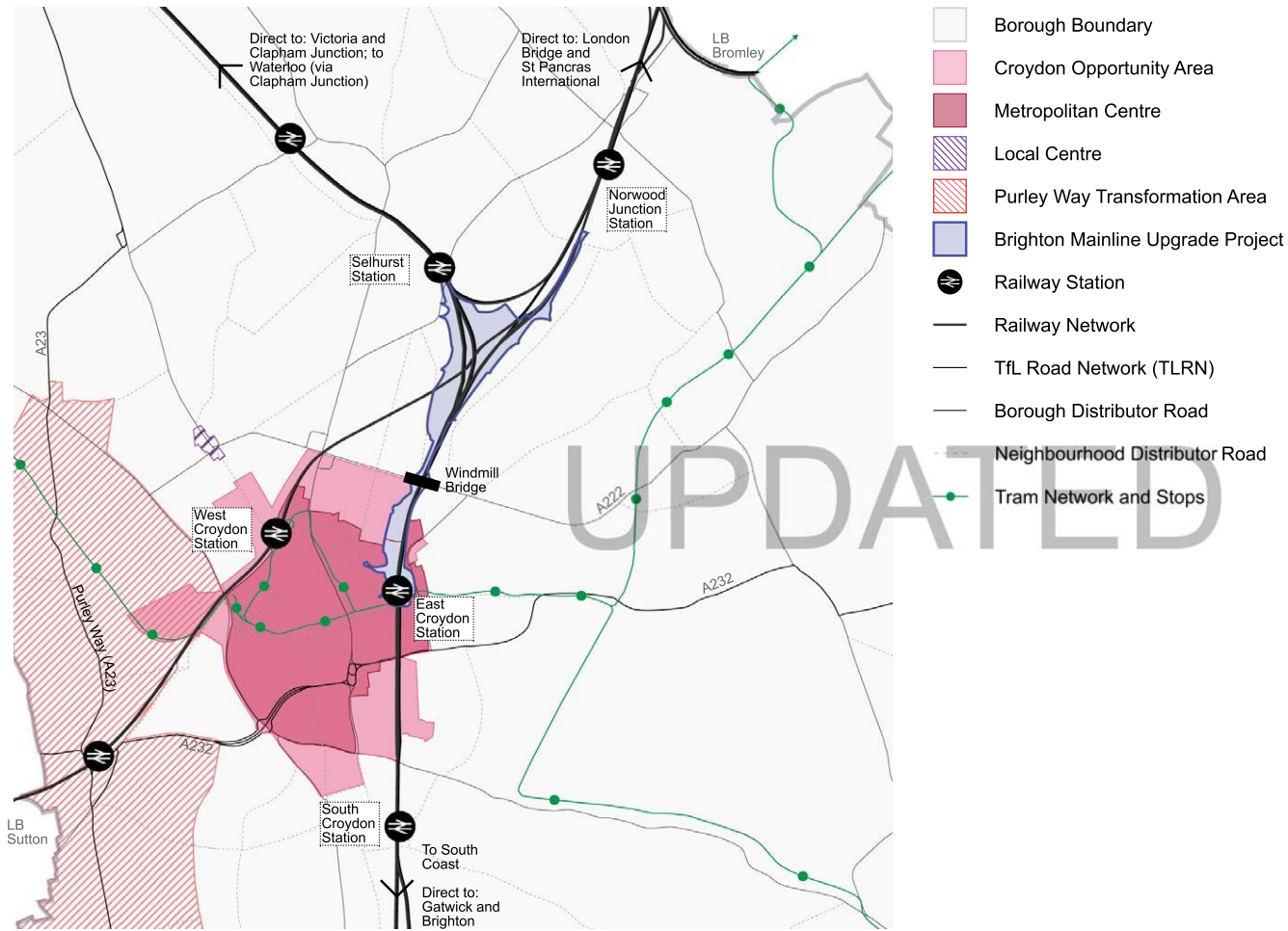
- Prior to the COVID-19 Pandemic more than 300,000 passengers and 1,700 trains passed through the Croydon area each weekday, making it the busiest part of the country's rail network. East Croydon station is the 17th busiest station in the UK in terms of passenger numbers. Govia Thameslink (and its predecessors), the principal operator of passenger trains through East and West Croydon stations saw a 41% increase in passenger numbers from April 2011 to December 2019.
- The complex railway through the area means the Croydon bottleneck is widely considered to be one of the most operationally challenging railway junctions in the UK, regularly causing delays on the Brighton Main Line, its branches and the wider network.
- Until the outbreak of COVID-19 passenger numbers at stations in Croydon had been rising, from 42.4m in 2010/11 to 52.9m in 2018/19. The further development of CARS has been affected by issues such as the significant uncertainty about future passenger behaviour and demand following the COVID-19 pandemic and funding constraints following the Government's 2020 spending review.
- Given the significant investment required to deliver this scheme, Network Rail require time to consider how the pandemic may affect passenger behaviour and travel patterns in the future, and how any such changes should be reflected in infrastructure investments such as this. At this time, it is not known when CARS may proceed and it is noted the Brighton Main Line Upgrade does not form part of the government's Network North – Transforming British Transport – October 2023. However, it is appropriate to set the planning framework for the Brighton Main Line and East Corridor Transformation Corridor to provide development plan clarity given the uncertainties outlined.
- Network Rail recognises the significant positive changes that CARS could bring to a heavily used and constrained route and will continue to develop the case for CARS in a way that responds to the wider uncertainties. This will help build a stronger business case and ultimately improve the chances of securing a positive decision and move the project to the next stage of the Government's investment pipeline.
- The London Plan 2021 states the importance of the Brighton Main Line by referencing the project in the title of Croydon's Opportunity Area and identified in the Plan as a Strategic Infrastructure Priority.
- The approach in this chapter broadly reflects Network Rail's existing scheme designs and seeks to support delivery of CARS.
- However, given the current uncertainty over the final scheme and the constrained funding environment, the policies provide for a flexible approach to be applied to a future scheme.

### **Vision - Croydon Area Remodelling Scheme (CARS)**

The step-change transport improvements that could be brought about through the Croydon Area Remodelling Scheme (CARS) as part of the Brighton Main Line Upgrade Programme, should it be funded, could be a once in a generation opportunity for Croydon, London and the wider South East. They would establish the East Croydon station area as a destination and transport hub of regional connectivity, and a civic place of exemplar design quality and sustainability, one that can service a diverse and growing population (residents, visitors and workers) for generations to come. This would be facilitated by significant and sensitive infrastructure delivery at Selhurst Triangle to address rail operations constraints and enable metroisation of the borough's suburban rail network.

The transformation brought about by the Croydon Area Remodelling Scheme would bring significant opportunities for Croydon's residents, its existing and future communities, businesses, visitors, developers and investors. This would be achieved through delivery of a high quality and inclusive station, Station Square and wider public realm, which enhances East Croydon's heritage and character, an integrated and intuitive transport interchange and significant new green infrastructure to enhance the borough's Green Grid. It would encompass substantial enhancement in the rail infrastructure and surrounding environment at East Croydon, Selhurst Triangle and Windmill Bridge. It would strengthen, celebrate and enhance Croydon's unique heritage – physical, social and cultural, whilst improving the amenity of the town centre and wider catchment

**Figure 12.1** East Croydon Transformation Corridor (Indicative Figure)



## Where we want to be

### Strategic Objective 1:

Establish Croydon as the premier business location in South London and the Gatwick Diamond.

### Strategic Objective 2:

Foster an environment where both existing, and new, innovative, cultural and creative enterprises can prosper.

### Strategic Objective 4:

Reduce social, economic and environmental deprivation, particularly where it is spatially concentrated, by taking priority measures to reduce unemployment, improve skills and education and renew housing, community and environmental conditions.

### Strategic Objective 7:

Conserve, enhance and create spaces and buildings that foster safe, healthy and cohesive communities.

### Strategic Objective 8:

Improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough.

## Why this area will be transformed

**12.2** The opportunity to create a vibrant and exemplary front door to the town centre will bring significant opportunities for Croydon's existing and future communities, businesses, visitors, developers and investors. It represents the key physical piece of infrastructure which will bring people to the business heart of the borough.

**12.3** East Croydon station and the immediate surrounding area has been a focus for development since the East Croydon Masterplan of 2011, the principles and objectives of which remain valid. This has seen notable developments reach consent, commencement and completion adjacent to East Croydon Station. The allocations and policies of this plan for the sites adjacent to the Brighton Main Line will continue to facilitate these growth and development opportunities. The area also remains Croydon's core office location and the office retention area remains part of the development plan. East Croydon, for many, is the gateway for those that live, work and visit the borough.

**12.4** Alongside the rail infrastructure, CARS presents an opportunity to strengthen biodiversity along the corridor, particularly through the new public realm and a station square, enhancing the Croydon Green Grid.

**12.5** The final form of the station square, particularly whether the station square includes a void or not, should be determined prior to submission of the Transport and Works Act Order application after a joint Council / Network Rail assessment of the options. A robust assessment process means that reasonable options have been considered using agreed evaluation criteria to select the preferred option. The policies of this plan relating to the station square and public realm are to be applied to the station square whether a void exists or not.

### ***What is the Croydon Area Remodelling Scheme?***

**12.6** The Croydon Area Remodelling Scheme (CARS) encompasses the range of interventions that are being taken forward by Network Rail, sponsored by the Department for Transport, to address the current issues in this area. CARS forms part of Network Rail's extensive Brighton Main Line Upgrade Programme providing significant capacity and reliability improvements to this important railway corridor.

**12.7** The benefits of CARS go beyond technical improvements to the tracks, stations and operational arrangements. From the passenger experience and for the people of Croydon this promises to be an exciting and refreshing improvement to a busy place which many residents pass through regularly. It is also a major gateway to the borough and is many people's first experience of Croydon as a place. Once CARS is completed anyone travelling to, through or from East Croydon station will have a better experience through technical improvements that make their journey more reliable and physical improvements to the station's architecture, facilities and surroundings.

**12.8** The full transformation of East Croydon station, including relocating the main station building approximately 150m to the north of its current location, an increase in the number of platforms from 6 to 8, and the creation of a new station square are integral components of CARS.

**12.9** Network Rail will seek approval for the CARS main interventions through the Transport and Works Act Order process. This includes approval for the infrastructure, deemed planning permission for the elements requiring planning consent and land acquisition powers for the physical and construction land requirement. As a consequence, this chapter of the Local Plan will be the council's development plan position to the Transport and Works Act Order process, particularly any Public Inquiry. At the Public Inquiry the Local Plan will be material to the consideration and determination of Network Rail's proposals. Network Rail will also be engaging their permitted development rights to support delivery of CARS.

## How we are going to get there

### **Policy BML SP1: Transforming East Croydon Station and corridor through the Brighton Main Line Upgrade Programme**

**SP9.1** The Brighton Main Line and East Croydon Transformation Corridor will provide a high quality station and transport interchange enabling the increased use of public transport to, from and through East Croydon station, and via Windmill Junction and the Selhurst Triangle. To ensure this development proposals in the Brighton Main Line and East Croydon Transformation Corridor area will be expected to:

- a. Enable the delivery of the Brighton Main Line Upgrade Project;
- b. Provide for efficient and effective transport interchange which facilitates transfers between different modes of transport;
- c. Include innovative measures to improve passenger transfer and integrate digital and smart city infrastructure;
- d. Enable the ongoing effectiveness of the existing transport network during the Brighton Main Line Upgrade delivery;
- e. Outside of the remit of the TWAO, but within the Brighton Main Line and East Croydon Transformation Corridor area, deliver a mix of uses, which contribute to the development of the Town Centre as a significant transport-oriented commercial centre alongside associated services and facilities and residential development.

**SP9.2** To deliver an effective transport hub integrating all modes of transport the redevelopment will::

- a. Provide for an effective accessible, inclusive and legible network integrating all modes of transport focussed on East Croydon Station;
- b. Establish new or integrated connections to the wider transport network through the borough and to the south east; and
- c. Connect and enhance the accessibility of to the Croydon Metropolitan centre including the retail core.

**SP9.3** Enhancements to public transport facilities should incorporate:

- a. Significant improvements to East Croydon Station for rail and tram passengers;
- b. Improvements to the bus infrastructure and network to enable full integration with the new station location;
- c. Taxi and private hire provision that meets the needs of station users.

**SP9.4** To deliver a high quality transport interchange in the new location, development will be required to manage the impacts of increased passenger numbers, the change in geographical location of the station and support growth and development in the Brighton Main Line and East Croydon Transformation Corridor area by:

- a. Providing for the effective onward distribution of passengers in an integrated format by all modes of transport;
- b. Providing new east-west connections across the station;
- c. Providing new, direct connections to the station from the east and west, together with direct, legible connections via George Street to the south.
- d. Providing a new public station square adjacent to George Street and the relocated station entrances.

**SP9.5** Key measures to manage the impact of the new station and support growth and development in the area will include measures to promote walking and cycling, including new routes and facilities, enhanced signage and significant public realm improvements, in order to reduce pressure on the public transport network.

**SP9.6** To reduce the impact of construction works associated with CARS and make provision for sustainable freight routes, phasing and modes which minimise the impact of freight and construction traffic.

**SP9.7** Redevelopment in the Brighton Main Line and East Croydon Transformation Corridor Area will be phased to support its transformation to ensure that:

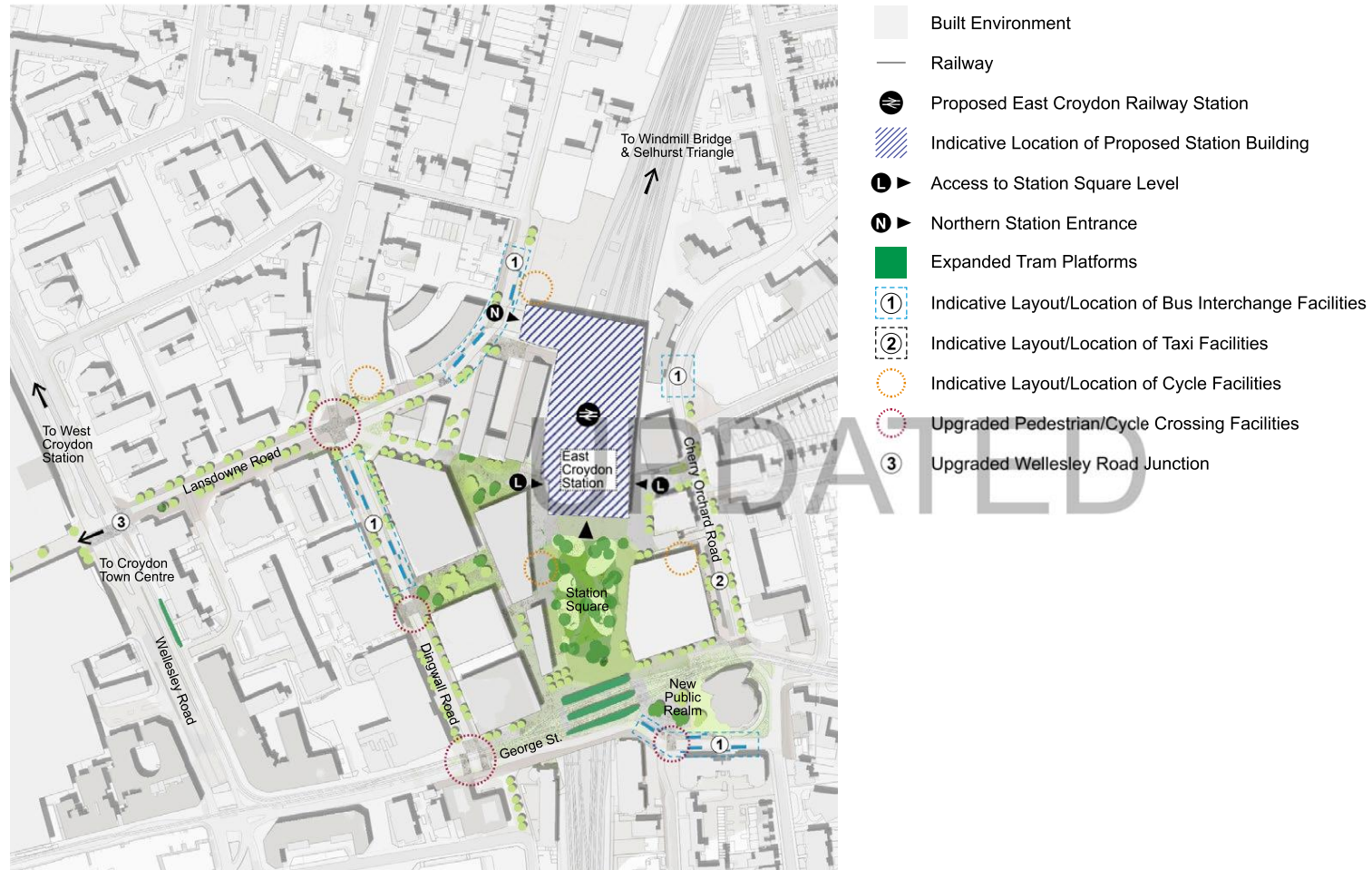
- a. The effective and efficient health and viability of local businesses is protected so that the local economy of Croydon continues alongside the transformation; and
- b. The phasing of development ensures that the strategic transport network is effective and operates in support of local business, Croydon's function as a strategic outer London centre

**Table 12.1:** The allocations that fall directly under consideration of East Croydon Chapter are as follows:

| Local Plan Allocation No. | Local Plan Allocation Address               |
|---------------------------|---|
| 37                        | 45 Lansdowne Road                           |
| 21                        | Former Royal Mail site, 1-5 Addiscombe Road |
| 195                       | Stonewest House, 1 Lamberts PI              |
| 199                       | 20 - 22 Lansdowne Road                      |

### What indicatively it could look like

**Figure 12.2:** Indicative London Borough of Croydon Strategic Regeneration Framework (2020) East Croydon station and the new station square



## Why we have taken this approach

**12.10** The station building, station square, rail systems, highways, bridges and construction planning associated with CARS will form part of a Transport and Works Act Order (TWAO) application to secure the parliamentary powers required for the scheme's development.

**12.11** It will encompass substantial enhancement in the rail infrastructure and surrounding environment at East Croydon, Selhurst Triangle, Windmill Bridge and all other works within the TWAO boundary. CARS will build on, strengthen, celebrate and enhance Croydon's unique heritage – physical, social and cultural, whilst improving the amenity of the town centre and wider catchment. It will significantly improve one of London's key stations through a high quality and user centred transport interchange at East Croydon and investment in a high-quality public realm will deliver a more attractive, destination experience that connects into the wider Opportunity Area and complement the core functions of these locations.

**12.12** Given the considerable change CARS could bring to Croydon it is critical the council has a Development Plan covering the project. This is to ensure that if in the future the business case is made, a statutory land use framework is in place to support the Transport and Works Act Order process. Should the Brighton Main Line Upgrade Programme be delayed, the policies and allocations will still be engaged to determine proposals in the Brighton Main Line and East Croydon Transformation Corridor area, unless directly related to the CARS end state, such as the Station Building and Station Square.

**12.13** Notwithstanding the anticipated change, the project also presents significant growth and development opportunities for the Council.

**12.14** The ambition is to create a high quality station and transport interchange at East Croydon, which responds to its new geographical context, and spurs development linked to passenger growth. To achieve this the new station will be expected to be a high quality civic hub and transport interchange and have a spacious and inclusive design.

**12.15** Central to achieving the vision of a relocated East Croydon Station is the opportunity to realise a high quality transport interchange, enabling easy, intuitive and efficient transfer between modes of transport integrated within the local context and routes.

**12.16** The character of the East Croydon area will evolve in the coming years. A busier town centre with more residents, people coming to Croydon for work and leisure, a future station and adjoining public realm will need to serve a multitude of new residents and continue to improve perceptions. The station relocation presents the opportunity to create a user centred transport environment that celebrates and enhances Croydon's diverse heritage, character and communities, integrates public facilities, social infrastructure and activities. To do so, the streets and spaces connecting the station to its surrounding environment will need to enable an uplift in the levels of walking and cycling and provide the opportunity for seamless interchange with other modes of transport. Significant opportunity exists to set this interchange function within an exemplary station environment, with an exceptional public realm integrated with its surrounding street and open space network.

**12.17** An overarching urban design ambition for East Croydon is to deliver an environment where pedestrians are prioritised in the local environment. This means re-prioritising space for people within the urban realm and ensuring that this space is attractive, safe and welcoming. This also means that facilitating sustainable modes of transport should be prioritised over private transport, with through-traffic on the streets around the station removed and rat-running deterred. Additionally, it means that where buildings and developments meet the public realm, care should be taken to improve the experience of being in the street.

**12.18** Development around the new East Croydon Station and station square will be of exemplary quality, well integrated in alongside the surrounding streets and contribute to sustainable transport and a transport interchange. To guide the project and development a Strategic Regeneration Framework has been prepared. The Framework expresses how the new East Croydon Station and associated public realm can best integrate and link with the wider Croydon Opportunity Area and Addiscombe through the street network.

**12.19** An upgraded pedestrian environment around the station will include the creation of a legible street network, wider footways, together with safe and conveniently located crossing facilities and new direct east-west walking and cycling routes across the rail corridor. New pedestrian and cycle routes should be facilitated by developments in the streets around the station.

**12.20** As part of the Station Square proposals and the reconfiguration of bus stopping arrangements around the station, there is an opportunity to enhance the Tram/Rail interchange at East Croydon.

**12.21** To enable increased capacity within the wider Tram network, and in order to meet the service level increases set out in the Mayor's Transport Strategy, an additional tram platform has been proposed at East Croydon Station. The removal of the existing Train Station building fronting George Street enables a fourth Tram platform to be located adjacent to existing platforms. This proposal will require further technical feasibility studies to ensure the bridge structure can support an additional platform and Trams. However, it is expected the TWAO submission will provide provision for this additional platform opportunity.

**12.22** The provision of bus facilities, including a relocation of services to fully integrate the bus network with the new station, including new bus stops, high quality passenger waiting facilities, along with standing and turning space for terminating services, will be required in order to meet increased future passenger demand and operational requirements. The design of the bus facilities needs careful consideration, in order to ensure that passengers benefit from safe, welcoming and direct interchange between modes, they enhance the public realm environment, and contribute positively to the image and attractiveness of East Croydon.

**12.23** Options for bus stopping and standing will be subject to further testing through RailPlan with Transport for London ahead of the TWAO submission to determine the end state bus stopping and standing arrangements within the Croydon Area Remodelling Scheme area.

**12.24** The new provision for buses should meet the requirements of bus passengers whilst also providing a permeable, safe and attractive environment for pedestrians and cyclists. The new bus network arrangements will be designed to be of similar scale to the surrounding street network, and to feel like a part of an attractive London streetscape.

**12.25** Taxis play an important role at the station, being the first or final component of many journeys via East Croydon station. It is, therefore, important to make provision of taxis. At the same time taxis can have an impact on neighbouring areas through queuing and contributing to an often impenetrable public realm around taxi ranks. To mitigate these issues whilst still meeting the needs of users of East Croydon station consideration will be given to promoting alternative modes such as walking and cycling. Provision will ensure that ranking and pick up/drop off areas are carefully managed, making the most efficient use of space, enhancing the public realm and paying due regard to access arrangement for those within mobility issues. Opportunities will be explored for a larger feeder rank that could be located outside of the immediate station area, with use of apps / cameras to indicate available space at the pick-up location.

**12.26** These proposals are subject to TWAO approval and scheme funding being secured from the Department of Transport. A key component of the TWAO application stage will be the full consideration by the Department for Transport of the Outline Business Case for the scheme.

**12.27** The transformation provides a huge opportunity, but will cause significant disruption to existing residents, businesses and development proposals. The project is needed to cement the borough's position as an outer London strategic economic location to the benefit of Croydon, London and wider south east. Disruption caused by the transformation includes:

- a. Network Rail taking control of land that is not currently railway land in order to carry out the works – some land will need to be taken over permanently and other areas can be returned to non-rail use when the project is completed;
- b. Delaying the development of some existing Local Plan allocations, which will need to be implemented later than originally planned in order to allow the upgrade works to take place; and
- c. The loss of some commercial and industrial area.

**12.28** Network Rail will be acquiring land to facilitate the physical delivery and construction of CARS. Post construction, the land that was required for construction will become available for development. Any proposals will be assessed on their merits against the development plan policies at the time of pre application engagement and planning application determination. However, if the land to be acquired and made available post construction is currently either a Tier 1, 2 or 3 employment site, as defined in Policy SP3.2 Employment, this will be the land use designation at the point the land becomes available post CARS construction.

### Key Supporting Documents

- East Croydon Strategic Regeneration Framework (2020)
- Croydon Opportunity Area Planning Framework (2013)
- East Croydon Masterplan (2011)
- Public Realm Design Guide (2019)

## Detailed policies

### Policy BML DM1: Station building and Square

**BML DM1.1** The Station and Station Square will serve as a key gateway to the town centre for the users of the rail, bus, tram and taxi services that pass through. To enable this both the new station building and the square should:

- a. Integrate built in digital infrastructure in the design and as a means to enable passengers of all mobility capabilities to efficiently move around and between the different transport modes;
- b. Provide enhanced provision for cyclists and pedestrians in order to support an increase in the mode share of cycling and walking to and from East Croydon Station;
- c. Land uses proposals that are outside of the remit of the TWAO, but within the Station and Station Square area, should be commensurate to the function of the station and complement the core function of other areas within the Croydon Opportunity Area.

**BML DM1.2** Development proposals for the new station building should:

- a. Produce a strong identity fitting of being the borough's gateway and reflective of Croydon's unique heritage, local character and diverse communities and users;
- b. Frame views towards and enhance the setting of the NLA Tower as well as compliment other unique architectural assets in the area;
- c. Respecting sensitive boundaries with adjacent developments and respond to the emerging scale of the surrounding developments;
- d. Be clearly identifiable through its architectural forms, materials and details. In particular, all entrances should be clearly articulated and visible through their placement and design;
- e. Have a clear physical connection to George Street and its approaches to aide wayfinding and interchange with trams and buses;
- f. Be visually and physically permeable;
- g. Sensitively integrate security measures into the design of the station and associated public realm; and,
- h. Ensure arrangements for delivery & servicing are accommodated in off-street locations or away from the key streets and movement corridors where with minimal disruption to public realm.

**BML DM1.3** As a consequence of the station building shifting north there is the opportunity to create a high quality public space between the new station site and George Street, acting as a catalyst and point of orientation for wider regeneration and development for the benefit of residents and visitors. A new Station Square and associated public realm should:

- a. Establish a new vibrant space and focal point for the east Croydon area enhancing its sense of place and identity;
- b. Frame and enhance the setting of the NLA Tower;
- c. Accommodate the demands of a diverse communities and users through being a welcoming, safe, accessible and inclusive environment for all including provision for the needs of young people, older residents and visitors and those with mobility challenges;
- d. Given the size and significance to Croydon should include integrated public art;
- e. Be integrated with the station building itself;
- f. Integrate active frontages facing onto the square from adjacent developments.
- g. Provide a programme of a variety of activation throughout the week which complement the daytime and evening economy uses within Croydon Town Centre.
- h. Create a micro-climate environment that allows for short and long stays.
- i. Include a provision of non-rail ancillary land uses that are commensurate to the function of the station and complement the core function of other areas within the Croydon Opportunity Area.

**BML DM1.4** A significant enhancement within the streets, public realm network and frontages around the new East Croydon station is vitally important to ensure the station integrates with the wider Opportunity Area and will greatly improve the quality of experience for all users, particularly pedestrians. These improvements should:

- a. Integrate significant green infrastructure increases including nature based SuDS interventions and tree canopy cover;
- b. Widen footways at locations of high footfall to accommodate expected increase in footfall;
- c. Locate crossing points intuitively along anticipated desire lines;
- d. Development should actively address the street and contribute to a high quality arrival experience;
- e. Enhance the setting of heritage assets and their role as wayfinding markers within the street network; and
- f. Streamline street furniture to make sure key views and routes are not obstructed.

## How the policy works

**12.29** The station re-location presents the opportunity to create a high quality transport interchange that is uniquely 'Croydon' in character and that creates strong connections to surrounding areas and local communities. To do so, the streets and spaces connecting the station to its surrounding environment will need to encourage more people walking and cycling and provide the opportunity for seamless interchange with other modes of transport. A significant opportunity exists to set this interchange function within an exemplary station environment, with a high quality public realm integrated with its surrounding street and open space network.

**12.30** The station site should provide enhanced provision for cyclists in order to support an increase in the mode share of cycling to and from East Croydon Station. Cycle parking will be expected to integrate well with the new cycle routes and desire lines around the station, to help encourage cycling as a convenient way to travel to and from the station.

**12.31** The station building will shift approximately 150 metres along the rail tracks and will be located north of George Street. It is necessary for way finding and to serve as a gateway to Croydon Town Centre for the building as seen from George Street and beyond to be able to have a clear physical presence.

**12.32** There will be a secondary entrance onto Lansdowne Road (north of Caithness Walk) which will unlock development potential in this area. The creation of a new station in a different location will enable the existing station to continue to function and eventually to be decommissioned to reduce impact.

**12.33** The Station and square will integrate with the surrounding public realm to create a civilised transport interchange uniting different forms of mobility and be focused on passengers through excellent connectivity and legible routes. The policies seek to ensure that the square is a new vibrant space and focal point for the east Croydon area enhancing its sense of place and identity and which compliments local community facilities. Through careful design using innovative new integrated technologies the space will serve to help passengers move smoothly and efficiently between trains, busses, trams, and other sustainable forms of transport.

**12.34** The station square will be created above the existing train lines on an elevated deck at the existing level of George Street and would be defined by the proposed East Croydon station to the north, proposed developments along Cherry Orchard Road, including a redeveloped Royal Mail site to the east, tram interchange and George street to the south and the existing building and Ruskin Square proposed developments to the west.

**12.35** The final form of the station square, particularly whether the station square includes a void or not, should be determined prior to submission of the Transport and Works Act Order application after a joint Council / Network Rail assessment of the options. A robust assessment process means that reasonable options have been considered using agreed evaluation criteria to select the preferred option. The policies of this plan relating to the station square and public realm are to be applied to the station square whether a void exists or not.

**12.36** Station Square will cohesively integrate with the wider network of public spaces and walking and cycling routes both existing and proposed across the Opportunity Area, re-prioritising the area for pedestrians and cyclists and providing a focal point for this part of Croydon.

**12.37** In addition to being an area for passenger transport movements the square will act as a notable gateway to the town centre. It will provide an immediately recognisable signature view for passengers arriving in Croydon. However, recognising the large numbers of people living nearby it will need to function as a local meeting and recreation space. There should be generous green infrastructure as there is a lack of natural landscapes in the town centre.

**12.38** The character of the area and sense of identity can be emphasised in the square through integrated public art. To be most effective this should be collaboratively designed delivered with the community.

**12.39** The station square should be able to offer a rich variety of activity throughout the week providing multifunctional amenity opportunities and social infrastructure for a diverse range of communities and users of the square. These will need to be present in perpetuity, and arrangements for this will need to be set out at the planning application stage.

## Policy BML DM2: Other improvement Areas along the Brighton Main Line

### ***The Selhurst Triangle***

**BML DM2.1** The Selhurst triangle rail improvements, whilst recognising that this is an engineering improvement, to ensure that impacts benefit and not to the detriment of neighbours must:

- a. Be led by a comprehensive design which through the layout, location and form of development addresses the impact on the surrounding community;
- b. The layout and landscaping should be used to complement and add biodiversity value to the Selhurst Triangle Site of Nature Conservation Importance, incorporating biodiversity corridors that link the area into the wider Green Grid;

### ***Windmill Bridge***

**BML DM 2.2** Prior to works on Windmill Bridge taking place a construction methodology must be agreed that ensures:

- a. Walking and cycling connections across the railway line in this location are generally retained during the construction phase;
- b. Any road closures to traffic are minimised via the use of innovative construction methods;
- c. Minimises and mitigates any adverse impacts on Little Road playground.

**BML DM 2.3** The Windmill Bridge will be fully rebuilt at Lower Addiscombe Road and St James's Road to accommodate the increase in railway tracks from 5 to 8. The new bridge must incorporate:

- a. Sufficient width to accommodate walking and cycling
- b. Significant urban greening around the abutments and their surrounds;
- c. A high-quality, sustainable design that responds to local character, enhances the setting of the immediate area and provides a useful wayfinding function;
- d. Improved north-south pedestrian and cycle connections beneath the Bridge on the west side of the railway line; and
- e. Improvements and uplift in quality of playground provision at Little Road playground.

### ***Loss of surrounding industrial and commercial area.***

**BML DM 2.4** Land acquired under the Brighton Main Line Upgrade TWAO for construction either a Tier 1, 2 or 3 employment land, as defined in Policy SP3.2 Employment, will be considered this land use designation for the purposes of assessing any planning applications post CARS construction.

## How the policy works

**12.40** Beyond the improvements around East Croydon station there are other improvements which contribute to the project. Some of these improvements are unseen engineering improvements that may be carried out as part of the permitted development enjoyed by the rail infrastructure providers. However, where the project leads to development covered by the local plan these policies seek to ensure that the project adds benefit to the residents and the environment.

### *The Selhurst Triangle*

**12.41** The Selhurst Triangle is the heart of the rail infrastructure requirements of the Brighton Main Line project where the core causes of the Croydon Bottleneck will be addressed in rail operation and infrastructure terms. Network Rail's current proposals outline a complex arrangement of rail infrastructure including rail realignment, grade separation and a series of under passes and flyovers. The Council acknowledge the infrastructure importance of the Selhurst Triangle. However, there are measures that can mitigate any impact where they take place outside the railway.

**12.42** The policies seek to mitigate the impact of the infrastructure on surrounding properties, especially neighbouring residential areas, and is a key policy requirement.

**12.43** Given part of the Selhurst Triangle is a Site of Nature Conservation Importance, the approach to the landscape has to be holistic to work alongside the necessary physical infrastructure. The Brighton Main Line Project presents a unique opportunity to produce an innovative and unique landscape intervention that works with the proposed structures to produce a unique natural and man-made urban intervention. A high quality landscape solution will contribute to an enhanced first impression to rail users arriving or passing through Croydon.

### *Windmill Bridge*

**12.44** The Windmill Bridge improvements should ensure that walking and cycling connections across the railway line in this location are retained when reasonable during the construction phase, and any road closures to traffic are minimised via the use of innovative construction methods.

### *Norwood Junction station*

**12.45** Norwood Junction Station is proposed to be improved but fall outside the TWAO boundary. They would provide significant track and internal station improvements which should lead to improved capacity and a better experience for passengers including Installation of two new footbridges and step-free access to all platforms.

**12.46** These proposals for Norwood Junction currently fall outside of the TWAO process and are anticipated to require planning consent and/or delivery via permitted development rights conferred by Schedule 2 of the General Permitted Development Order. These proposals will be considered against wider development plan policy.

## 13. Transformation Area - The North End Quarter

### Introduction

The North End Quarter includes the land bound by Wellesley Road, George Street, Frith Street, Tamworth Road and Poplar Walk. North End runs along its central spine and includes a significant part of Croydon Town Centre's Primary Shopping Area. It sits within the Croydon Opportunity Area. Part of it also sits within the Central Croydon Conservation Area and has an array of listed and locally listed buildings.

(See fig 13.1, Site Plan).

### Transforming The North End Quarter

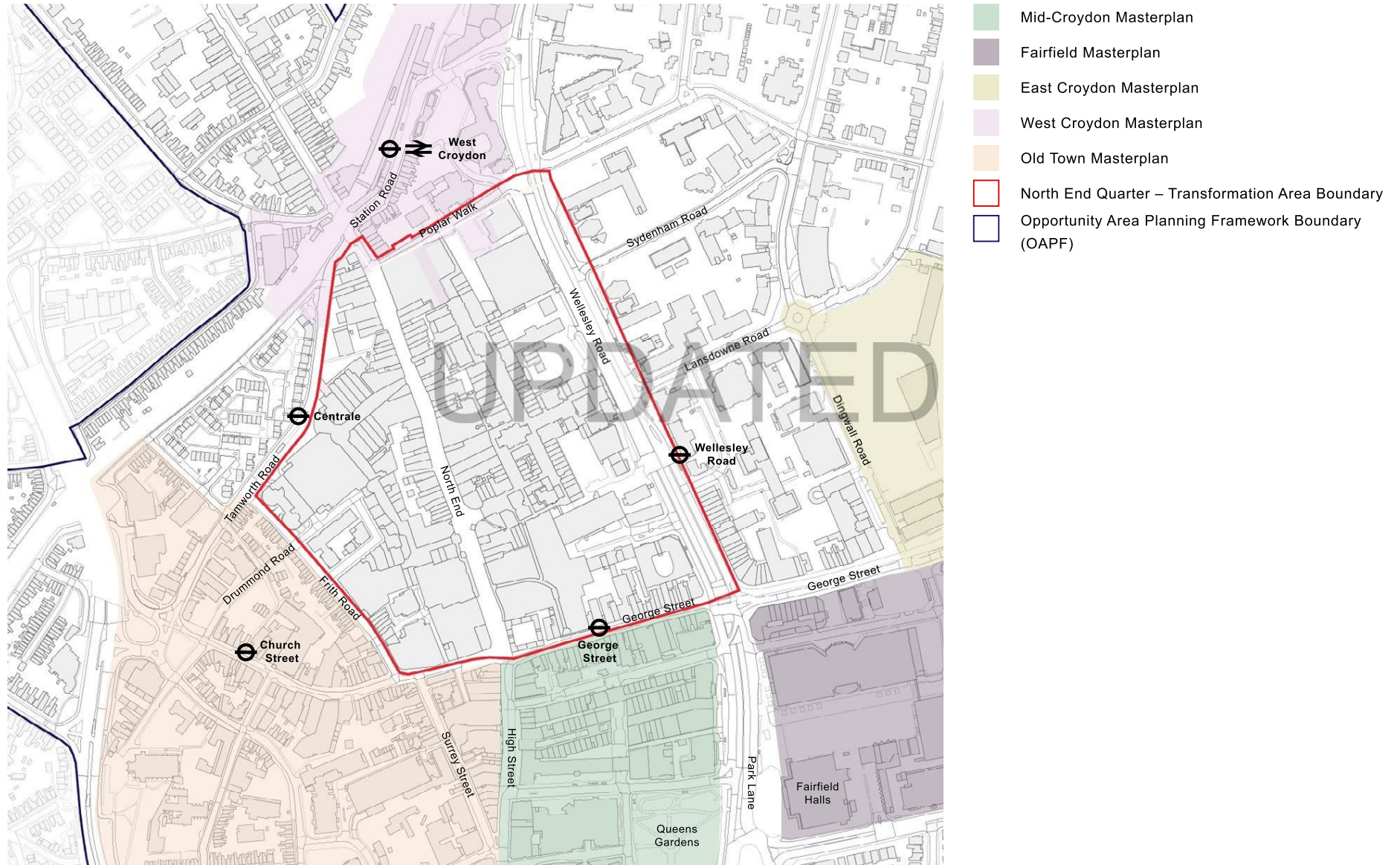
#### Where we are now

**13.1** The key issues that the borough faces in terms of the North End Quarter are as follows:

- Croydon town centre has a vibrant retail history. It grew swiftly during a post war boom. This saw significant redevelopment of its historic fabric, with the creation of new wide roads, the separation of pedestrians and vehicles and a large amount of commercial floor space built in the modernist and brutalist architectural styles. Fifty years on, the resulting fractured townscape, with many buildings suffering from a prolonged lack of investment, combined with an outdated and tired public realm, has created an environment that discourages people to spend time and linger.
- Competition from the development of other large retail centres such as Bluewater, Kingston and the development of the out of town big box retail centre in the Purley Way in the 1990's, has also contributed to this sustained period of decline for this previously thriving centre.
- The Whitgift Centre is an inward facing mall, lacking connectivity with its surrounding streets and public spaces. There are a series of historical passageways. This style of shopping, once drawing a clientele from across south London and the wider south east has undergone a sustained period of decline over recent decades and no longer suits modern retailers' needs or provides a strong leisure and food and drink offer.
- The once iconic anchor department stores in the distinctive buildings of Grants and Alders closed over 20 years ago.
- As a result of its historic land ownership and strong retailing heritage, Croydon town centre has more retail floor space than any other Metropolitan Centre in London, with 30,000m<sup>2</sup> more floor space than Stratford. Whilst Croydon town centre is in the top ten highest rates of spending on comparison goods amongst Metropolitan Centres in London, when this is converted to how much is spent per square metre of floor space, Croydon falls to the lowest rate of spend in London.
- Whilst many town centres in general have declined over the past 20 years, with the increase in online shopping and changing trends in the retail industry; COVID-19 accelerated these pre-existing challenges. Today, main retail zone (Zone A) rents are now significantly reduced and in Croydon they are still declining.

- Centrale shopping centre, on the western side of North End, now provides the main retail offer. Opened in 2004, it offers relatively modern accommodation, however, the draw of Croydon shopping is no longer strong enough and even this shopping centre, which retains several major fashion brands and a department store is now challenged like many centres.
- North End and George Street retain many 19<sup>th</sup> and early 20<sup>th</sup> century buildings reflecting Croydon's past commercial prosperity. A number of frontages are of high quality and protected as part of Central Croydon Conservation Area. A number are also listed and locally listed with significant heritage value such as the Grade I listed Whitgift Almshouses (over 400 years old) and the Grade II listed Electric House. The relationship between the Victorian shopping streets and post-war modernist development around Wellesley Road is important to its character and represents an interesting challenge for redevelopment.
- Wellesley Road is a key barrier to pedestrian movement between East Croydon station and the Whitgift Centre. Development activity around the station has been strong in recent years, however this has not migrated down to the retail core. The severance caused by this major road requires addressing to improve east west connectivity of the town centre and to create an environment that is attractive for pedestrians.
- Currently Croydon town centre has in excess of 8,500 car parking spaces which is more than 2,000 more spaces than the next closest Metropolitan Centre in London using valuable land and promoting car borne trips.
- Today North End remains Croydon's principal shopping street. However, much of the retail offer including the types of businesses and quality of space is tired, does not meet current expectations and has suffered from years of uncertainty and a lack of investment.
- Alongside the post war boom as a retail centre, Croydon was also a planned 'out of centre' area for offices including some large organisational headquarters that moved from Central London. Between 1963 and 1973, 20% of offices and 30% of jobs moved out of Central London to Croydon. Until recently, Croydon was experiencing 30 years of continued decline as a location for offices, however recently the demand for new offices has begun to increase again and there is a need for follow on space for small and medium businesses.
- Redevelopment and regeneration of the Whitgift Centre is still the only way to deliver the changes that are needed, but it is recognised that this is likely to be a phased medium term process reliant of the development industry and wider economic and market conditions. Until this time, meanwhile and short-term solutions are necessary to bring improvements without impeding the future redevelopment or creating new problems of inappropriate uses and poor design, which accentuates existing issues and reinforces the cycle of decline.
- Developers continue to see the potential of the Whitgift redevelopment, evidenced by three comprehensive planning consents granted over the last ten years for new retail led mixed use schemes (which has involved the approval of the associated Compulsory Purchase Order), however the fast-changing nature of retail and town centre leisure has run ahead of the planning process and no permission has been implemented.

Figure 13.1 North End Quarter Transformation Area Boundary (with surrounding masterplan areas and partial OAPF boundary)



## Vision for The North End Quarter

- The North End Quarter will build on its history as a residential, commercial and social hub, to be an attractive destination to live, work and visit with a vibrant public and cultural offer alongside retail, leisure and commercial development.
- It will continue to be an integral part of the Metropolitan Centre for the borough and a strategic commercial centre in South London.

## Where we want to be

### Strategic Objective 1:

Establish Croydon as the premier business location in South London and the Gatwick Diamond.

### Strategic Objective 2:

Foster an environment where both existing, and new, innovative, cultural and creative enterprises can prosper.

### Strategic Objective 3:

Provide a choice of housing for people at all stages of life.

### Strategic Objective 4:

Reduce social, economic and environmental deprivation, particularly where it is spatially concentrated, by taking priority measures to reduce unemployment, improve skills and education and renew housing, community and environmental conditions.

### Strategic Objective 5:

Ensure that high quality new development both integrates, respects and enhances the borough's natural environment and built heritage.

### Strategic Objective 6:

Provide and promote well designed emergency services, community, education, health and leisure facilities to meet the aspirations and needs of a diverse community.

### Strategic Objective 7:

Conserve, enhance and create spaces and buildings that foster safe, healthy and cohesive communities.

### Strategic Objective 8:

Improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough.

### Strategic Objective 9:

Ensure the responsible use of land and natural resources and management of waste to mitigate and adapt to climate change.

## Why this area will be transformed

**13.2** Town centres are increasingly becoming places where people live as well as work, shop, visit and socialise. Residential uses have the potential to supply activity for uses that extend into the evening, thereby keeping the centre active for longer. The diversification of the North End Quarter with a mix of residential, retail, knowledge & innovation, arts & culture, food & drink, leisure & entertainment, offices and homes alongside high quality streets and public spaces with community and social infrastructure will enable it to develop with resilience over the lifetime of this Local Plan. This change will generate greater levels of footfall and spending, supporting the town centre economy. The redevelopment of the area with a new mix of uses that complements a renewed retail offer along with public open space will encourage multi-purpose trips, in the heart of the town centre.

**13.3** With the proportion of retailing conducted online likely to continue to increase, Croydon's town centre will need to provide a unique experience and a more diverse offer if it is to maintain its position as a Metropolitan Town Centre. A range of commercial, cultural, leisure, (including evening and night time uses) will be needed to achieve a sustainable 'destination.'

**13.4** Bricks and mortar retail will remain an important component of town centres in the future. Towns and cities grew up around the activities of 'exchange', with a shop's physical presence being an important attractor for consumers, but their role is changing. On average, retailers record a 12% increase in online sales in the catchment area after opening a store. This, in turn, will drive demand for higher quality, and in some cases, larger shop units, as well as the need for higher quality public realm including green infrastructure. This will create a much more pleasant environment in which to shop, an attractive destination to socialise and enhance the area to support its economy while having environmental benefits. A more diverse mix of uses and infrastructure will also be needed to support a growing residential community in the town centre.

**13.5** The urban form of Croydon town centre, and in particular the Whitgift Centre, has poor permeability and accessibility issues. East to west routes across the heart of the town centre and through the North End Quarter are limited, poor quality and difficult to navigate during the day. At night it is impossible to travel east to west through the shopping centres, and North End becomes one, long north to south canyon across the town centre with no activation or natural surveillance. Wellesley Road is a dual carriageway with tram lines and with limited pedestrian surface crossings. Redevelopment and regeneration will need to ensure that the existing significant barriers for pedestrians are addressed. It should be possible to easily and safely travel north to south and east to west 24 hours a day in the future. The existing poor relationships of the shopping centres with the surrounding townscape, consisting of illegible public realm, inactive frontages, left over space, poorly designed car park entrances and highly visible service yards and rear entrances to the Whitgift Centre, will all be improved to create overlooked and attractive townscape. Wellesley Road will need to function as more than just a transport corridor segregating the Metropolitan Town Centre and contribute to a positive sense of place.

**13.6** The significant heritage value of the area (within the Central Croydon Conservation Area with its Grade I listed Whitgift Almshouses, the Grade I listed St. Michael and All Angels Church and other listed and locally listed buildings) will need to inform future redevelopment proposals, resulting in an enhancement of their settings. Whilst acknowledging that future development is intended to transform the North End Quarter into a high density, mixed use and active heart of the town centre, development should use the area's rich heritage and evolving surrounding townscape as a positive foundation to build on and seek to further enhance its special history and character, while improving the setting of these heritage assets with a high quality public realm.

**13.7** Post war development was predicated on car use and it has been a root cause of the poor pedestrian connectivity and accessibility, contributing to a lack of inclusivity in the public realm and built environment. As a result improved connectivity with the wider town centre and the principle of permeability needs to be placed at the heart of the revival of the North End Quarter.

**13.8** Transformation is needed to create a diverse and resilient central neighbourhood with the area providing for a mix of commercial uses and social infrastructure to support a new notably increased residential community. The transformation will result in a range of commercial, leisure and community spaces that help celebrate and showcase local organisations whilst supporting Croydon's diverse community. It will complement the rich and distinctive character of the adjacent Old Town and West Croydon areas.

**13.9** Transformation of the North End Quarter will be led by a masterplanning process. The first proposal for substantial redevelopment of the area should be informed by a high-level analysis of how the policies of this Transformation Chapter and the Local Plan will be achieved. This masterplan should form part of a planning application and will cover the application site as well as the rest of the Transformation Area. The Council's Town Centre Regeneration Strategy and Delivery Plan is underway separately and will inform the Croydon Opportunity Area regeneration.

## How we are going to get there

### **Policy NEQ SP1: Transforming the North End Quarter**

**NEQ SP1.1** The significant change and redevelopment of the North End Quarter will be led by an initial masterplan which will demonstrate how the policies of this Transformation Chapter are achieved which delivers the following outcomes:

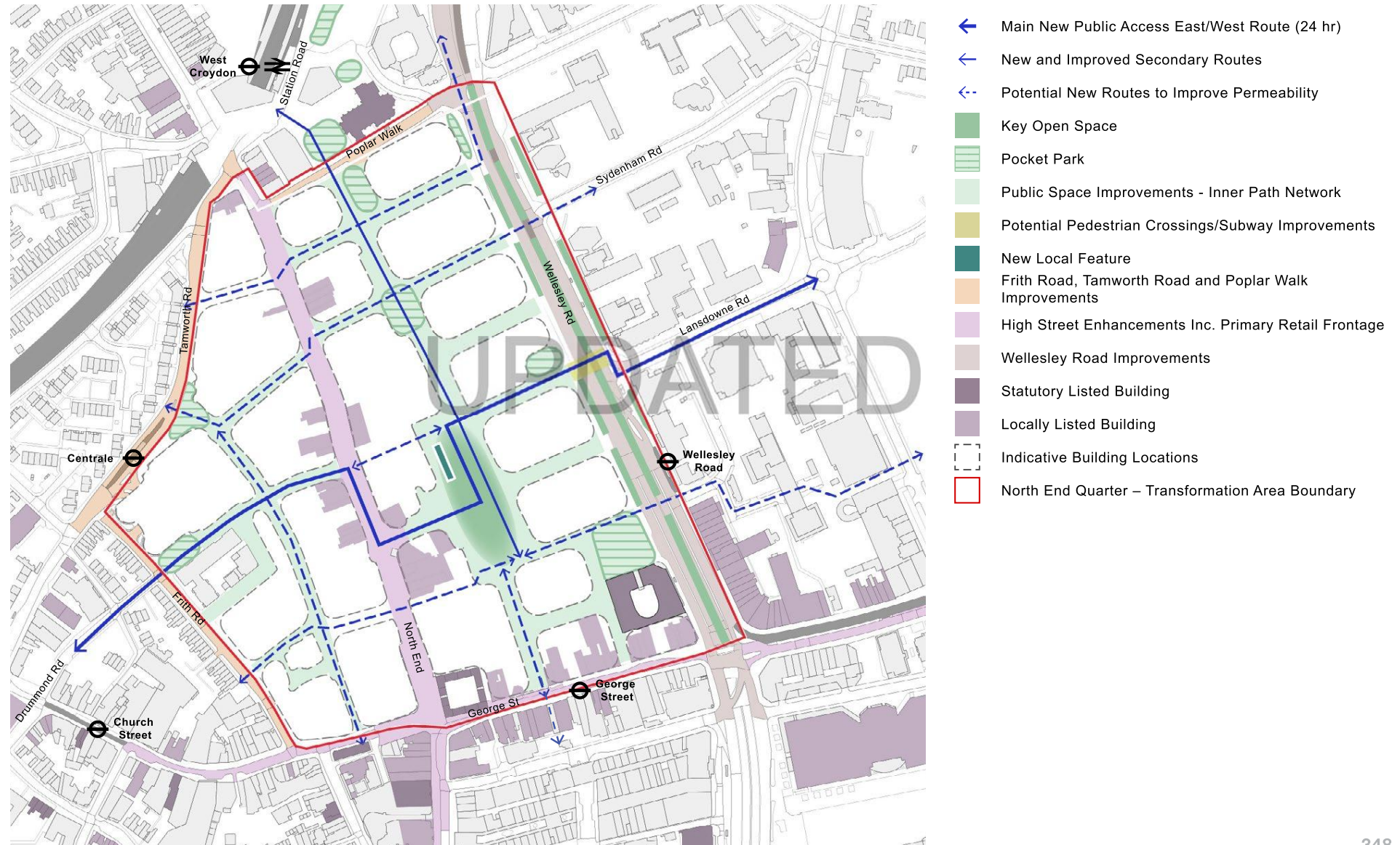
- a. Deliver at least 1,250 new homes, town centre uses, including retail floorspace focussed along North End and commensurate to a Metropolitan Centre.
- b. Development will be appropriately sequenced, to ensure that the town centre remains active throughout the phases of redevelopment. This will include appropriate triggers to retain a minimum quantum of town centre floorspace within the Primary Shopping Area. Meanwhile uses will be encouraged as part of a proposal linked to the phasing of a larger redevelopment.
- c. The infrastructure requirements to deliver and mitigate the comprehensive redevelopment of the Transformation Area.

**NEQ SP2** The redevelopment of the North End Quarter should build upon its historical context creating attractive spaces suitable to a range of commercial and town centre uses, as well as residential uses through the following outcomes:

- a. The North End street frontage between George Street and Poplar Walk will serve as a Primary Frontage within the town centre's Primary Shopping Area;
- b. The areas behind North End street frontages will be a new neighbourhood.
- c. To deliver a more sustainable location and to support new town centre living, new routes through the town centre will be established, replacing the current enclosed shopping centre's streets with permeable open active town centre streets:
  - i. North-south to the east of the North End façade, linking George St with Poplar Walk.
  - ii. East-West, potentially including creating improved at-grade connections across Wellesley Rd, linking Sydenham Rd with Centrale tram stop, Landsdowne Rd with Drummond Rd, and Walpole Rd with Priddy's Yard.
- d. Facilitate connections with the rest of the Croydon Opportunity Area Place and the wider borough through improved pedestrian and cycle permeability;
- e. Improved connections to West Croydon Station and beyond to the local businesses on London Road;
- f. Capitalise on the proposed pedestrian crossings across Wellesley Road, with opportunities to improve walking and cycling infrastructure along Wellesley Road alongside urban greening without compromising the future creation of a two-way tram route and combining space for buses, cyclists and trams;
- g. Tall buildings and higher density development are supported to facilitate and deliver the scale of transformation required. Tall buildings should generally be focused towards the eastern side of the Whitgift Centre. All tall buildings should respond to the setting of the Central Croydon Conservation Area and protect the most sensitive locations in terms of privacy, heritage assets, security, overshadowing and wind;
- h. An improved public realm network established. This will include new spaces at a range of scales to benefit both new occupants (commercial and residential) and visitors to the area and should be complementary to the town centre uses proposed;
- i. Existing heritage assets should be used as a key factor in the design of development, ensuring that development respects their collective and individual settings, balanced against the transformational change expected across the area;
- j. The area will be a location for higher education uses; and
- k. Where development is of an insufficient scale to meet all of the objectives of this policy, supporting evidence will be required to justify not meeting the scale outlined in policy.

## What it will look like – Indicative Spatial Vision

Figure 13.3 Indicative Spatial Vision as informed by the Future Destination of Retailing Study



## Why we have taken this approach

**13.10** Since 1945 Croydon has relied heavily on large scale, comprehensive developments within the town centre to deliver change. These schemes are challenging and expensive to deliver so the policies enable development to be delivered in a phased, flexible and simpler form, allowing for viable developments to evolve. Initially a simple spatial approach to the redevelopment of the town centre needs to be provided showing that the objectives and policies of this transformation chapter can be achieved.

**13.11** The strategic approach requires the delivery of area wide Council supported masterplan, series of masterplans or equivalent document(s) that set out;

- a. How a joined up, coordinated spatial framework that guides the coordinated redevelopment and revival of the town centre across multiple sites and phases can be achieved.
- b. The identification of other developments and existing uses ensuring that meanwhile uses are not constrained.
- c. Phasing and components of phases.
- d. How the policies are to be interpreted.
- e. e) Phasing and delivery principles, including infrastructure provision, across the NEQ area.

**13.12** Any individual smaller development proposals that come forward would therefore need to reflect and support the principles and objectives of this chapter and contribute to achieving its vision.

**13.13** Short term phases of development will also play an important role in the revival of the town centre as it undergoes transformation. These will help to hold off further decline as elements of the North End Quarter undergo redevelopment or renewal by helping to attract residents and visitors to the town centre at all times. Interim uses where sites are unlikely to be redeveloped in the short term will be welcomed and encouraged provided that they do not compromise the long term objectives of the area and contribute to the area's vitality and vibrancy.

**13.14** A large proportion of the North End Quarter is located in the Central Croydon Conservation Area which retains significant heritage assets and a distinct local character. Many buildings can and should be retained and revived to a high standard, particularly considering the heritage context and contribution to that area's particular sense of place.

**13.15** Many buildings within the North End Quarter make a positive contribution to the Central Croydon Conservation Area. Where a building does make a positive contribution the Council will favour its retention and high quality restoration. Where retention cannot be achieved due to the requirements for transformational change and benefits for the NEQ as new buildings, development will be supported recognising the overarching objectives of the regeneration of the town centre.

### ***East-West routes and the Wellesley Road frontage***

**13.16** It is critical to the success of the North End Quarter's transformation that longstanding barriers to pedestrian and cycle movement are removed and replaced with a new legible pattern of streets and public spaces across the area. The east-west route will need to connect the Old Town area of the town centre with the New Town area and on towards East Croydon station.

### ***Local character, townscape and public realm***

**13.17** Development should seek to celebrate the history and heritage of the North End Quarter. The North End Quarter features a rich history of social and commercial innovation and some high-quality buildings of diverse architectural styles that can contribute to its distinct destination offer. North End itself is Croydon's principle shopping street; formed as a result of the late Victorian commercial expansion of the town centre. It is part of the historic north-south route that connects through to Central London and south to Brighton.

**13.18** Buildings in the town centre range from the modest domestic scale of two-three storeys in some of the oldest buildings, including the Grade I listed Whitgift Almshouses, to a maximum of four storeys in the later 19<sup>th</sup> century commercial buildings. Redevelopment needs to balance the need for growth and achieving transformational change, with a design approach which is heritage led to preserve or where possible enhances the setting of Central Croydon Conservation Area, surrounding heritage assets and other sensitive locations.

**13.19** The flexibility to providing a range of sizes of public spaces will support a diversity of uses and enable the redevelopment of the town centre. Where the enhanced public realm includes a new and improved green and blue grid framework where possible, this will connect to the wider green and blue grid in the borough to help facilitate a positive response to climate challenges, improving biodiversity and greening with wider benefits captured in the Green Grid chapter.

### ***Transport and servicing***

**13.20** The North End Quarter lies in the heart of Croydon town centre between East and West Croydon stations. Bus routes surround or converge on the area serving large roads leading to the rest of the borough. There are also tram stops serving the town and taking passengers to the rest of the borough and beyond.

**13.21** As the North End Quarter lies in the most accessible location in the borough, any transformation should seek to maximise the opportunity for development to be supported by a range of transport options to reduce the carbon footprint of development and improve air quality in the town centre. However, a balance needs to be achieved to ensure a commercially successful town centre is created. This may result in an overall reduction in the level of car parking in the North End Quarter compared to the start of the plan period.

**13.22** Innovative servicing and delivery and logistics plans that minimise the need for vehicles will be embedded. For example the use of sustainable methods such as cargo bikes alongside centralised distribution centres in locations away from the town centre will be encouraged for appropriate uses e.g. residential deliveries.

### **Designations shown on the Policies Map**

**13.23** The designations used to address the policies are shown on the Policies Map. The designations are summarised in Table 14.5.

### **Key Supporting Documents**

- Croydon Opportunity Area Planning Framework (2013)
- Central Croydon Conservation Area Appraisal and Management Plan (2014)
- Town Centre Masterplans (various)
- Future of Destination Retail Research Study (2020)
- Town Centre Health Check 2017
- Retail Study 2024

## Detailed policies

### Policy NEQ DM1: North End - Town centre retail focal point

Serving as the central 'civic' spine of the North End Quarter, and key pedestrian thoroughfare from West Croydon Station to the Mid-Croydon quarter, development on North End should;

- a. Have Primary Frontages at ground floor level through design and land use;
- b. Provide for 24-hour presence; including outside food and beverage spaces, restaurants and cafes; retail; civic, leisure, community, creative and cultural uses;
- c. Integrate well-designed walking routes, cycle parking, and consider the relationship with pedestrian and cycle routes that cross the North End.
- d. Contribute positively to street frontages to ensure a high quality and coherent streetscape, whilst preserving and enhancing the setting of heritage assets.
- e. Complement the existing predominant building heights of 3 and 4 storeys along the North End frontage, respecting and responding appropriately to sensitive locations.
- f. Retaining and enhancing the existing façade of the former Alders Department Store.
- g. Celebrate the designated view of the Town Hall Complex and Clocktower from North End, and respect the setting of St Michael and All Angels Church whilst improving connectivity to these key assets; and
- h. Ensure that development is designed to protect the retention and respect the setting of the Whitgift Almshouses.

### How the policy works

**13.24** North End is a key pedestrianised artery and civic space in the town centre requiring the provision of a recognisable Main retail frontage !!!!!. Behind North End Quarter a mix of uses will be provided on a network of secondary streets of which the key linking routes will become Secondary Retail Frontages. Above the ground floor level, a new residential neighbourhood will evolve. To serve this neighbourhood there will need to be a series of 24-hour spaces off the North End Quarter. These might comprise of a series of small open spaces with a larger open space that will serve as a recreation space for residents and as a feature of the town centre.

**13.25** North End is lined by many high-quality buildings, the majority relating to the area's prosperity in the late 19th century and early 20th century and displaying well-detailed frontages (surviving to the upper floors in particular). In addition to the predominant Victorian architecture, particularly notable buildings include the former Alders store and medieval Whitgift Almshouses (Grade I

listed). The buildings are largely individually designed but their height, quality and overall character provide a cohesive streetscape which underpins the area's distinctive character.

**13.26** The view south towards Croydon Clocktower (grade II listed, designated landmark) further enhances the distinctiveness of the area and contributes to wayfinding through the area. Growth in the area should preserve this view which will provide a unique identity to the destination, contributing greatly to the attractiveness of the North End Quarter as a place to spend time.

**13.27** Providing cycle routes to, and cycle parking along North End will encourage active travel and its associated health and economic benefits. Active travel will assist in creating vitality and help with surveillance along North End and allow increased use of this important link through to West Croydon Station.

## Policy NEQ DM2: North End - Central Neighbourhood

An area bounded by North End, Poplar Walk, Wellesley Road and George Street to the east of North End Quarter (Whitgift shopping Centre ) and the area bounded by North End, Tamworth Road, Frith Road and Church Street to the west of North End Quarter (Centrale Shopping Centre) will be developed, in whole or part as a diverse residential led central neighbourhood with public activity at ground level. It should;

- a. Provide a network of streets and spaces to create a new residential led mixed use neighbourhood;
- b. Ensure that these are 24 hour to serve town centre living and supporting commercial uses;
- c. Be laid out to improve north – south and east – west permeability and connectivity throughout the quarter, including a key 24 hour east-west route
- d. Provide for a vibrant mixture of uses
- e. A public and sustainable green and blue grid framework
- f. Effectively plan for the servicing of the commercial uses on North End and the new residential neighbourhood to meet the needs of both
- g. Include a network of public realm; and
- h. Between North End and Wellesley Road, include a new anchor public space that serves as an open space to serve residents, the North End Quarter area and wider Croydon Opportunity Area.

### How the policy works

**13.28** Behind North End a series of secondary streets will be created. Above the ground floor level, a new residential neighbourhood will evolve. To serve this neighbourhood there will need to be a series of streets that will be 24-hour spaces. These will have a series of small open spaces with a larger open space that will serve as a recreation space for residents and as a feature of the town centre.

## Policy NEQ DM3: Northern Boundary - Poplar Walk

Reflecting that this is the northern boundary and northern entrance of the North End Quarter, development in this area should support and enhance current uses beyond its boundary and be designed to reflect the distinctive character to the north of the quarter by:

- a. Incorporating new active frontages;
- b. Work with land level changes in the area to ensure step free and active access through all parts of the public realm and into buildings;
- c. Complement the existing predominant building heights, ensuring the setting of heritage assets is respected and enhanced including, in particular St Michael and All Angels Church;
- d. Contribute to creating a safe, legible and welcoming forecourt to the North End Quarter with enhanced public realm that supports the delivery of a rationalised transport interchange and cycle hub facility at West Croydon;
- e. Integrating a strategic cycle route; and
- f. Building on the diverse character of the area at the edge of London Road.

### How the policy works

**13.29** Poplar Walk and Station Road are close to West Croydon Station, the 'new doorway to Croydon' and a primary arrival point into the North End Quarter for Croydon residents and visitors. Introducing active and positive frontages along Poplar Walk will help create a cohesive and legible northern entrance to the North End Quarter that is safe and welcoming to all users. As part of this, consideration will need to be given to reducing the impact of servicing and carpark access on the pedestrian environment and the road network. The impact of these access points will need to be addressed as part of the overall transformation of the North End Quarter. Consideration will also need to be given to improvements being provided through emerging developments in the area such as the new development near St. Michael's and All Angels Church and its enhanced public realm.

**13.30** The area around Poplar Walk features a vibrant collection of uses and building scales which contributes to its distinctive character, varying from fine grain shopfronts to large office buildings, residential towers and carparks. Innovative new uses on Poplar Walk should be explored, building upon the existing range of uses and range of building sizes. The varied historic character includes Grade I listed St. Michael and All Angels Church, post war office blocks, and historic shopfront at 10 Station Road. Development should respect and enhance this varied character.

**13.31** Views of St Michael and All Angels Church are long-standing landmarks and key to informal wayfinding into the North End Quarter. Therefore, the scale and massing of development should respect and maintain this. Other important views in and around the North End Quarter must be preserved and enhanced.

**13.32** Existing pedestrian flows into North End Quarter from West Croydon Station are focussed on the busy junction of Station Road and North End where pedestrian space and crossings are severely restricted, the new public space by St Michaels and All Angels Church creates an important alternative route, demonstrating permeability and place making. Public realm improvements with better permeability between Station Road and Poplar Walk, will help with pedestrian accessibility and also support active travel into the North End Quarter.

## Policy NEQ DM4: Wellesley Road

This is the main highly trafficked route into Croydon town centre through all modes of travel however the redevelopment of this Transformation Area should contribute to reducing the dominance of the road infrastructure by:

- a. Providing active frontages;
- b. Delivering a surface level crossing to create a strongly legible east-west route at the junction of Lansdowne Road;
- c. Limiting the impacts of car parking and servicing;
- d. Address the limited level in sustainable green infrastructure within the area;
- e. Complement and enhance the historic modernist architecture of the area;
- f. Ensure tall buildings complement the existing surrounding townscape, respect and enhance the setting of heritage assets, address environmental impact and create a cohesive townscape; and
- g. Ensure buildings fronting the western sides of Wellesley Road enhance and connect to the public realm around them and appropriately announce themselves with activity integrated wayfinding and public access.

### How the policy works

**13.33** Passive surveillance, active frontages and widening of footways are critical to improving the public realm and pedestrian experience along the western side of Wellesley Road. As part of this, consideration will need to be given to reducing the impact of servicing of developments on the pedestrian environment and the road network. Access to public car parking has the same detrimental impact, notably providing some difficult road crossings for the pedestrians walking along the western side of Wellesley Road. A reconnected urban realm will serve as a public backbone for future developments.

**13.34** Generous green infrastructure that is informed and supported by Green Grid and Healthy Streets principles will be essential to reducing the severance caused by the road network, improving the environmental quality of the area, and creating an attractive public welcome to the North End Quarter to draw in more visitors. Noise and air pollution, traffic dominance and poor accessibility create a confusing and unattractive environment, which will need to be addressed as part of its transformation.

**13.35** Historic landmarks such as St Michaels & All Angels Church to the north, and Electric House to the south are important informal wayfinding signposts and contribute to the overarching destination offer of the North End Quarter. The landmarks can be part of a wider wayfinding strategy that connects through to Fairfield Halls, setting up a series of historic building signposts along Wellesley Road.

## Policy NEQ DM5: George Street (to the west of Wellesley Road) – Historic Southern Edge

Development in this area should be informed by its rich heritage assets and should form the southern boundary of the North End Quarter by:

- a. Creating a distinctive historical entrance on the southern edge of the quarter and along a key east-west route through the town centre and creating a strong building line; and;
- b. Improve shopfronts and building facades along the George Street frontage, ensuring that continuous, attractive and active frontages are created and contribute to the distinctive offer of this key town centre arterial route.

### How the policy works

**13.36** George Street is an important artery of the Central Croydon Conservation Area and respecting and enhancing its historic character will contribute to the distinctive destination offer in the North End Quarter. The medieval street pattern is distinct to the area and includes a series of high quality Victorian commercial buildings with prominent dormers and gables. The Grade I listed Whitgift Almshouses sited on the corner of George St and North End underpin Croydon's depth of history. Development should reflect and enhance this character with the aim of preserving and strengthening a clear building line and the streetscape. Given its central location, improving active frontages to bring out this history will help attract pedestrians into the North End Quarter, and improve passive surveillance.

**13.37** Pedestrian routes lead to several major destinations in the North End Quarter through Fairfield Halls, the Clocktower and Town Hall complex, the Minster and Surrey Street Markets through to the tramline which connects beyond to East Croydon Station and Purley Way. Public realm improvements should seek to enable improved connections to the historic Thomas Turner Path and to enhance pedestrian access through to Park Street.

**13.38** The internal arcade in the former Allders building previously provided a pedestrian through-route to George Street. Proposals for interim or early phase use of the building that re-utilises it and/or improves permeability and connectivity from George Street – northwards in a different manner will be welcomed and encouraged.

**13.39** The provision of interim and short-term uses for existing buildings provided that they do not compromise the long-term aspirations and are limited as temporary uses. The former Allders building has a rich history of incremental development and innovation which should be celebrated and enhanced as part of new phased development of the building. This can include a short and / or medium-term precursor phase that in turn informs longer term use and development of the building.

**13.40** Pedestrian safety on these routes will be of paramount concern so it is important that they benefit from active frontages during the day and evening, and passive surveillance at night from overlooking residential properties.

## Policy NEQ DM6: Frith Road, Keeley Road and Tamworth Road Western Edge

Development in this area should be of a scale and design to enable it to transition towards the predominantly two storey residential development adjoining the western boundary of the Transformation Area by:

- a. Concentrate residential development on the Frith Road boundary with a transition through a network of streets to the commercial North End.
- b. There should be a legible entrance with high quality public realm into the west to east link to North End from Frith Road.
- c. Improving the existing harsh environment where the service area to the rear of the shopping centre faces the street.

### How the policy works

**13.41** This part of the transformation area could go through the most significant change and improvement. The area is dominated by the harsh commercial rear façade of the Centrale Shopping centre. It contrasts with the Frith Road Victorian residential terraces behind that are both domestic character and scale. Adjacent to this boundary of the transformation area is the Old Town Conservation Area. The boundary along Church Street has a continuous commercial frontage which is made up of a mixture of Georgian, Victorian and 20th century buildings that turn the corner into Frith Road. This is a successful lively and active frontage that needs no change but could be better linked to the north.

**13.42** The trams run along Church Street and Tamworth Road bounding this area with the closest tram stop, Centrale immediately adjacent to the north west portion of the transformation area. The permeability of the area should be improved with the east to west link from North End. Frith Road should continue to be a key pedestrian route between Church Street and Tamworth Street. However, the servicing arrangements would be replaced as this street will eventually become residential on both sides of the road.

**13.43** The redevelopment of the area to the west has the opportunity to create a more appropriate transition from the commercial to residential areas. There will still need to be servicing and parking to support the commercial uses on North End but the access to this should use the redevelopment to allow this to be reconfigured. The significant additional residential development would need to be designed to enable the efficient functioning of the commercial uses alongside the new residential neighbourhood.

**Table 13.5:** Proposals for uses of land of specific sites in North End Quarter Transformation Area

| Ref no | Site name                  | Proposed use   |
|--------|----------------------------|--|
| 220    | 9-11 Wellesley Road        | Residential and/or hotel and/or retail and/or finance  |
| 393    | Whitgift Centre, North End | Masterplanned redevelopment to meet the requirements of the North End Quarter transformation chapter |
| NEW 4  | Centrale                   | Masterplanned redevelopment to meet the requirements of the North End Quarter transformation chapter |

## 14. Transformation Area - Purley Way

### Strategic Policy

#### Where we are now

**14.1** With a long industrial heritage Purley Way remains the industrial and warehousing heartland of the borough and is strategically important for London as a whole. The area is home to around 600 businesses and 115 artists, occupying nearly 706,000m<sup>2</sup> of employment floor space and providing approx.10,000 jobs. The key issues that the borough faces in terms of the transformation of the Purley Way are as follows:

- The majority of businesses in the area are Small and Medium Enterprises (SMEs) comprising 0-9 employees. Given its strategic location relative to central London, Airports and road connections, the number of logistics, storage and distribution businesses is growing.
- The area is a significant out-of-town shopping and leisure destination and includes a large number of 'big box' low-rise retail buildings. Shopping habits and how people consume leisure and cultural experiences is changing rapidly and this is likely to affect future demand for the mainly 'big box' shops, leisure and cultural infrastructure in the area.
- The area includes established and a growing residential community, which has increased in population by about 7% over the last five years, more than double the rate of the borough as a whole.
- There has been limited commercial development in recent years, and there is significant demand for warehousing space locally. Demand is also changing, as witnessed by the proposed Amazon distribution centre on a non-SIL designated site at Trojan Way.
- The Purley Way (A23) corridor itself currently dominates and divides the area. The road is heavily trafficked and public transport is limited along the corridor. It also has an unpleasant street environment which is noisy and suffers from poor air quality. This means walking and cycling are not attractive options at present.
- The area has little tree cover and the quality of buildings is generally poor. However, there are pleasant green oases nearby and hidden gems including Wandle Park, Waddon Ponds and the River Wandle.
- The area's important industrial and social heritage is revealed through several listed and locally listed buildings. Buildings such as the locally listed power station chimneys and the Grade II listed former lido diving boards were operational in their original uses within living memory and as such hold a particular local significance amongst older residents.
- Local engagement has revealed that the retail and leisure parks such as Valley Park and the Colonnades have specific resonance for local young people, who enjoy socialising in these areas.

## Vision for the Purley Way

*The Purley Way (A23) will be transformed from a hostile and divisive road in to a green city street. It will integrate developments with important retail and industrial areas and existing communities in Broad Green & Selhurst and Waddon. Three new local centres and one neighbourhood centre will be delivered, with roles complementary to Croydon Metropolitan Centre, Purley Town Centre, the Beddington Lane industrial area, and other places in Croydon and Sutton.*

*Enhanced public transport links and services, including an improved Waddon Station and enhanced tram services, together with additional health, child care, education and other community facilities will support new homes in these centres. The important economic role of the area and its thriving business community will be further strengthened and celebrated as an integral part of these mixed-use neighbourhoods.*

*The road environment will be enhanced to encompass welcoming, high-quality public spaces, linked by a network of high quality walking and cycling routes. Deculverted sections of the River Wandle will help to link existing green spaces, central Croydon and the wider Wandle Valley. Together, these interventions will reinvent the area as a desirable, sustainable, healthy and attractive place.*

## Where we want to be

### Strategic Objective 1:

Establish Croydon as the premier business location in South London and the Gatwick Diamond.

### Strategic Objective 2:

Foster an environment where existing, new, innovative, cultural and creative enterprises, civic uses, knowledge economies and learning & development can prosper, and create a new vibrant place for all.

### Strategic Objective 3:

Provide a choice of housing for people at all stages of life, from all socio-economic and cultural backgrounds and for a variety of mobility needs

### Strategic Objective 4:

Reduce social, economic and environmental deprivation, particularly where it is spatially concentrated, by taking priority measures to reduce unemployment, improve skills and education and renew housing, community and environmental conditions.

### Strategic Objective 5:

Ensure that well designed, high quality development/developments both integrates, respects and enhances the borough's natural environment, unique character and built heritage

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**Strategic Objective 6:**

Provide and promote well designed emergency services, civic and community, arts & culture, education, health & wellbeing, hospitality, leisure and entertainment facilities to meet the aspirations and needs of diverse and growing communities

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**Strategic Objective 7:**

Conserve, enhance and create spaces and buildings that foster safe, healthy and cohesive communities.

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**Strategic Objective 8:**

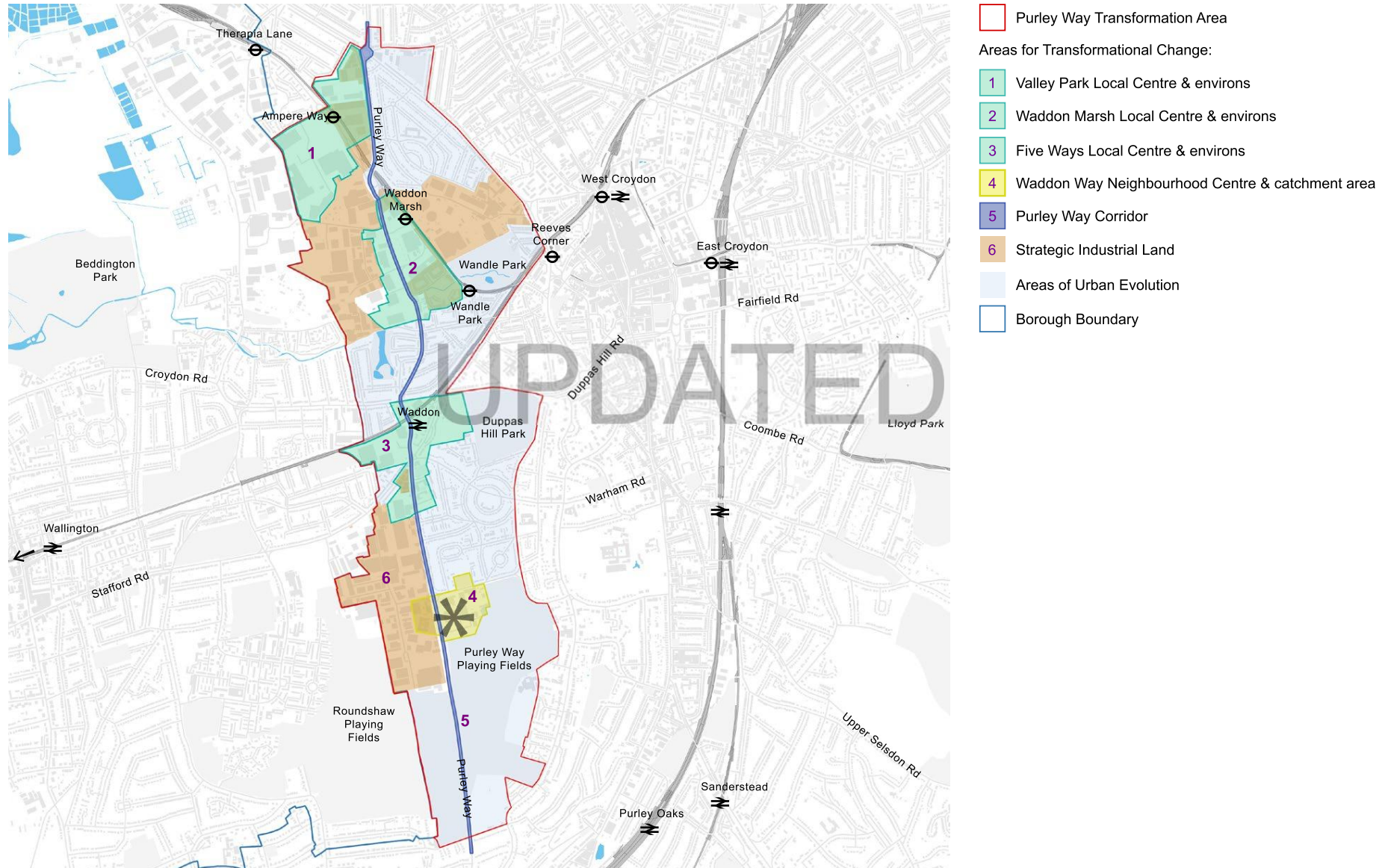
Improve the public realm, smart city and social infrastructure including accessibility, inclusivity, permeability, connectivity, sustainability and ease of movement to, from and within the borough; Ensuring this enhances and integrates the borough's green and blue grid, and in turn public health and wellbeing.

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**Strategic Objective 9:**

Ensure the responsible use of land and natural resources and management of waste to mitigate and adapt to climate change.

**Figure 14.1** Areas for transformational and managed change



**Table 14.1:** Areas for transformational change

| Area of transformation                    | Strategic opportunities  |
|---|--|
| 1. Valley Park Local Centre and environs  | Valley Park is a gateway into Beddington industrial zone and currently accommodates a hub for leisure and big box retail. There is potential to consolidate these uses and mitigate large areas of car parking which currently make this area less pedestrian and cycle friendly. The area benefits from existing connectivity with Croydon Town Centre via tram links and has capacity to accommodate a variety of innovative housing models including self-build, custom-build, intergenerational, and community-led housing, along with intensification of industrial sites. The area's industrial heritage, including the IKEA chimneys (Local Designated Landmarks) are key contributors to its sense of place. |
| 2. Waddon Marsh Local Centre and environs | Waddon Marsh is primarily characterised by big box retail plots with large car parks which flank both sides of the Purley Way (A23). The area benefits from existing connectivity with Croydon Town Centre via tram links as well as proximity to two historically rich and high quality green spaces – Wandle Park and Waddon Ponds. There is opportunity to strengthen the retail and employment offer by consolidating into a local centre replacing car parking with active frontages to accommodate new community uses, a high quality public realm and a variety of innovative housing models, co-located with retail, leisure and industrial uses.  |
| 3. Fiveways Local Centre and environs     | Fiveways is currently dominated by a convergence of main vehicle routes which has resulted in insensitive transitions between character areas, and a lack of sense of place. The area does benefit from its proximity to Waddon Station which gives opportunity for increased density, as part of a new local centre for both existing and new residential communities. The centre could include the co-location of a variety of innovative housing models with retail, community and leisure uses, whilst celebrating the Waddon Hotel and Old Tithe Barn heritage assets.  |
| 4. Waddon Way Neighbourhood Centre        | Waddon Way is the southern gateway into Purley Way Transformation Area which accommodates a range industrial, residential, leisure and recreational uses, including key local assets such as Croydon Airport and Purley Way Playing Fields. The convergence of multiple uses within the area presents a prime opportunity to provide a retail/leisure destination, co-located with family housing. The existing historical landmarks in this area should be celebrated and enhanced.   |
| 5. Purley Way Corridor                    | The main road is currently noisy, dirty and harsh – with parts of it being identified as an Air Quality Focus Area. There is the opportunity to transform the quality of this space by turning the road in to a sustainable green urban street that unites rather than divides the Purley Way Transformation Area and encourages walking and cycling by reducing the impacts of traffic.   |
| 6. Strategic Industrial Land              | The Purley Way Transformation Area contains three distinct sub-areas of SIL which provide vital employment space for the borough and the wider region. There is an opportunity to deliver intensification of employment uses in these areas and better integrate them with other uses, whilst ensuring new adjacent uses do not prejudice the functionality of the SIL   |

## How we are going to get there

### Policy PW SP1: Transforming the Purley Way

**PWSP1.1** The Purley Way Transformation Area will make a significant contribution to the borough's Spatial Strategy, delivering 6,300 new homes alongside a substantially reconfigured set of local centres and an improved set of green spaces and active travel options. To support the Transformation Areas the following new centres will be created:

- a. Valley Park Local Centre
- b. Waddon Marsh Local Centre
- c. Fiveways Local Centre
- d. Waddon Way Neighbourhood Centre

**PW SP1.2** Development will strengthen the important role that the area plays in terms of business and enterprise. This will be achieved by:

- a. Consolidating, intensifying, and safeguarding Strategic Industrial Land (SIL) while ensuring that there is no net loss of industrial and warehousing/distribution floorspace (B2/B8) and non-Town Centre employment generating Class E uses within the Transformation Area;
- b. Protecting existing industrial and warehousing/distribution floorspace and facilities, ensuring that businesses can operate on a 24-hour basis and on land adjacent to SIL any permitted non - industrial and warehousing/distribution uses/buildings are located and designed accordingly to ensure industrial floorspace is not compromised;
- c. Encouraging the intensification of all industrial stock and poor-quality industrial and warehousing/distribution floorspace and facilities;
- d. Supporting the retention, intensification and re-provision of cultural production space (industrial, warehousing, small-scale offices occupied by Creative Industries) in the streets around Wandle Park;

- e. Proposals will improve the environmental quality and safety of streets and public spaces within SIL, bringing forward public realm enhancements, improved streets, additional street trees and better lighting to connect the areas of SIL with the proposed Local and Neighbourhood Centres;
- f. Ensuring that there is a better range of small-scale 'walk to' services for industrial occupiers, such as workplace crèches and cafés; and
- g. Encouraging proposals that will deliver additional convenience goods provision to support new neighbourhoods.

**PW SP1.3** The creation of distinctive Local and Neighbourhood Centres will help provide a stronger structure and sense of place for the area. This will be achieved by:

- a. Focusing development and taller buildings in proposed Local and Neighbourhood Centres;
- b. Integrating these Centres with their environs, including existing industrial/warehousing, open spaces and residential areas, by new attractive green streets and routes that will enable the creation of more viable frontages;
- c. Safeguarding and revealing the significance of existing landmarks, views and heritage assets (and their settings) and drawing upon these assets to develop attractive development that responds to the character of Broad Green, Selhurst and Waddon, to enhance the identity of places along Purley Way (A23);
- d. Ensuring that development has a positive relationship with and provides natural surveillance of streets, routes and spaces and that high-quality tree planting and landscaping helps ensure an attractive walking and cycling environment along heavily trafficked routes.

**PW SP1.4** Growth in the area incorporates sufficient additional social infrastructure to meet additional demands and facilitates integration between existing and new communities. New facilities should be located in the new Local and Neighbourhood Centres alongside enhanced active travel connections so that they can be used by existing as well as future residents, businesses and visitors, whilst complementing and integrating with existing facilities and networks.

**PW SP1.5** Growth within the Transformation Area will be expected to take advantage of the area's proximity to the Beddington Energy Recovery Facility to allow the use of a low carbon heat source for its future residents and commercial users. To maximise opportunities to make a positive contribution to tackling climate change and to improve air quality, new major development will be required to:

- a. Incorporate a communal heating system powered by an appropriately located energy centre with sufficient space for a district heat substation;
- b. Explore opportunities to include an appropriately sited soft wall to allow a connection to a future Beddington - Central Croydon District Energy Network (DEN).
- c. Ensure any green renewable energy technologies incorporated in developments are compatible with a future connection to the DEN.

### **Green Grid & Open Space**

**PWSP1.6** Development that will improve access to green and blue spaces in the Transformation Area will be supported. Particular projects include:

- a. The development of the Wandle Valley Regional Park;
- b. De-culverting the River Wandle and integrating the open river with developments, routes and spaces;
- c. The provision of additional green space and public realm, particularly in the area to the north of Mill Lane/Waddon Road;
- d. Improvements to Canterbury Road Recreation Ground, Wandle Park, Duppas Hill Park, Waddon Ponds, Purley Playing Fields and Purley Way West are supported;
- e. Tree planting along Purley Way (A23) and other public highways.

## Transport

**PWSP1.7** The Purley Way (A23) corridor (as defined in Figure 14.1 and part 5 of Table 14.1) will be improved to create a pleasant, new city street which balances its important movement function with a sense of place in the Local and Neighbourhood Centres it passes through. The scale and transport requirement to facilitate these improvements will be informed by Transport For London transport modelling. The following design principles will be applied:

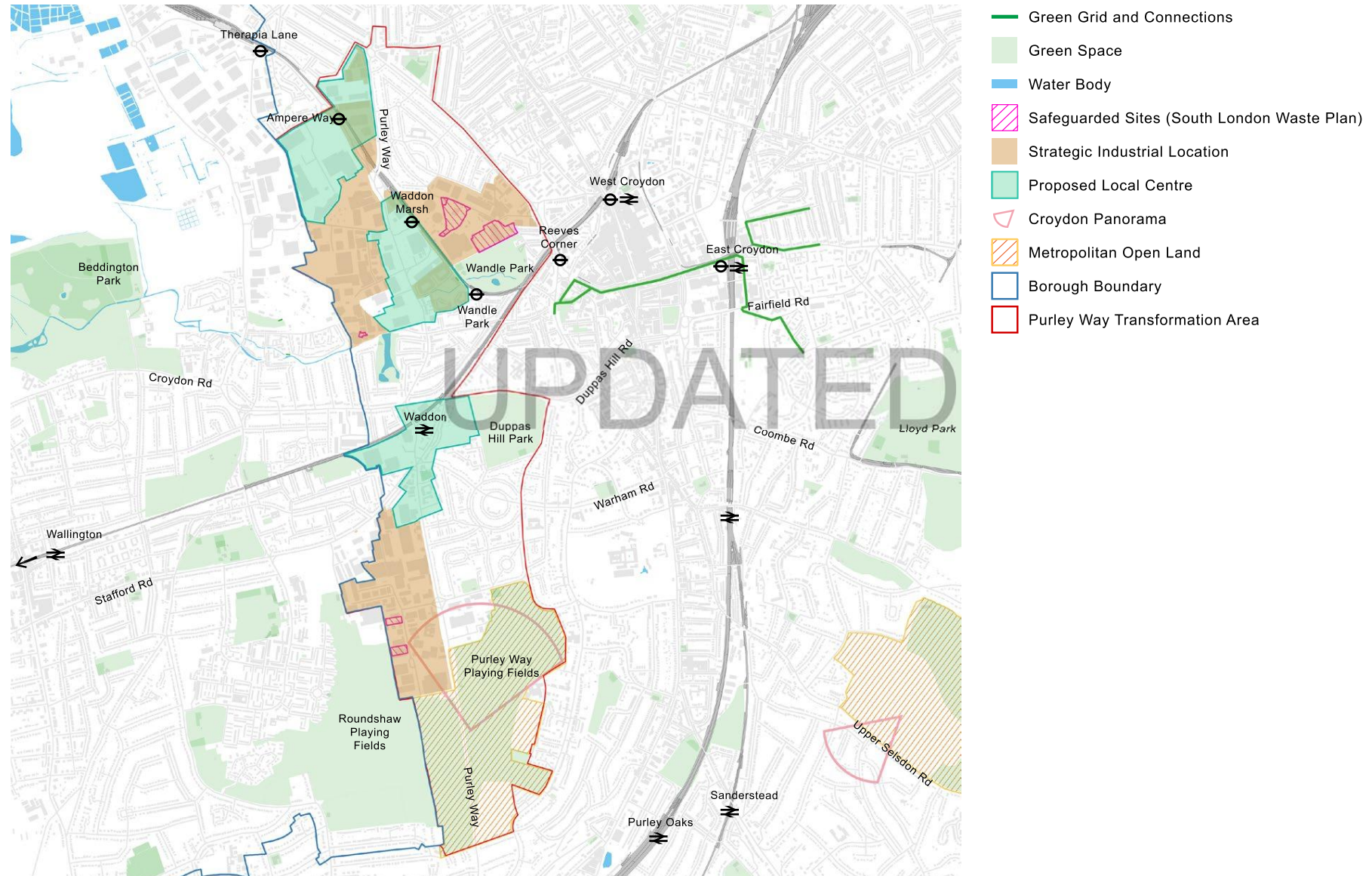
- a. Provide a street-based frontage for new high-quality buildings;
- b. Frame the street with buildings that establish a rhythm of rising and falling heights along its length and avoid creating canyons where poor air quality could get trapped;
- c. Create separate perpendicular streets for residential access and service for employment areas either side;
- d. Establish parallel routes that provide priority for pedestrians and cyclists, stitch together development with existing neighbourhoods and provide high-quality amenity space;
- e. Create an overall reduction in parking across the Transformation Area, including through the consolidation of surface parking into multi-storey facilities where appropriate.

**PWSP1.8** Working with landowners, developers, Transport for London, Network Rail and other stakeholders to secure provision and/or financial contributions towards improving the area's walking and cycling, public transport, highway and parking infrastructure to ensure that the Purley Way Transformation Area has sufficient capacity to support the level of proposed growth and maximises the use of sustainable modes of transport. This will be achieved by:

- a. Creating a network of attractive walking and cycling routes that safely and conveniently connect developments with shops, services and open spaces and reduce the severance effect of Purley Way (A23), the tramline, the railway and other roads;
- b. Enhancing public transport nodes (bus stops, tram stops and Waddon Station);
- c. Facilitating enhanced rail services and metroisation at an improved Waddon Station;
- d. Facilitating additional tram capacity on the Wimbledon Tram branch;
- e. Establishing Purley Way (A23) as a sustainable transport corridor by reducing 'pinch points' to secure wider footways, improved cycle lanes, better bus priority measures and enabling a potential extension of the tram network;
- f. Facilitating enhanced and/or new bus services along the Purley Way (A23) corridor;
- g. Supporting TfL with implementing improvements to the Fiveways junction and improvements to other priority road junctions;
- h. Requiring development sites to make use of existing junctions to avoid adding additional turning movements and increasing congestion on the network;
- i. Improving and reducing the impact of deliveries and servicing to designate traffic routes for new industrial, warehousing/distribution and retail developments.

## What it will look like

**Figure 14.2:** Purley Way Transformation Area



## Why we have taken this approach

### Homes

**14.2** Based on a number of assumptions, capacity testing work carried out as part of preparing the Purley Way Masterplan evidence identified the potential to successfully accommodate a significant number homes over the plan period.

**14.3** The expected level of growth is likely to increase the number of people living in the area over the plan period. The need to make additional provision of physical, social, cultural, and green infrastructure to serve a bigger population and integrate with existing residential and business communities is addressed under a number of headings below.

**14.4** The co-location of housing with other uses will help to make the best use of land, incorporate necessary additional social infrastructure, create vibrant mixed-use developments, improve personal safety, reduce the need to travel and help enable delivery of the site.

**14.5** The Agent of Change principle, as set out in London Plan Policy D13, will be applied to protect existing SIL and waste sites safeguarded in the South London Waste Plan (including those that are in LB Sutton) to ensure that new housing does not compromise the integrity and effectiveness of industrial and waste uses.

**14.6** The detailed location and design of new housing will have to respond positively to the existing context. For example, housing at ground floor next to Purley Way (A23) itself is very unlikely to be acceptable and single-aspect homes facing Purley Way or other noisy streets with poor air quality will be resisted. Communal open space and play space will be expected to be carefully located in sheltered areas of developments.

**14.7** Developments will need to consider the existing Gypsy and Traveller site at Latham's Way to ensure that the site integrates with the area as it changes and that residents living on the site feel part of and benefit from growth and investment.

**14.8** The Purley Way Masterplan evidence found that most residents travelling in the peak hour for work head towards central Croydon (either to destinations within central Croydon or travelling onward to central London). A smaller proportion travel west towards Wimbledon. Given this, TfL has estimated that there is sufficient capacity on the Wimbledon branch of the existing tram network to support 2,000 additional homes in the area.

**14.9** Beyond this number and dependent on the outcome of TfL transport modelling, public transport and specifically capacity on the existing tram network will need to be increased, either by longer trams, increased frequency, or both.

### Employment

**14.10** There are three distinct sub-areas of SIL in the Purley Way Transformation Area:

- The Beddington Farm / Commerce Way SIL area currently accommodates around 115 businesses in around 160,000m<sup>2</sup> of employment space. There is a greater proportion of manufacturing businesses in this sub-area, and a notable concentration of pharmaceutical activity. Sites are typically larger and suited to stand alone warehouses and larger scale operators of logistics and distribution.
- The Factory Lane/ Whitestone Way SIL area includes the former gas works and Stubbs Mead Depot. Once the gasholders have been demolished, both of these areas have potential for intensification of employment floorspace to significantly increase employment and economic activity on the sites. The area also accommodates smaller-scale construction retail and over 100 artists' studios in the Grafton Quarter development.
- The Imperial Way sub-area includes particularly dense employment, accommodating 41% of all businesses in the Transformation Area, including 72% of all creative businesses. There is a higher proportion of small and light industrial floorspace here, which may be suited to multi-level and stacked industrial provision. Existing businesses and new arrivals will benefit from the amenity of the Waddon Way Neighbourhood Centre.

**14.11** The Purley Way Masterplan evidence estimates that potential intensification of SIL and new mixed-use development focused on Local and Neighbourhood Centres could result in around 1,750 additional Full Time Equivalent (FTE) jobs over the plan period. Construction work will also generate additional temporary employment opportunities. The land use policies set out in this chapter should ensure that there is a diverse range of job opportunities, including jobs that drive up skills. The Council will secure in-kind and financial contributions from developers in accordance with Local Plan policies SP3 to help maximise training and job opportunities for local people.

**14.12** In order for the area to be successful and sustainable, a series of New Local Centres in the area will be the focus for main town centre uses, as part of consolidating and focusing high-quality mixed-use development that ensures that the area is supported by Centres which are vibrant and attractive hubs for people to live and work with good access to local services. The 'Town Centre and Retail Study' 2023 indicates that it is not appropriate to support further big box retail in the Purley Way area as it detracts from trade in the Croydon Opportunity Area. The study does however support the provision of additional convenience goods. The wider environs of these Centres will successfully link with their residential and industrial hinterlands. Here, appropriate and diverse business together with residential uses will be the primary uses. The creation of attractive streets will help integrate existing and new residential and business communities.

**14.13** The new Neighbourhood Centre at Waddon Way will provide small-scale (less than 280m<sup>2</sup>) day-to-day shopping and services for the local business and residential communities, shift workers and users of the Purley Way Playing Fields.

**14.14** SIL and the new Local and Neighbourhood Centres will be well connected to support industrial intensification and ensure that people working in and visiting the area for business purposes have sufficient access to cafes, restaurants and other day-to-day services.

### **Urban Design and Local Character**

**14.15** Developments will safeguard the setting of designated and non-designated heritage assets in the area and in neighbouring areas of Croydon and Sutton including Croydon Airport and IKEA Towers. Opportunities will be sought to deculvert the River Wandle. Development will also frame and make a positive contribution to the designated Croydon Panorama from Purley Way Playing Field to Croydon Metropolitan Centre (landmarks include NTL mast, the Town Hall Clock Tower in Katharine Street, No.1 Croydon and the Park Hill Water Tower).

**14.16** New buildings and open and public realm spaces will draw on the positive characteristics of Broad Green & Selhurst and Waddon Places and transform the quality of the built environment by adopting the five principles included in Policy SP2.6. Guidance for implementing this is set out in the Purley Way Masterplan SPD.

**14.17** New buildings are expected to make the best use of urban land and optimise density. The four Local and Neighbourhood Centres will accommodate the taller buildings in the area, to reinforce and mark their role as the focus of use and activity and to aid wayfinding. Buildings should respect and respond positively to the height of existing buildings, ensuring development positively mediates transitions with lower density areas and responds to predominant height, in line with relevant borough-wide policies.

### **Community facilities**

**14.18** The Purley Way Transformation Area includes the Harris Academy Croydon, Harris Primary Academy Haling Park, Harris Primary Academy Purley Way, Harris Academy Purley Secondary and just outside the area the former St Andrews Secondary School. Planning permission has been granted for an additional 3-FE primary school at 91-93 Canterbury Road. The area also has a number of childrens' nurseries and play groups. It is also home to Broad Green Library, Waddon Leisure Centre and commercial leisure and entertainment uses at the Colonnades, Valley Park (including VUE Cinema) and other locations. However, there are relatively few community, youth, and sports facilities and places of worship.

**14.19** The expected level of demand for secondary school places should be capable of being absorbed by the existing secondary schools in the area, including the possible re-use of the site where St Andrews CE School is located just outside the area (subject to agreement from the Southwark Diocesan Board of Education).

**14.20** Additional facilities will generally be directed to the new Local and Neighbourhood Centres, where existing and new residents can best access them to help foster a united local community sharing local facilities and experiences.

### ***Environment and Climate Change***

**14.21** The orientation, layout and design of developments, particularly housing, should take account of the existing environmental constraints of the area, including noise and poor air quality. The Purley Way Masterplan SPD includes guidance on how developments could respond to and improve existing air quality conditions including site orientation and ground floor uses/ design.

**14.22** The council is investigating bringing forward a District Energy Network (DEN) to supply heating and hot water to the Croydon Growth Zone and the Purley Way Transformation Area. This would connect Purley Way and the Growth Zone with the Beddington Energy Recovery Facility (ERF) in nearby Beddington Lane, via a central energy centre in the Wandle Road car park site.

### ***Green and Blue Grid & Open Space***

**14.23** The area is particularly harsh, with very little tree cover or greenery. If its full potential is to be realised, it needs to be transformed into a more attractive, greener and more biodiverse place.

**14.24** The Council supports the continued development of the Wandle River Regional Park concept and will work with the Trust, the Environment Agency and other stakeholders to play its part in delivering the Wandle Valley Area Green Grid Framework developing a connected, cross-borough network of green spaces. As part of this commitment, the Council will manage Wandle Park and Waddon Ponds and look for opportunities to connect these with other open spaces and de-culvert stretches of the River Wandle as and when development opportunities arise to manage flood risk, secure connectivity and biodiversity net gain.

**14.25** Canterbury Recreation Ground, Duppas Hill Park and Purley Way Playing Fields provide much needed open space within the Purley Way area, and are all in need of enhancement to increase their attractiveness and ability to accommodate increased levels of activity associated with the expected rise in residential population. The Council will seek to improve these spaces, including incorporating additional habitats and implement the Parklife project so that the Playing Fields become a high-quality sports-hub.

**14.26** The Council will seek to secure additional high-quality publicly accessible green open spaces and areas of public realm wherever possible, particularly in that part of the area to the north of Mill Lane/Waddon Road where there is a current lack of open space.

**14.27** The Council will invest in public realm and lighting improvements across the Purley Way Transformation Area. These may include providing a network of high-quality pedestrian routes connecting Local and Neighbourhood Centres and using de-culverted and naturalised sections of the River Wandle to provide walking and cycling routes.

**14.28** Key priorities for the green links will include:

- a. Additional north-south connections to provide alternative routes to Purley Way (A23) and east-west connections in the northern part of the area to provide quieter walking/cycle routes.
- b. Improved pedestrian infrastructure along strategic east-west connections with Stafford Road/Denning Avenue, Mill Lane/Waddon Road to provide better connections with Croydon Local Centre.
- c. Additional and improved crossings on Purley Way (A23) at key locations, located and designed to reduce severance and support public transport nodes and cycling connections.
- d. Improved, signed local links to promote active travel choices to access health, education, green spaces etc.
- e. Site specific routes in collaboration with landowners and developers to include new /improved footways and footpaths through development sites, plus upgraded areas of public realm on Purley Way and other key roads around development sites and more broadly within Local/Neighbourhood Centres.

### ***Transport and communication***

**14.29** The Purley Way Masterplan SPD includes detailed strategies and guidance for improving walking and cycling infrastructure in the area. The Council will ensure that developments will provide natural surveillance of streets, routes and spaces and will require high-quality tree planting and landscaping to ensure provision of attractive walking and cycling environments along heavily trafficked routes.

**14.30** A series of interventions will be made to make public transport the easy choice for getting to, from and around the area, including a combination of the following:

- a. Creating a sustainable transport corridor, with a spine formed of a major new high-quality public transport route.
- b. Promoting the role of public transport nodes (bus stops, tram stops and Waddon Station) as mobility hubs, located to support efforts to create or strengthen Local/Neighbourhood Centres.
- c. Reducing walking times from across the area to public transport nodes.

**14.31** The above measures coupled with improvements to enhance walking catchments for rail, tram and bus aim to ensure that all 'areas for transformation' are within a maximum five-minute walk to a bus and/or a ten-minute walk from a tram stop or Waddon Station.

**14.32** At Waddon Station the existing poor-quality station building is set back from Purley Way (A23), accessed by poor quality public realm and only provides step-free access for the westbound platform. The Council will work with Network Rail/TfL and landowners to improve accessibility with a strong presence on the Purley Way (A23) either in advance of or as part of redeveloping the low-density retail/restaurant uses around it. This is addressed further in Site Allocation 110 (Old Waddon Goods Yard).

**14.33** The Brighton Main Line and East Croydon Transformation Corridor chapter explains the current context regarding the Croydon Area Remodelling Scheme (CARS). The Council will also work with TfL to support bringing forward the proposed 'metroisation' of rail services in South and South East London.

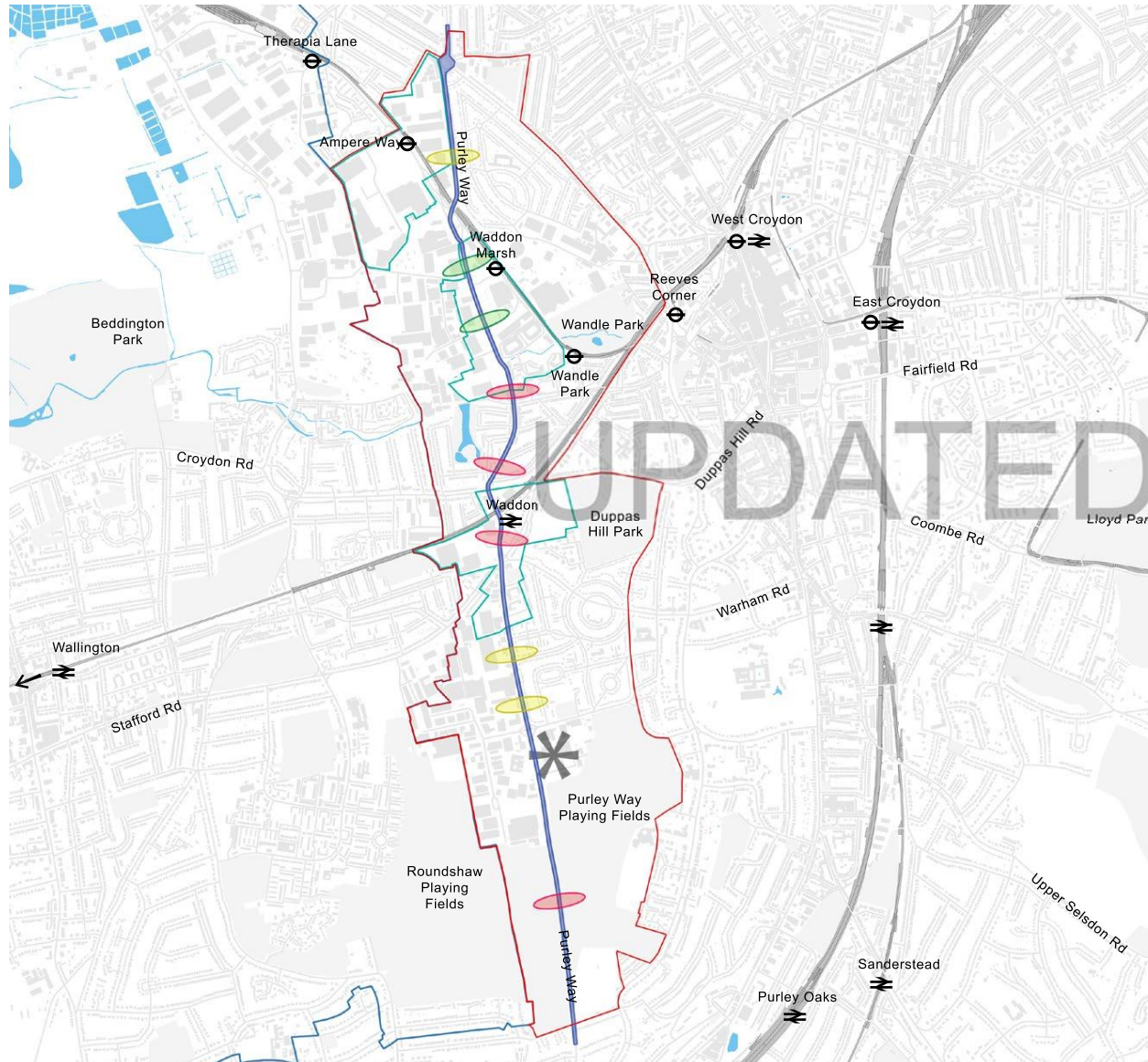
**14.34** The Council will work with TfL and landowners /developers to turn Waddon Marsh into a key public transport hub. This will be achieved by improving the link from Purley Way to the bus interchange to create a sense of entrance at the tram stop. By integrating the micro mobility and drop off space into the area it will become a mobility hub. Redesigning the forecourt area will help create a distinctive and welcoming station plaza.

**14.35** Should a tram extension not come forward in the foreseeable future, as a first step to create a high quality public transport corridor, the Council could support the creation of a rapid bus corridor. This will be subject to modelling and would involve the provision of a series of “superstops” at the same locations as the tram stops. The Council supports the provision of demand responsive bus services.

**14.36** There are a number of relatively narrow sections of Purley Way (A23) which act as ‘pinch points’ that create congestion for traffic and poor-quality conditions for pedestrians, cyclists and buses. These are identified in Figure 14.3 below.

**14.37** The Council will seek to explore possible widening of the carriageway and/or footway of Purley Way (A23) to secure improvements for sustainable modes of transport. This will include wider footways/shared walking/cycling routes, designated lanes for cycling, bus lanes and/or space for a future a possible tram extension. The Council will proactively work to identify and secure opportunities to remove these pinch points by widening the corridor whilst maintaining strategic traffic movement.

**Figure 14.3** Purley Way Pinch Points



Priority for Additional Land:

- High Priority
- Moderate Priority
- Low Priority

Other:

- Purley Way Corridor
- Local Centre and Environs
- ★ Neighbourhood Centre
- Borough Boundary
- Purley Way Transformation Area

**14.38** The Council will continue to work with TfL and other stakeholders to explore the aspiration and need for enhanced public transport and a new tram extension along Purley Way (A23) to Purley and Coulsdon, with a series of stops located to support the proposed Local and Neighbourhood Centres.

**14.39** Traffic congestion and capacity is a key issue in the area. The strategic nature of the Purley Way (A23) means that the vast majority of trips are longer distances and the road is vital for serving the many industrial and retail businesses in the area. The potential on-street public transport improvement and better pedestrian and cycle crossing facilities called for above are likely to introduce additional capacity constraints.

**14.40** Policies in this Plan will help reduce additional car trips, the transformational change called for in the vision for the area will, unavoidably, create some additional highways trips. Focussed highways improvements, subject to modelling will be required on the following key junctions and links where capacity is most constrained:

- a. Fiveways area improvements (including the junctions of Croydon Road/Purley Way and Epsom Road/Duppas Hill Road/Stafford Road)
- b. Duppas Hill and Croydon Way junction
- c. Mill Lane/Waddon Road/Purley Way
- d. Drury Crescent/Commerce Way

**14.41** The Council will also bring forward traffic management and calming measures to reduce any displacement of traffic from Purley Way (A23) on to other streets in the area, surrounding places and neighbouring Sutton. These include investigating the potential to reducing some or all of the area to 20mph and designing the local road network in accordance with the aim to create low-speed, safer and more attractive streets. This will support the Mayor's Vision Zero goal which aims to eliminate all deaths and serious injuries on London's transport network by 2041.

### **Car parking standards**

**14.42** In tandem with implementation of improvements to the walking and cycling network and public transport capacity, set out under Transport Infrastructure below, on-site car parking standards will increasingly be restricted as PTAL improves. They will reduce relative to the implementation of associated improvements to public transport capacity, the proposed PTAL of different parts of the area and the implementation of on-street car parking controls. This will help to reduce the impact of car trips in the area.

**14.43** The Council will work with developers, TfL and other partners to secure funding to implement the walking and cycle route priorities, focusing in the short and medium term on improving connections to and from existing trams stops.

### **Designations shown on the Policies Map**

**14.44** Each of the designations set by PW SP1 and Policies PW DM1 to PW DM7 are shown on the Policies Map. The designations are summarised in Table 14.2.

**Table 14.2:** Phasing and review of infrastructure provision

| Designation                            | Policy it relates to | Location                                      |
|--|----------------------|---|
| Future Local Centre                    | PW SP1               | Valley Park<br>Waddon Marsh<br>Fiveways       |
| Neighbourhood Centre                   | SP2<br>DM5           | Waddon Way                                    |
| Area around Lombard Roundabout         | PW DM1               | Area around Lombard Roundabout                |
| Valley Park Local Centre and environs  | PW DM2               | Future Valley Park Local Centre and Environs  |
| Waddon Marsh Local Centre and environs | PW DM3               | Future Waddon Marsh Local Centre and environs |
| Fiveways Local Centre and environs     | PW DM4               | Future Fiveways Local Centre and Environs     |
| Purley Way Corridor                    | PW SP1<br>PW DM6     | Along the Purley Way                          |

### Key Supporting Documents

- Purley Way Masterplan Supplementary Planning Document (Draft)

## Detailed policies

### Policy PW DM1: Potential new Local Centre at Valley Park

Development opportunities including public realm improvements should be undertaken in a cohesive and coordinated manner and create a new Local Centre with a sense of place and distinct character. The Purley Way Masterplan SPD provides guidance on the creation of a new Centre. Proposals that promote the creation of a new Local Centre at Valley Park will be supported, if the following requirements are met:

- a. The new centre should straddle Ampere Road and provide access to and from Ampere Road tram stop;
- b. The new centre will consolidate, enhance existing retail and leisure uses with additional housing and the wider environs should provide scope for the intensification of industrial, warehousing and distribution uses;
- c. Building heights of development within the Centre and environs should generally be in the order of 3-8 storeys, with focal point accents at gateway locations; and
- d. Proposals should enhance the setting of the IKEA chimneys.

### How the policy works

**14.45** The mix of uses in the Valley Park area presents an opportunity to improve public realm connections, consolidate uses and create a new mixed use centre that benefits existing and new residents and visitors. The popularity of IKEA/Valley Park as a retail and leisure heart of the wider region should be preserved, but opportunities to decrease overall visitation by car to the area will be supported by the Council.

**14.46** The area has been identified as having capacity for new housing, which would intensify use across the site and mitigate the negative impact of large areas of car parking. The twin IKEA chimneys, as important markers of character for Croydon, must be retained and celebrated to enhance sense of place.

**14.47** Towards the south of this area, larger sites offer the opportunity to accommodate industrial employment uses adjacent to the SIL in Beddington to offset future de-designation of SIL elsewhere in the wider Purley Way Transformation Area. This is essential to improving cohesion between uses and character across the Purley Way Transformation Area, whilst also strengthening the attractiveness of the area for businesses to locate there.

## Policy PW DM2: Potential new Local Centre at Waddon Marsh

Proposals that promote the potential creation of a new Local Centre at Waddon Marsh will be supported in line with the Purley Way Master Plan, if the following requirements are met:

- a. Excellent transit connectivity and proximity to amenity and industry locations;
- b. Be located on the east side of Purley Way and be focussed around Purley Way itself and the Waddon Marsh tram stop (precise boundaries to be determined);
- c. Consolidate and enhance existing retail uses and include new housing, social infrastructure and green open space; and
- d. Buildings heights of development in the Centre and environs should generally be in the order of 3-8 storeys, with focal point accents at gateway locations.

### How the policy works

**14.48** A new local centre around Waddon Marsh tram station, with high quality public realm interventions, will create an attractive locality to live, work and shop. This opportunity arises from excellent transit connectivity, emerging local centre characteristics surrounding the Sainsbury's store, and proximity to amenity and industry.

**14.49** In tandem with envisioned reduced car use and increased density, there is an opportunity to replace large tracts of parking with active retail frontage and public amenity which will improve the environment for both pedestrians and cyclists. Mid to high-rise residential uses, co-located with retail, industry and leisure, especially in the immediate vicinity of Waddon Marsh Station, will help to establish the character of the local centre.

**14.50** High-quality industrial zones with well-utilised land areas and sensible servicing routes will strengthen the area as an attractive destination for businesses to locate. Green spaces are to be enhanced through interventions such as the deculverting of Wandle River and the creation of pocket parks. Interventions to enhance the network of green spaces will be needed to accommodate increased activity in the area and improve connectivity as part of the wider Green Grid.

### Policy PW DM3: Potential new Local Centre at Fiveways

In tandem with improvements to the road layout, which will alleviate congestion and encourage walking together with public realm enhancements, proposals to create a new Local Centre at Fiveways will be supported, if the following requirements are met:

- a. The convergence of multiple uses within the area presents a prime opportunity to provide a retail/leisure destination, with a substantial user catchment at all times of the day;
- b. Be focused around the Fiveways junction and include the existing Waddon Leisure Centre and Waddon Station;
- c. Consolidate and enhance existing local retail and leisure uses and include new housing, social infrastructure and green open space;
- d. Building heights of developments in the Centre and environs should generally be in the order of 3-8 storeys, with focal point accents at gateway locations; and
- e. Proposals should seek to enhance the setting of the Grade II listed Old Tithe Barn by delivering high quality development and public realm interventions adjacent to it.

#### How the policy works

**14.51** Fiveways junction is crucial to characterise the local centre. The high transport connectivity gives the opportunity for an increased density, specifically by co-locating mixed-use buildings with mid to high-rise residential elements with re-provided retail, community and leisure uses. Attractive public realm, such as public furniture and an unobstructed station forecourt would form the basis for street activity.

**14.52** Given the high transport connectivity, there is latent potential to increase density of development, specifically by co-locating mid to high-rise residential uses with reprovided retail, community and leisure functions.

**14.53** Developments must be stitched in with the public realm and existing green amenity, with attention to fostering community, forming a network of active and green spaces surrounding Fiveways.

**14.54** Due to the complexity of these issues, the Purley Way Masterplan will assist in ensuring that development is undertaken in a coordinated and cohesive way while retaining Waddon's sense of place.

## Policy PW DM4: Potential new Neighbourhood Centre at Waddon Way

Proposals that promote the potential creation of a new Neighbourhood Centre at Waddon Way will be supported during the life of the Plan in line with the Purley Way Masterplan, if the following requirements are met:

- a. The new centre should be on both sides of Purley Way;
- b. Development should seek to consolidate and enhance the existing retail and leisure uses within this centre, with particular emphasis on serving the business community, and include new housing and green open space;
- c. The building heights of development/developments in the Centre and environs should generally be in the order of 3-6 storeys, with focal point accents at gateway locations; and
- d. Proposals should seek to enhance the setting of heritage assets including Croydon Airport and the former lido diving board by delivering high quality development and public realm interventions.

### How the policy works

**14.55** The convergence of multiple uses in the Waddon Way area presents a ripe opportunity to provide a combination of live, play and work functions on both sides of the Purley Way, with a substantial user catchment at all times of day.

**14.56** Improvements to the Imperial Way business district and re-provision of existing hotels will cement Waddon Way as a centre for business and gateway into industries along Purley Way. Due to the smaller size of the plots the area is considered suitable for SMEs, innovation clusters and creative industries.

**14.57** Public transport improvements and increasing density are expected to be mutually supportive moving forward, freeing up car parking space and consolidation of retail and leisure uses.

**14.58** The concentration of historical landmarks in the area including Croydon Airport significantly contribute to its character. Therefore, it is vital that high quality development and public realm interventions celebrate and enhance these local heritage assets.

## Policy PW DM5: Purley Way Corridor

The existing harsh and unattractive road corridor will be transformed by:

- a. Taking opportunities to remove pinch points (identified in Figure 14.3) to provide space for sustainable modes of travel – walking, cycling, buses and a possible tram;
- b. Incorporating high-quality pedestrian and cycle crossing points at key locations to reduce severance and increase connectivity;
- c. Locating and designing buildings and spaces in ways which provide active frontages to the street;
- d. Locating and designing buildings and spaces that include measures to improve air quality, reduce creation of wind corridors and rough urban surfaces, break down any street canyon, orientate street canyons parallel to wind and promote air circulation around base buildings;
- e. Locating sensitive uses away and upwind from emissions and sources of pollution; and
- f. Building heights along the corridor, outside of Town and Neighbourhood Centres and their environs, should be 3 to 8 storeys.

### How the policy works

**14.59** There is a great opportunity to transform the Purley Way into a green, pleasant city street and sustainable transport corridor. The street should mark a positive relationship with the Local and Neighbourhood Centres that it passes through, making sure it is fronted by high-quality buildings, spaces and trees which create attractive places and help improve air quality.

**14.60** New pedestrian connections and public space improvements will reduce the severance between both sides of the Purley Way. The new city street will accommodate enhanced bus services, pedestrian and cycle routes and potentially a future tram route, all of which will encourage the use of more sustainable modes of transport and alleviate pressure from the road network.

**14.61** The retention of Purley Way as a strategic transport and servicing route is vital for serving the many industrial, warehousing, distribution and retail businesses in the area.

## Policy PW DM6: Site allocations

**PW DM6.1** Within the Purley Way Transformation Area allocate sites for development as set out in Table 14.3.

**PW DM6.2** To ensure that public transport capacity in the area is sufficient to accommodate growth:

- a. Only sites marked as 'Short-term' or 'Medium-term' in Table 14.3 shall be built and occupied in the area in advance of detailed transport modelling. This is required to objectively assess the highway and sustainable transport measures needed to accommodate more than 4,000 homes and the implementation of associated further improvements to public transport capacity.

### How the policy works

**14.62** Table 14.3 sets out the proposed use on specific sites in Purley Way Transformation Area. The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7. These site allocations sit alongside those for the wider Broad Green, Selhurst and Waddon Places, together with the safeguarded waste sites in the South London Waste Plan (September 2020).

**14.63** Table 14.3 also sets out the phasing for each site. It is common ground with TfL that there is sufficient overall sustainable transport capacity to support 4,000 additional homes in the area. These sites are marked as short-term in Table 14.3.

**14.64** Growth beyond 4,000 homes could require a range of additional improvements to highway and public transport capacity. Any site marked as long-term in Table 14.3 is dependent, subject to modelling, on these additional improvements taking place before it can be developed.

**14.65** The phasing of sites has been determined having regard to their capacity, with the need to create the new Local and Neighbourhood Centres in order to enable the creation of new communities in the area.

**Table 14.3** Proposals for uses of land of specific sites in Purley Way Transformation Area

| Ref no         | Site name  | Proposed use  | Phasing     |
|----------------|--|---|-------------|
| 8              | Motor Village Croydon,<br>121 Canterbury Road.   | Residential development (possibly with replacement car showroom).   | Short-term  |
| 11             | Croydon Garden Centre,<br>89 Waddon Way.   | Residential development linked to a potential Waddon Way Neighbourhood Centre.  | Short-term  |
| 25a, b,<br>& c | a. Morrisons Supermarket, 500<br>Purley Way<br>b. Porcelenosa, 468-472 Purley Way<br>c. Fiveways Retail Park, 500<br>Purley Way. | Redevelopment of a mix of residential, retail, commercial and community uses, new green open space and health facility (if required by the NHS) to form the basis of a new residential community and part of the potential Fiveways Town Centre and environs.   | Long-term   |
| 48             | 294-330 Purley Way.  | Mixed use development comprising retail store, commercial space and residential units.  | Medium-term |
| 110            | Old Waddon Goods Yard, Purley Way.   | Mixed use development incorporating residential, retail and food and drink (with the retail and food and drink elements limited to the current amount of floor space) around a greatly improved and new Waddon Station.   | Long-term   |
| 125            | Sainsburys, Trafalgar Way.   | Mixed use residential and retail development (with retail floor space limited to no more than currently exists on the site), including new green open space and health facility (if required by the NHS) to form the basis of a new residential community and part of the potential Waddon Marsh Town Centre and environs.  | Medium-term |
| 316            | Fabb Sofas, 2 Trojan Way.  | Redevelopment of this area to a mixture of residential, retail and commercial use, a healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community and part of the potential Waddon Marsh Town Centre and environs.  | Medium-term |
| 332            | Superstores, Drury Crescent.   | Redevelopment of this area to a mixture of residential, retail and a healthcare facility (if required by the NHS) including a primary school and community uses to form the basis of a new residential community and part of the potential Waddon Marsh Town Centre environs.   | Medium-term |
| 348            | Homebase & Matalan stores,<br>60-66 Purley Way.  | Mixed use residential and retail development within the potential Valley Park Town Centre and environs.   | Short-term  |
| 349            | Harveys Furnishing Group Ltd,<br>230-250 Purley Way.   | Redevelopment of this area to a mixture of residential, retail and commercial uses, healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community and part of a Waddon Marsh Town Centre environs. As the site is partly within a Flood Zone 3 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment. | Medium-term |

| Ref no | Site name  | Proposed use  | Phasing     |
|--------|--|---|-------------|
| 351    | Furniture Village, 222 Purley Way.   | Redevelopment of this area to a mixture of residential, retail, a healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community.   | Medium-term |
| 355    | Decathlon, 2 Trafalgar Way.  | Redevelopment of this area to a mixture of residential, retail, a healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community and part of the potential Waddon Marsh Town Centre and environs. | Short-term  |
| 132    | 550-550a Purley Way  | Redevelopment of the site to provide a mixture of residential, retail and business uses.  | Short-term  |
| 135    | Hilton Hotel, 101 Waddon Way   | Redevelopment for residential development and retention of hotel to form part of a Waddon Way Neighbourhood Centre.   | Long-term   |
| 137    | The Colonnades   | Redevelopment of this area to provide a mixture of residential, retail, leisure and community uses to form the basis of a new residential community and part of a Waddon Way Neighbourhood Centre.  | Long-term   |
| 143    | South Croydon Ambulance Station and Waddon Youth and Community Centre, 619 Purley Way. | Redevelopment to provide residential development and replacement community floorspace (no net loss) and a replacement ambulance station (if required by the NHS).   | Long-term   |
| 144    | Sofology, 226 Purley Way   | Redevelopment for mixed use residential and retail.   | Medium-term |
| 146    | PC World, Trojan Way Retail Park   | Redevelopment for mixed use residential and retail.   | Medium-term |
| 153    | Fiveways Triangle (516-540 Purley Way and 107-113 Stafford Road)                       | Redevelopment for mixed use residential and retail.   | Long-term   |