

Croydon Local Plan: Strategic Policies

Adoption draft

**A Development Plan Document forming part of the Croydon
Local Plan**

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Foreword

Councillor Jason Perry, Cabinet Member for Planning, Regeneration and Transport

‘We will be London’s most enterprising borough - a city that fosters ideas, innovation and learning and provides skills, opportunity and a sense of belonging for all.’



The Croydon Local Plan: Strategic Policies is the most important planning policy document for the borough and provides an exciting and deliverable vision for Croydon up to 2031. It sets a framework for the planning and management of development in the borough over that period; and it will continue to serve as the foundation for a range of other planning documents, such as masterplans and supplementary planning documents. Furthermore, the framework and context for Neighbourhood Planning is outlined.

The Croydon Local Plan: Strategic Policies encourages sustainable development to make sure that we have the homes, shops, jobs, schools, health, leisure and other essential facilities we need across the borough. This includes conservation of our heritage, natural and built environments, and the local distinctiveness that makes the 16 Places of Croydon so special.

The council was pleased with the fantastic response throughout production, especially to the Issues and Options Initial Report - Imagine Croydon in 2009, Preferred Options which we consulted on in February 2010 and again in September 2010 when we had more information on homes, employment, transport and culture. The involvement of partners and the community has genuinely informed the Croydon Local Plan: Strategic Policies.

The Croydon Local Plan: Strategic Policies was submitted to the Secretary of State in June 2012, and following being found sound for adoption, was adopted by the council in April 2013 and consequently forms part of the council’s development plan

In addition, the borough’s Community Infrastructure Levy was introduced on 1 April 2013 and will make an important contribution to funding the infrastructure necessary to support the growth and development set out in the Croydon Local Plan: Strategic Policies.

Attention has now turned to the Croydon Local Plan: Detailed Policies and Proposal Development Plan Document, which once adopted, will provide more detailed planning policy to the current strategic context and allocate sites to meet the development and growth needs set out in the Croydon Local Plan: Strategic Policies. I urge you to remain engaged and I look forward to your valuable contributions.

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How to use this Document

This report is broken down into 8 sections with a Glossary and Appendices at the back. **Section 1**, the introduction, sets out the context and purpose of the Croydon Local Plan: Strategic Policies. **Section 2** sets the scene and looks at the borough’s historical context, demographic factors, the regional context and drivers for change. **Section 3** lays out Croydon’s overarching long term spatial vision, accompanying strategic objectives, the overarching Places of Croydon policy and the Key Diagram. **Sections 4, 5, and 6** set out the thematic strategies that will ensure delivery of the strategic objectives and realisation of the spatial vision. These sections 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’. See below for more information on how to use and interpret these sections. **Section 7** shows what each of the policies will mean for the 16 Places of Croydon, setting out the Places vision, summarising the opportunities and constraints and the changes that can be expected to take place up to 2031. Finally **Section 8** explains how the policies proposed will be delivered. This is closely linked to the Infrastructure Delivery Plan, which in comprehensive detail outlines how infrastructure required to support the Strategic Policies will be delivered. This section also links to the Monitoring Framework for the Croydon Local Plan: Strategy Policies to measure the effectiveness of the policies. It also refers to the Saved Policies of the Unitary Development Plan.

Thematic Policy/Place

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.

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 thematic policy.



Why we have taken this approach

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

Contents

1. Introduction	9
The Croydon Local Plan: Strategic Policies	9
2. Setting the scene	11
Historical context	12
Croydon in 2011	13
Croydon in the wider sub-region	15
3. We are Croydon	16
Past Visions	17
Imagine Croydon	17
We are Croydon	17
The Croydon Local Plan: Strategic Policies' Spatial Vision	18
Strategic Objectives	20
The Places of Croydon	21
Policy SP1: The Places of Croydon	21
The Places of Croydon	22
Key Diagram (What it will look like)	24
4. A Place of Opportunity	27
Homes	28
Policy SP2: Homes	29
Employment	39
Policy SP3: Employment	40
5. A Place to Belong	51
Urban Design and Local Character	52
Policy SP4: Urban Design & Local Character	53
Community Facilities and Education	59
Policy SP5: Community Facilities	60
6. A Place with a Sustainable Future	65
Environment and Climate Change	66
Policy SP6: Environment and Climate Change	67
Green Grid	73

Policy SP7: Green Grid.....	74
Transport and Communication	78
Policy SP8: Transport and Communication	79
7. The Places of Croydon	87
Addington	88
Addiscombe.....	90
Broad Green and Selhurst.....	92
Coulsdon	94
Croydon Opportunity Area.....	96
Crystal Palace and Upper Norwood	99
Kenley and Old Coulsdon.....	101
Norbury.....	103
Purley	105
Sanderstead.....	107
Selsdon	109
Shirley	111
South Croydon	113
South Norwood and Woodside.....	115
Thornton Heath.....	117
Waddon.....	119
8. Delivering and Monitoring the Croydon Local Plan: Strategic Policies.....	121
How we are going to deliver the Croydon Local Plan: Strategic Policies.....	121
How we will know if the Croydon Local Plan: Strategic Policies is being delivered	121
Saved Unitary Development Plan policies.....	121
Appendix 1 - Glossary	122
Appendix 2 - Delivery matrix.....	133
Appendix 3 - Monitoring framework.....	174
Appendix 4 - Saved Unitary Development Plan policies	187
Appendix 5 - Heritage assets in Croydon	196
Appendix 6 – Croydon Local Plan: Strategic Policies evidence base.....	201

1. Introduction

The Croydon Local Plan: Strategic Policies

1.1 The Strategic Policies are a key document in Croydon’s Local Plan. They set out the spatial vision and plan for the future of the borough and how it will be delivered.

1.2 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: Strategic Policies addresses each of these needs and sets out how Croydon will plan to meet them up to 2031.

1.3 In preparing the Croydon Local Plan: Strategic Policies 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 to 2031. 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 Plan. The Strategic Policies have been subject to three periods of consultation. It started out with an Issues and Options consultation in July 2009 followed by two consultations on Preferred Option in February 2010 and September 2010.

1.4 In September 2012 an independent Planning Inspector examined the Strategic Policies and found them to be positively prepared, justified, effective and consistent with national policy as well as complying with the relevant legislation and regulations.

1.5 The Croydon Local Plan: Strategic Policies 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. Documents that follow the Croydon Local Plan: Strategic Policies include the Croydon Local Plan: Detailed Policies and Proposals which sets out how specific sites contribute to meeting Croydon’s development needs and what is required from development of these sites. The Strategic Policies also 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
Croydon – strategic policy	The London Plan
	Croydon Local Plan: Strategic Policies Development Plan Document (DPD)
Croydon – place making	Croydon Local Plan: Detailed Policies and Proposals Development Plan Document (DPD)
	Policies Map
	South London Waste Plan
	Neighbourhood Plans

Scale	Document
Croydon – development management	Supplementary Planning Documents (including the Croydon Opportunity Area Planning Framework) Neighbourhood Development Orders Interim Planning Guidance (including Masterplans)

2. Setting the scene

'Setting the Scene' picture break

2.1 The Croydon Local Plan: Strategic Policies addresses the needs of the borough for new homes and jobs plus the infrastructure needed to support growth from 2011 up to 2031. 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 from 2011 up to 2031.

Historical context

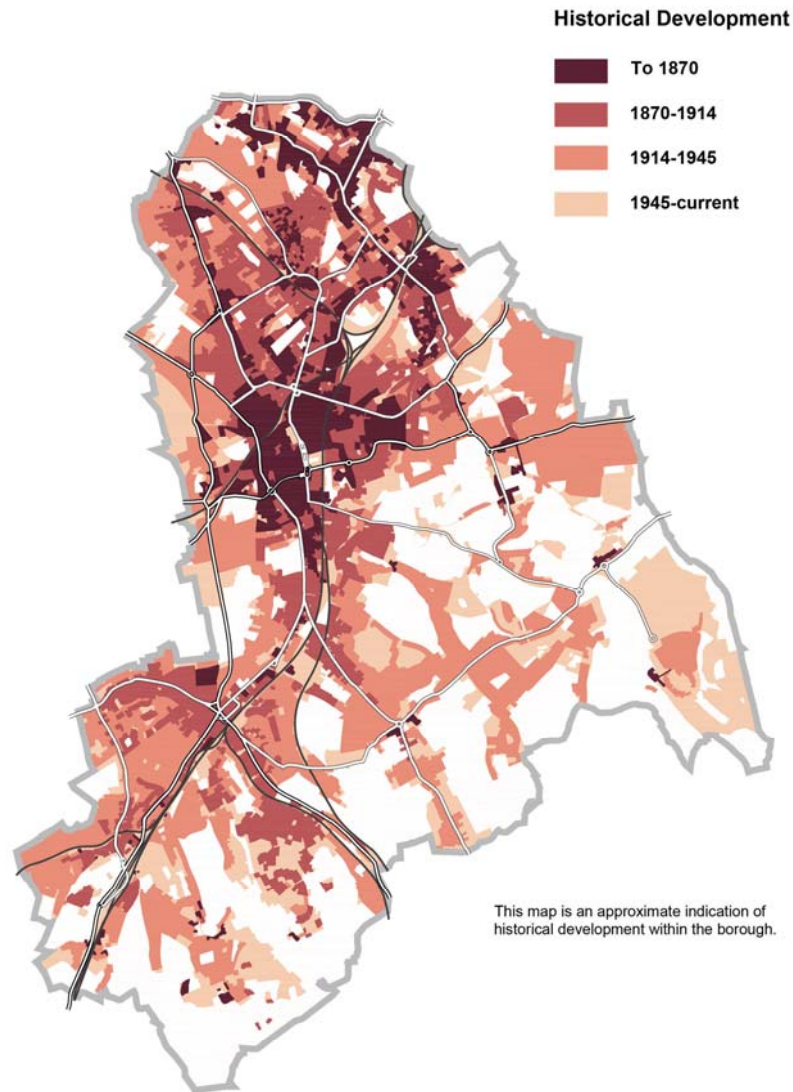
2.2 Croydon historically was a market town, which in the medieval period benefited from the presence of an Archbishop's residence and key trading links with the outlying villages of Addington, Sanderstead and Coulsdon to the south. A period of prosperity in the 18th century saw the development of settlements 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 500,000m² 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 Increased emphasis from central government on allowing out of town shopping areas through the 1980's and 90's resulted in a new retail area growing along the A23 (Purley Way). A new station at East Croydon was built in 1992, and Tramlink, in 2000, providing much needed additional transport infrastructure across the borough from east to west.

Figure 2.1: Historical development in Croydon



Croydon in 2011

2.5 By 2011 Croydon as a borough had many strengths and opportunities. It also faced some challenges too, which the Croydon Local Plan: Strategic Policies sets out to address.

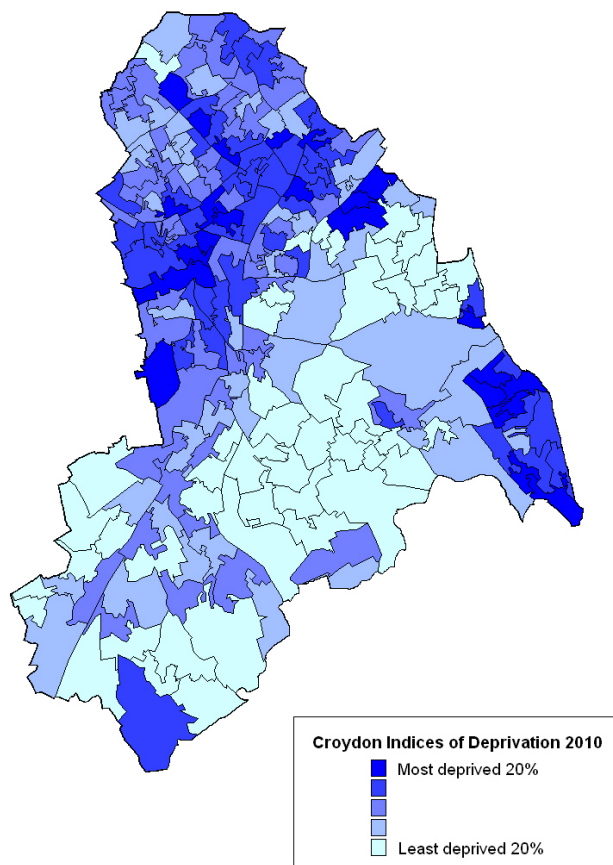
2.6 By 2011 Croydon had become a borough of contrasts. It was a borough with a series of distinct places from Victorian railway suburbs in the north and along the railway line in the valley, towards Purley and Coulsdon to 20th century suburbs on wooded hillsides in the south and away from the railway line in the east. The challenge for the Croydon Local Plan: Strategic Policies is to respect local character and distinctiveness whilst accommodating growth.

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 competes against more recent office developments in Docklands, Redhill and surrounding boroughs. The challenge for the Croydon Local Plan: Strategic Policies includes rejuvenating a dated Croydon Metropolitan Centre and growing a new residential community and jobs. Improvements to the public realm in the Metropolitan Centre to attract shoppers, employers, workers and new residents are vital to its regeneration and future vitality.

2.8 The growth of 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 In 2011 the borough ranked as the 14th least deprived borough in London¹, (out of 33 authorities). 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 2011 Croydon was the largest borough in London in terms of population (with a population of 363,000 people²) and was expected to grow by 30,000 people by 2031³. They will need to have homes in which to live.

2.11 Demographically Croydon is a young borough and in 2011 a quarter of its residents were under the age of 20. 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%⁴. 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

¹ Index of Multiple Deprivation 2010 - Local authority summaries

² Census 2011

³ GLA 2010 Round Population Projections

⁴ As above

community⁵ compared to 36% in 2001⁶. 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: Strategic Policies 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

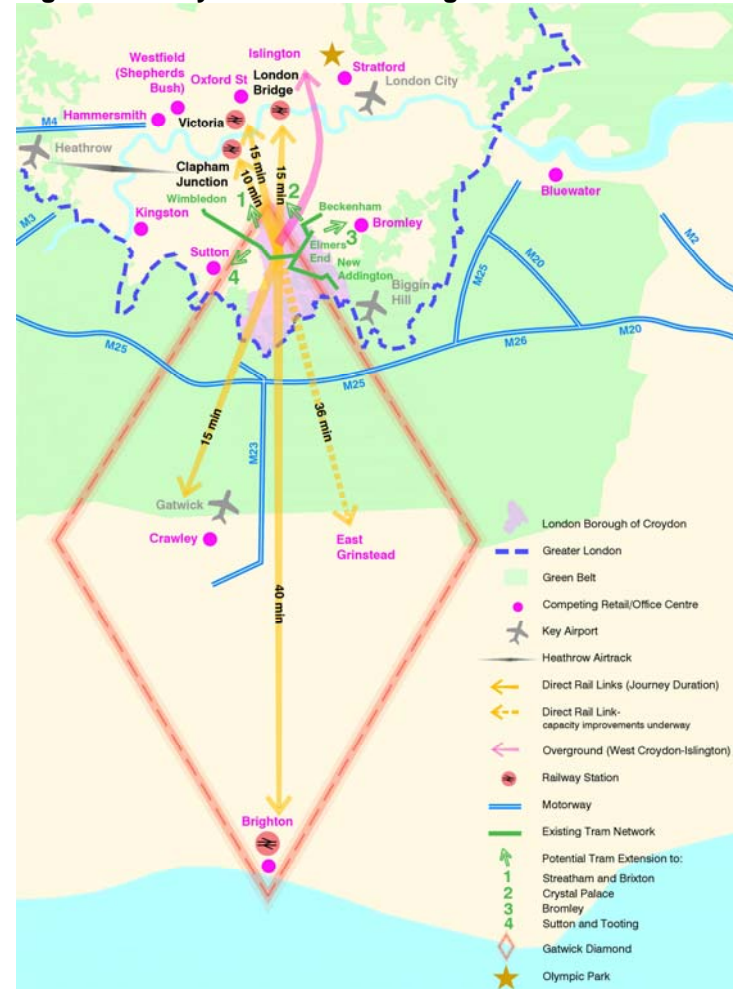
2.13 The future of Croydon needs to be viewed in the context of growth and development in London and the south east of England. At a London level, direction is provided by the Mayor of London through the London Plan.

2.14 Croydon has responded to the 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: Strategic Policies 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 the how Croydon relates to the wider sub-region is shown in Figure 2.3 below.

Figure 2.3 Croydon and its sub-regional context



⁵ GLA 2009 Round Ethnic Group Population Projections.

⁶ 2001 Census

3. We are Croydon

'Spatial Vision, Objectives' picture break

3.1 This section sets out how the priorities contained within the Sustainable Community Strategy together with the overarching 'We are Croydon' vision are embedded into the Croydon Local Plan: Strategic Policies. A complimentary Spatial Vision sets out how Croydon will develop over the next 20 years 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.

Past Visions

3.2 The Croydon Local Plan: Strategic Policies builds upon the historic visions of the past, some realised, such as the Croydon Board of Public Health in 1849 and the comprehensive developments of the 'sixties, and others, such as Vision 2020 and Alsop's 'Third City' vision. These historic visions reveal the tension between Croydon's large urban and suburban areas.

Imagine Croydon

3.3 The 'Imagine Croydon' project that ran from February to September 2009, sought local views on what the overarching, long term vision for Croydon should be up to the year 2040. Over 20,000 people were involved and the views received were distilled to articulate a new long term vision for the borough, entitled 'We are Croydon'.

We are Croydon

3.4 The 'We are Croydon' vision will be used by all partners as the touchstone for all future strategies and plans, including Croydon's Sustainable Community Strategy (SCS) prepared by Croydon Congress (the Local Strategic Partnership).

3.5 The government intends that the spatial vision and strategic objectives, as set out in the Croydon Local Plan: Strategic Policies, should foster growth, objectively establish and plan for development needs, whilst being informed by an analysis of the characteristics of the area, its constituent parts and the key issues and challenges facing them. It must be in general conformity with the London Plan and be consistent with national policy. It should also reflect the shared local priorities as set out in the SCS and 'We are Croydon' vision.

3.6 The overriding themes from the 'Imagine Croydon' consultation were that Croydon should be a place of opportunity, a place to belong and a place with a sustainable future.

The We are Croydon Vision
We are Croydon: We will be London's most enterprising borough - a city that fosters ideas, innovation and learning and provides skills, opportunity and a sense of belonging for all
An Enterprising City: A place renowned for its enterprise and innovation with a highly adaptable and skilled workforce and diverse and responsive economy
A Learning City: A place that unleashes and nurtures local talent, is recognised for its culture of lifelong learning and ambitions for children and young people
A Creative City: A place noted for its health, culture and creativity – one of the best incubators of new artistic and sporting talent in the country
A Connected City: A place defined by its connectivity and permeability with one of the best digital, communications and transport networks in the country
A Sustainable City: A place that sets the pace amongst London boroughs on promoting environmental sustainability and where the natural environment forms the arteries and veins of the city
A Caring City: A place noted for its safety, openness and community spirit where all people are welcome to live and work and where individuals and communities feel empowered to deliver solutions for themselves



3.7 The 'We are Croydon' vision together with the SCS has informed the final spatial vision and strategic objectives (set out in 3.13). The spatial vision and strategic objectives are used to guide the overall strategy and spatial choices about where developments should go in broad terms and how development should take place.

The Croydon Local Plan: Strategic Policies' Spatial Vision

3.8 In 2031, we will be London's most enterprising borough - a city that fosters ideas, innovation and learning and provides skills, opportunity and a sense of belonging for all; an enterprising city, a Metropolitan Centre, a learning city, a creative city, a connected city, a sustainable city, and a caring city.

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. Newer development in our borough has been respectful of this historic legacy, including enhancement of Croydon's distinctive district centres and suburbs.

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. 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, (including a full scale department store), 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. 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.

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 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 In 2031, the borough's District and Local centres still possess their unique characteristics. Enterprise and leisure facilities in these areas contribute to diverse local economies. The richness of character of Croydon's suburbs has been respectfully enhanced 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.

Strategic Objectives

3.13 The strategic objectives form the link between the high level spatial vision and the detailed strategy (made up from the thematic policies and the Places of Croydon section). They are the objectives needed to fulfil the spatial vision. The policies and delivery programme within the Croydon Local Plan: Strategic Policies 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.

The Places of Croydon

How we are going to get there

Policy SP1: The Places of Croydon

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 which mean that proposals can be approved wherever possible, and 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.

Place making

SP1.2 The Council will require all new development in the borough to contribute to enhancing a sense of place and improving

the character of the area:

- a) Development proposals should respond to and enhance local character, the heritage assets and identity of the Places of Croydon
- b) Development proposals should be informed by the 16 Places of Croydon (refer to Section 7 - The Places of Croydon), the Borough Character Appraisal and other place-based evidence.

Growth

SP1.3 Growth in homes, jobs and services that constitutes sustainable development will be welcomed; provided growth is directed to places with good concentrations of existing infrastructure or areas where there is capacity to grow with further sustainable infrastructure investment within the plan period to 2031. Croydon Opportunity Area will be the primary location for growth, with the Places of Waddon, Purley, Coulsdon, Broad Green and Selhurst also playing a substantial role (see the Key Diagram).

SP1.4 The Council will seek to encourage growth and sustainable development and to manage change, so as to create a network of connected, sustainable, high quality, locally distinctive, healthy places.

The Places of Croydon



Why we have taken this approach

3.14 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.

3.15 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. Some Places will grow and change as a consequence of the strategy of welcoming sustainable development and growth; many will not and will need to be appropriately respected.

3.16 The overarching thematic policies put forward in Croydon's Local Plan: Strategic Policies have developed and are based on 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.

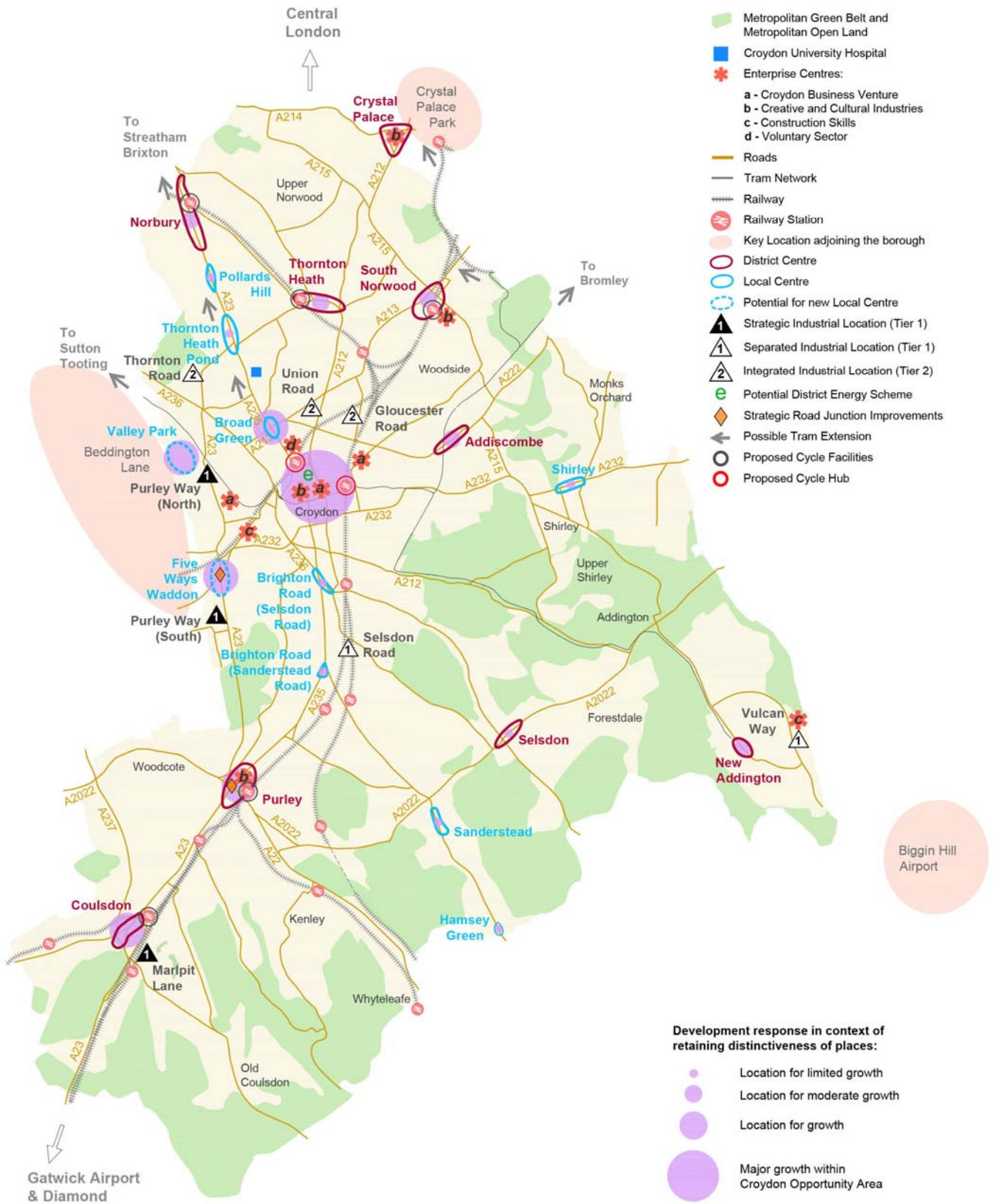
3.17 The Borough Character Appraisal identified and analysed the characteristics of the 16 Places of Croydon, considered a number of key aspects that add to the way these Places are today and what contributes to their local distinctiveness. This Appraisal will help inform the production of more detailed Local Development Framework documents that will follow the Croydon Local Plan: Strategic Policies.

3.18 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.

3.19 The 16 Places are frameworks that help to steer those involved in shaping the built environment, in order to assist in creating sustainable neighbourhoods. Each Place includes a vision, map and summary of how the borough-wide thematic policies will shape the places over the plan period up to 2031. 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 (What it will look like)

Key Diagram



4.A Place of Opportunity

A Place of Opportunity picture break

4.1 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.

Homes

Where we are now

4.2 The key issues that the borough faces in terms of planning for new homes up to 2031 are as follows:

- Population growth means that an additional 27,000 new homes would be needed in Croydon by 2031 to meet the need for new homes.
- There is limited developable land available for residential development within the built up area meaning that it is only possible to plan for 20,200 new homes in the plan period.
- 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.
- The need to meet housing targets at the same time should allow for land to be provided for employment, education, health, retail and other community facilities to ensure a good quality of life for the residents of new housing in the long term.

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 in Croydon the Council will apply a presumption in favour of development of new homes provided applications for residential development meet the requirements of Policy SP2 and other applicable policies of the development plan.

Quantities and Locations

SP2.2 In order to provide a choice of housing for people in Croydon the Council will seek to deliver a minimum of 13,300 homes between 2011 and 2021 in line with London Plan target for new homes. Between 2021 and 2031 it will seek to deliver a further 6,900 homes⁷. Therefore, overall, the Council will seek to deliver 20,200 homes⁸ over the plan period (2011 - 2031). 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; and
- b) Preparing a Croydon Local Plan: Detailed Policies and Proposals DPD, to allocate at least 5,600 net additional homes in the borough outside of the Croydon Opportunity Area. Within the Croydon Opportunity Area, the Croydon Local Plan: Detailed

⁷ 6,900 homes is the projected capacity of the borough to accommodate new homes between 2021 and 2031.

⁸ All numbers in this policy have been rounded down to the nearest 100 and therefore the numbers in the remainder policy do not add up to 20,200

Policies and Proposals DPD will be informed by an Opportunity Area Planning Framework and will allocate sites for at least 7,300⁹ net additional homes; and

- c) Seeking to return 910 vacant homes back into use by 2021 and providing 200 additional non-self contained bed spaces¹⁰ by 2021 in line with the London Plan; and
- d) In conjunction with the Croydon Local Plan: Strategic Policies prepare a Croydon Local Plan: Detailed Policies and Proposals DPD (supported by the Strategic Housing Land Availability Assessment) to guide the development of housing on windfall sites across the borough to ensure delivery of at least 6,100 homes¹¹ (2011 - 2031), that 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; and
- e) Not permitting developments which would result in a net loss of homes or residential land.

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. This will be achieved by a strategic policy target of:

⁹ Of which 1,000 are under construction

¹⁰ Non-self contained bed spaces include hostel bed spaces and student halls of residence.

¹¹ Of which 650 are under construction

a) 25% of all new homes developed in the borough over the plan period to be either affordable rented homes (homes which are up to 80% market rent) or homes for social rent to meet the borough's need; and

b) 10% of all new homes in the borough developed over the plan period to be intermediate affordable housing for low cost shared home ownership managed by a Registered Social Landlord.

SP2.4 The Council will apply the following criteria on a site specific basis to deliver affordable housing in the borough:

a) Negotiate to achieve up to 50% affordable housing provision on sites with ten or more units on the basis set out in Table 4.1; and

b) Require a commuted sum from developments of nine or fewer units to cover the cost of providing the equivalent percentage of affordable units. The commuted sum will be used to provide affordable homes through Croydon Council's New Build Affordable Homes programme or by a Registered Provider¹².

Mix of Homes by Size

SP2.5 The Council will seek to ensure that a choice of homes is available in the borough 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 60% of all new homes outside

the Croydon Opportunity Area up to 2031 to have three or more bedrooms; and

b) Setting a preferred unit mix on individual sites through the Croydon Local Plan: Detailed Policies and Proposals DPD; and

c) Aspiring to 20% of all new homes within the Croydon Opportunity Area having three or more bedrooms by 2031 and aspiring to 35% of all two bedroom homes providing four bed spaces. An Opportunity Area Planning Framework will provide more detail regarding the mix of homes of different sizes across the Croydon Opportunity Area; and

d) Working with partners to facilitate the provision of specialist and supported housing for elderly and vulnerable people.

Quality and Standards

SP2.6 The Council will seek 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 standards set out in the Mayor of London's Housing Supplementary Planning Guidance; and

b) Ensuring that all new homes designed for families meet minimum design and amenity standards to be set out in a Croydon Local Plan: Detailed Policies and Proposals DPD.

¹² The commuted sum methodology is set out in the council's Affordable Housing Viability Assessment – Additional Analysis (October 2011).

Gypsies and Travellers

SP2.7 The Council will seek to deliver ten additional Gypsy and Travellers pitches in the borough by 2021 to meet the need of Croydon's Gypsy and Traveller community. This will be achieved by allocating land for Gypsy and Traveller pitches in the Croydon Local Plan: Detailed Policies and Proposals DPD. Proposals for sites 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 be near bus routes and other transport nodes; 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.

Table 4.1: Approach to providing affordable housing on individual sites

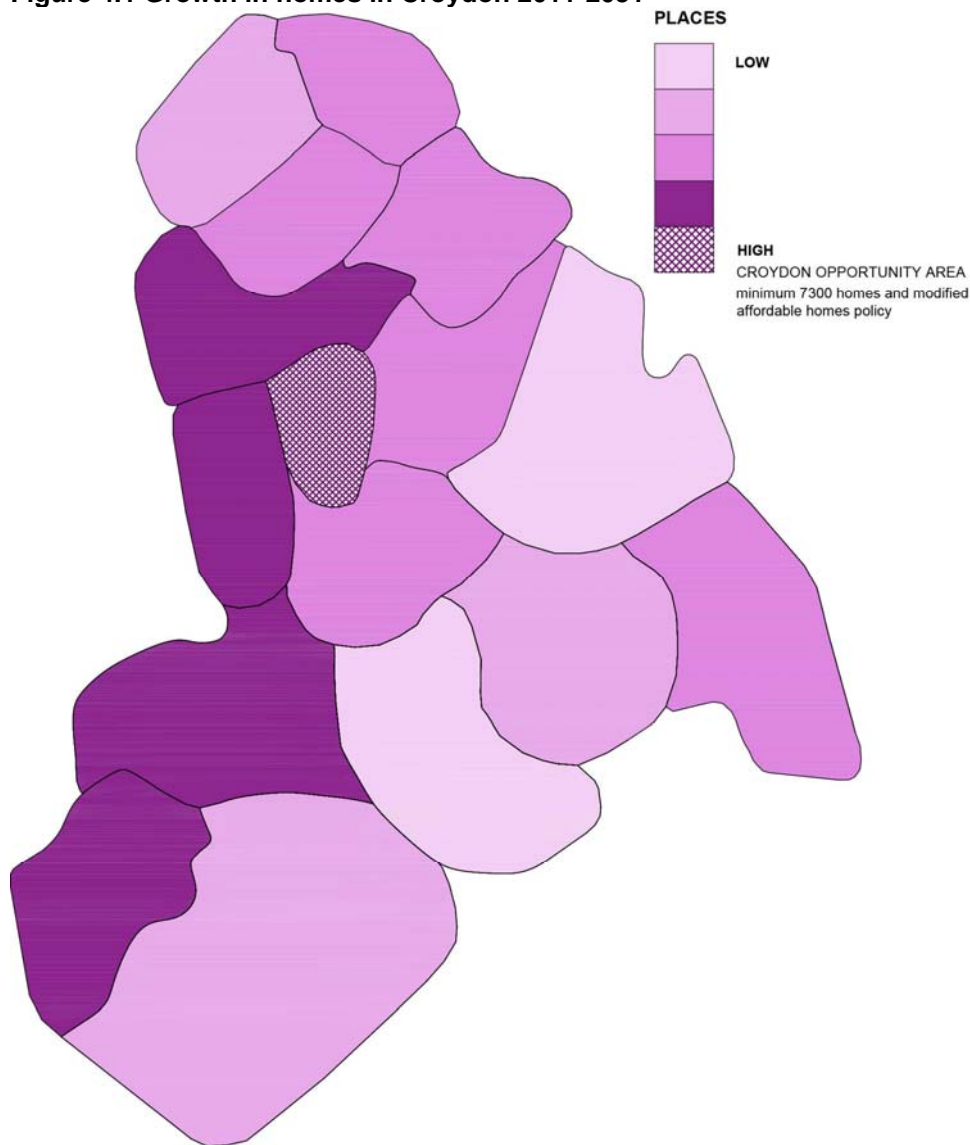
The council will...	Outside of Croydon Opportunity Area	Within Croydon Opportunity Area
Negotiate to achieve up to...	50% affordable housing	50% affordable housing
With a minimum requirement of...	15% for first financial year of the plan period post adoption and thereafter reviewed annually in the Croydon Monitoring Report via a Dynamic Viability Model set out in Table 4.2	15% for the first three financial years of the plan period post adoption and thereafter reviewed every three years in the Croydon Monitoring Report via a Dynamic Viability Model set out in Table 4.2.
Seek a mix of affordable housing tenures (as defined in the National Planning Policy Framework)	60:40 ratio between affordable or social rent and intermediate low cost shared home ownership	60:40 ratio between affordable or social rent and intermediate low cost home ownership unless there is agreement between Croydon Council and a Registered Provider that a different tenure split is justified.
Policy Flexibility		
On-site/off-site provision	Presumption that all provision is on-site	A minimum of 10% affordable housing will be on-site for the first three years of the plan. Provision of affordable housing above the minimum on-site requirement should be provided either on site; off site on a donor site(s); or through a commuted sum. For donor sites the mechanism, sites, development timing and dwelling mix for each donor site will need to be agreed by the council prior to the commencement of development on the parent site. The donor site will have to adhere to Policy SP2.4a in terms of meeting its affordable housing requirement and only the additional affordable housing beyond this policy requirement will be considered to constitute off site provision.
Review mechanism	None	Committed sum payments linked to gross development value provided through a review mechanism at agreed stages of the development.

Table 4.2 Dynamic Viability Model - reviewing the minimum on-site affordable housing requirement

Price of homes change (House Price Index)											
	HPI No.	590.3	615.9	641.6	667.3	692.9	718.6	744.3	769.9	795.6	
Change in construction costs (BCIS Index)	BCIS Index No.	%	-8%	-4%	0%	4%	8%	12%	16%	20%	24%
	264.4	-8%	5%	20%	30%	40%	45%	50%	55%	60%	60%
	275.9	-4%	0%	10%	25%	35%	40%	50%	55%	55%	60%
	287.4	0%	0%	0%	15%	25%	35%	45%	50%	55%	60%
	298.9	4%	0%	0%	0%	15%	30%	35%	45%	50%	55%
	310.4	8%	0%	0%	0%	5%	20%	30%	40%	45%	50%
	321.9	12%	0%	0%	0%	0%	10%	25%	35%	40%	45%
	333.4	16%	0%	0%	0%	0%	0%	10%	25%	35%	40%
	344.9	20%	0%	0%	0%	0%	0%	0%	15%	30%	35%

What it will look like

Figure 4.1 Growth in homes in Croydon 2011-2031



Why we have taken this approach

Quantities and Locations

4.3 There is a need for over 27,000 new homes in Croydon by 2031 and evidence indicates that over half of these need to be larger homes¹³. However there is only a limited supply of land in Croydon for new homes without eroding the Metropolitan Green Belt, Metropolitan Open Land (MOL) and locally protected open spaces¹⁴ which are all protected by the London Plan. The target of 20,200 homes reflects the availability of land for development in Croydon, 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 Croydon¹⁵. In particular, in Croydon Opportunity Area allowance has been made for office and retail development in line with Policy SP3 (Employment).

4.4 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 2021.

¹³ Croydon Local Housing Market Assessment 2008 – Updated Modelling Outputs Covering Period to 2031. (Data on housing need updated by Croydon Council to reflect housing completions since 2008).

¹⁴ Strategic Housing Land Availability Assessment 2009. The London Plan says that Croydon's LDF should protect Green Belt, MOL and local open space.

¹⁵ The infrastructure needs of the proposed new homes are considered by the Infrastructure Delivery Plan which sets out in its Infrastructure Delivery Schedule how the required infrastructure will be provided.

Figure 4.2 Housing trajectory of new homes in Croydon 2011-2031

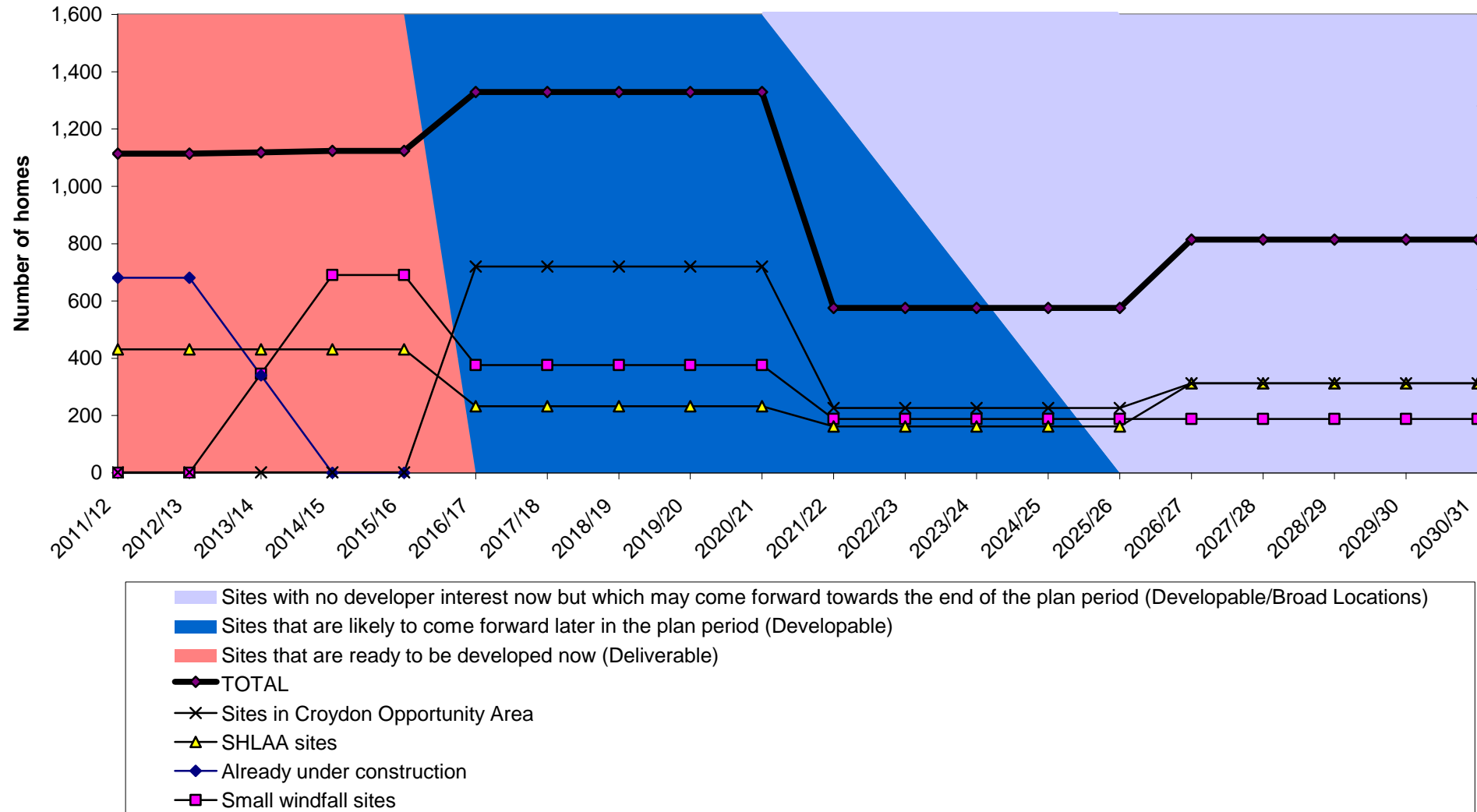
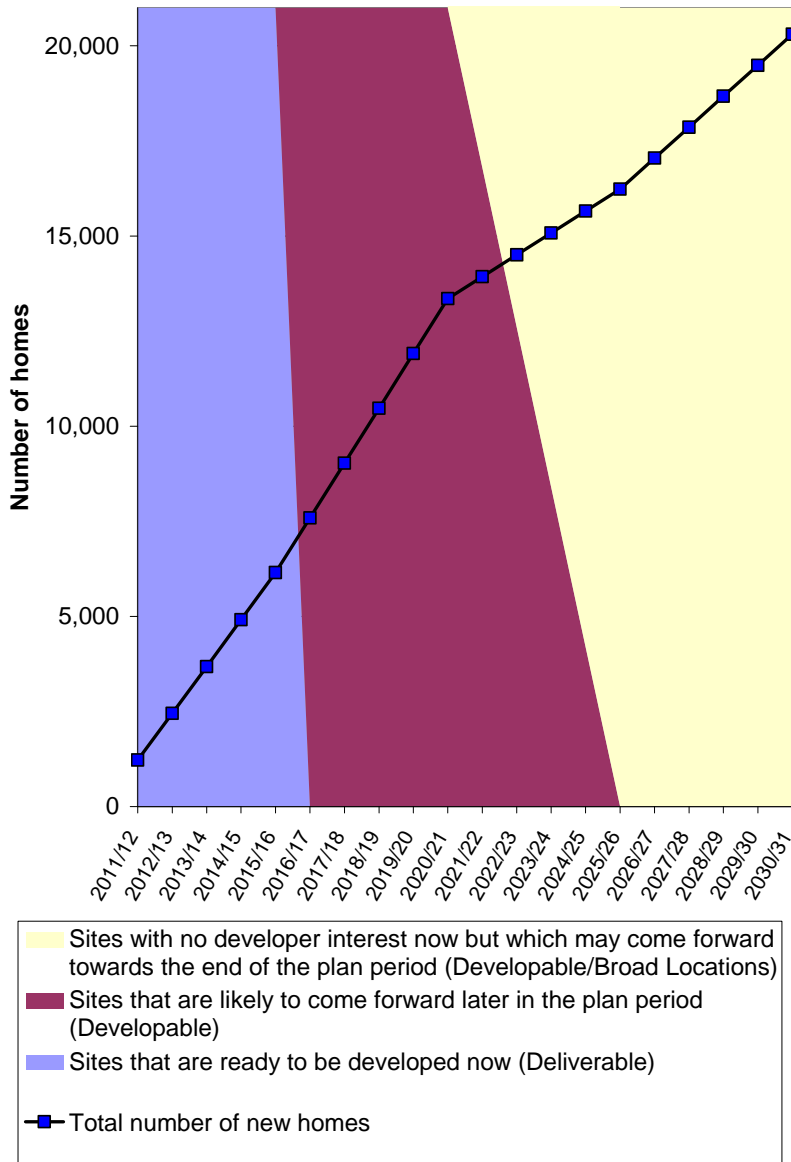


Figure 4.3 Total number of new homes in Croydon 2011-2031



Affordable Homes

4.5 Of the overall number of homes needed in Croydon about 33% need to be affordable homes for residents on lower incomes. This is the basis of the council’s strategic affordable housing target. However, following the recent downturn in the housing market it is not economically viable for developers to provide that level of affordable housing on every development site in the borough from the outset of the plan period ¹⁶.

4.6 An appraisal of development sites in the borough has found that a requirement for 15% on site affordable homes will be viable for the majority of sites in the borough, so for the early part of the plan period this is set as the minimum requirement in the Strategic Policies. As the plan progresses, and should the housing market start to recover, it will be possible through this flexible policy approach to increase the minimum on site percentage requirement in line with the Dynamic Viability Model set out in the policy ¹⁷.

4.7 Within Croydon Opportunity Area a different approach to delivering affordable housing is required in order to stimulate development, growth and create a new and sustainable residential community. An appraisal of development sites within the Croydon Opportunity Area has found that in current market conditions a requirement for 10% affordable homes on site will be viable for most sites. Development in the Opportunity Area is likely to be of a larger scale than that elsewhere in the borough with a longer period of time between granting of permission and completion of the development. During that time the market could have changed significantly to the extent that a higher percentage of affordable

¹⁶ Croydon Local Housing Market Assessment (2008) – Updated Modelling Outputs Covering Period to 2031 (Fig. 4)

¹⁷ Affordable Housing Viability Assessment – Additional Analysis (Paragraph 4.20 and Table A2.1)

homes would be viable and should be captured. A review mechanism will be used to do this and to ensure that development in the Croydon Opportunity Area is not effectively subsidised compared to development elsewhere. This will ensure that if higher development values are realised at an agreed stage of the development than those at the time of granting permission, a commuted sum will be payable to cover the cost of providing affordable housing on another site in the borough. In addition, the time for pre-application negotiations on sites within the Croydon Opportunity Area is likely to be longer than on sites elsewhere in the borough. For this reason the minimum on-site provision will be reviewed every three years from adoption of the plan rather than annually. Providing affordable housing on donor sites elsewhere in the borough is preferred if, at the time of application, it would be viable to supply more than the minimum requirement on site and it is agreed with the council and a Registered Provider that a donor site is the preferable mechanism for delivering more affordable homes.

4.8 The presumption will be that affordable housing will be provided on site. However, the council acknowledges there may be exceptional circumstances where it is agreed by the council and a Registered Provider that on site provision is not achievable in the Croydon Opportunity Area. Such circumstances may include larger schemes and those with a prominence of taller buildings. In these circumstances the council will engage the mechanisms outlined in Table 4.1 in accordance with the London Plan off site provision hierarchy.

4.9 Where the number of on-site affordable homes is low the council may accept a commuted sum in lieu of on-site provision of affordable homes if it is not possible to find a Registered Provider to manage the on-site affordable homes. The council may also consider a different tenure split during negotiations, for example if

the number of affordable units on-site is low and there is agreement between a Registered Provider and the council that a different tenure split is justified.

4.10 Croydon Council considers that affordable rent homes (homes available at 80% of market rent levels) meet a range of housing needs within the affordable sector (including the need for social rented affordable homes due to the availability of Universal Credit/Housing Benefit to tenants unable to afford the full rent for an affordable rent property). Development proposals should be accompanied by a sustainable letting scheme to support the use of affordable rent homes in meeting the need for social rented housing and also develop and maintain balanced communities.

Mix of Homes by Size

4.11 60% of the overall need for homes in Croydon is for homes of three or more bedrooms¹⁸. Over a third of the overall capacity of the borough for new homes is in the Croydon Opportunity Area¹⁹. Analysis of SHLAA data and Housing Typologies Study sites suggests that approximately 20% of new homes within the Croydon Opportunity Area and 60% of homes outside of the Opportunity Area could have three or more bedrooms. In order to meet as much of the need for larger homes as is possible in Croydon the targets for larger units reflect the findings of the SHLAA and Housing Typologies Studies.

4.12 Between 2011 and 2031 the number of people in Croydon over the age of 65 is projected to increase by 41%, more than any

¹⁸ Croydon Local Housing Market Assessment 2008 – Updated Modelling Outputs Covering Period to 2031. (Data on housing need updated by Croydon Council to reflect housing completions since 2008)

¹⁹ Strategic Housing Land Availability Assessment (2009) and Housing Typologies Study (2010)

other age group²⁰. Therefore the council will need to work with partners to facilitate the provision of specialist and supported housing for the elderly and vulnerable.

Quality and Standards

4.13 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 Mayor of London's Housing Supplementary Planning Guidance will be applied in conjunction with Croydon's Borough Character Appraisal.

4.14 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 Croydon Local Plan: Detailed Policies and Proposals will set out the design and amenity standards that are expected of family homes.

4.15 Policy SPS6 (Environment and Climate Change) of the Croydon Local Plan: Strategic Policies requires all new homes to achieve the equivalent of Level 4 of the Code for Sustainable Homes.

4.16 The London Plan also sets requirements for 10% of homes to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users²¹. It also requires all new homes to meet the Lifetime Homes standards²². 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 development²³. The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play

²⁰ GLA 2010 Round Population Projections

²¹ London Plan Policy 3.8

²² As above

²³ London Plan Policy 3.6

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: Strategic Policies but will be applied to all residential developments.

4.17 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.

Gypsies and Travellers

4.18 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.

4.19 There is a need for between six and fifteen new Gypsy and Traveller pitches (a pitch being space for one mobile home) in Croydon up to 2017 providing for the English Gypsy and Irish Traveller communities²⁴. The location of new pitches 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 life²⁵

²⁴ London Borough's Gypsy and Traveller Accommodation Needs Assessment (2008) (Table 12.30)

²⁵ ODPM Circular 01/06 (paragraphs 64-66)

Employment

Where we are now

4.20 The key issues that the borough faces in terms of planning for employment up to 2031 are:

- Land for industry and warehousing will need to have continued protection to support these sectors in the future.
- There is approximately 20%-30% vacant office floor space in Croydon Metropolitan Centre and current low rents do not support the development of new office floor space.
- The public realm of Croydon Metropolitan Centre needs renewing; it 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.
- The contracting of retail uses within District and Local Centres, increased vacant premises on the edges of the District and Local Centres along with poorly designed conversions to other uses, has further impacted on the public realm and ability of the Centres to attract new business and create attractive residential areas.

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 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 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.

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 The Council will adopt a '4-Tier' approach to the retention and redevelopment of land and premises relating to industrial/employment activity as set out in Table 4.3.

SP3.3 The Council will promote the growth and expansion of Cultural and Creative Industries to make Croydon a better place to live and to act as a driver of growth and enterprise in the local economy. The focus for accommodating Cultural and Creative Industries will be the network of Enterprise Centres set out below.

- a) Croydon Metropolitan Centre;
- b) Purley District Centre;
- c) Crystal Palace District Centre; and
- d) South Norwood District Centre/Portland Road

SP3.4 The Council will promote the remodelling of the Fairfield Halls for its retention and ongoing development as a performance facility.

SP3.5 The Council will support the temporary occupation of empty buildings and cleared sites by creative industries and cultural organisations where they contribute to regeneration and enhance the character of the area.

Town Centres

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

- a) Croydon Metropolitan Centre
- b) District Centres: Addiscombe, Coulsdon, Crystal Palace, New Addington, Norbury, Purley, Selsdon, South Norwood and Thornton Heath
- c) Local Centres: Broad Green, Brighton Road (Selsdon Road), Brighton Rd (Sanderstead Road), Hamsey Green, Pollards Hill, Sanderstead, Shirley and Thornton Heath Pond

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 up to 2031 by:

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

c) Considering the designation of new Local Centres at Fiveways and Valley Park when they can be supported by population growth in these areas.

SP3.8 The Council will promote and support the development of all B1 uses (including office, light industry and research & development) retail, leisure (including evening/night economy uses), visitor accommodation, and housing and community facilities within Croydon Metropolitan Centre, District Centres and Local Centres.

SP3.9 Croydon Metropolitan Centre will remain the principal location in the borough for office, retail, cultural (including a diverse evening/night-time economy) and hotel activity, and also be the largest retail and commercial centre in South London.

SP3.10 The Council will adopt a flexible approach to B1 uses (office, light industry and research & development), retail, leisure (including evening/night economy uses), visitor accommodation, and housing and community facilities within Croydon Metropolitan Centre. This flexible approach will be supplemented by the Croydon Opportunity Area Framework and the Council's masterplans that apply to the Croydon Metropolitan Centre.

SP3.11 The Council will promote and support measures to improve the quality of the borough's stock of retail²⁶ and office²⁷ premises, particularly in the Croydon Metropolitan Centre.

SP3.12 The Council will favourably consider net increases to the stock of retail premises commensurate with Croydon's retail

function as a Metropolitan Centre and ensuring the viability and vitality of Croydon Metropolitan Centre, District Centre and Local Centres. The Council will seek to maintain as a minimum, the current amount of retail floor space in Croydon, enhance the quality of retail floor space in Croydon and seek to reduce A Use Class vacancy.

SP3.13 The Council will promote and support the development of new and refurbished office floor space in Croydon Metropolitan Centre and the District Centres as follows²⁸:

a) Up to 95,000m² to be located in Croydon Metropolitan Centre

b) Up to 7,000m² to be spread across the borough's District Centres

²⁶ Para 10.3, Croydon Metropolitan Centre Retail Strategy, Dec 2009 (Drivers Jonas)

²⁷ Para 7.7, L.B. Croydon Office, Industrial, Warehousing Land/Premises Market Assessment, August 2010 (URS & Stiles Harold Williams)

²⁸ Jobs Forecasts for SP3, Jan 2011 (L.B. Croydon)

Table 4.3: Four-tier approach to land and premises in industrial locations

Tier	Designation	Locations	Approach	Permitted Uses	Other Uses
1	Strategic and Separated Industrial Locations	Marlpit Lane Purley Way ²⁹ Selsdon Road Vulcan Way	Strong protection for industrial and warehousing activities with no loss of Class B floor space ³⁰ permitted	Class B1b, B1c, B2 and B8 uses Employment generating sui-generis uses ³¹	Not permitted
2	Integrated Industrial Locations	Gloucester Road Thornton Road Union Road	Strong protection for industrial and warehousing activities with no net loss of Class B floor space ³² permitted	Class B1b, B1c, B2 and B8 uses Employment generating sui-generis uses ³³	<p>Planning permission for limited residential (Class C3) office (Class B1a) or Education and Community Facilities (Class D1) will be granted if it can be demonstrated that:</p> <ul style="list-style-type: none"> • there is no net loss of Class B1b, B1c, B2 and B8 floor space; and • new Class B1b, B1c, B2 and B8 floor space is designed to meet the needs of future occupiers; and • Residential and Office use does not harm the site and wider location's industrial function.

²⁹ Including both Purley Way North and Purley Way South

³⁰ Excluding Class B1a (Offices)

³¹ To be acceptable in these locations, employment generating sui-generis uses must provide employment which is comparable in terms of activities and job numbers to industrial/warehousing uses.

³² Excluding Class B1a (Offices)

³³ To be acceptable in these locations, employment generating sui-generis uses must provide employment which is comparable in terms of activities and job numbers to industrial/warehousing uses.

Tier	Designation	Locations	Approach	Permitted Uses	Other Uses
3	Town Centre Industrial Locations	Industrial sites in Croydon Metropolitan Centre, a District Centre or a Local Centre	Protection for industrial and warehousing activities encouraging opportunities to provide additional workshop/studios on town centre sites	Class B1b, B1c, B2 and B8 uses Employment generating sui-generis uses ³⁴	<p>Planning permission for offices (Class B1a), residential (Class C3), leisure (Class D2), visitor accommodation (Class C1) and community facilities (Class D1) development will be granted if it can be demonstrated that:</p> <ul style="list-style-type: none"> • there is no demand for the existing premises or for a scheme comprised solely of the permitted uses and • there is no net loss of Class B1b, B1c, B2, B8 floor space unless the other uses are required to enable development of the site to be viable; and • residential use does not harm the wider location's business function; and • the development will increase the vitality and viability of the town centre

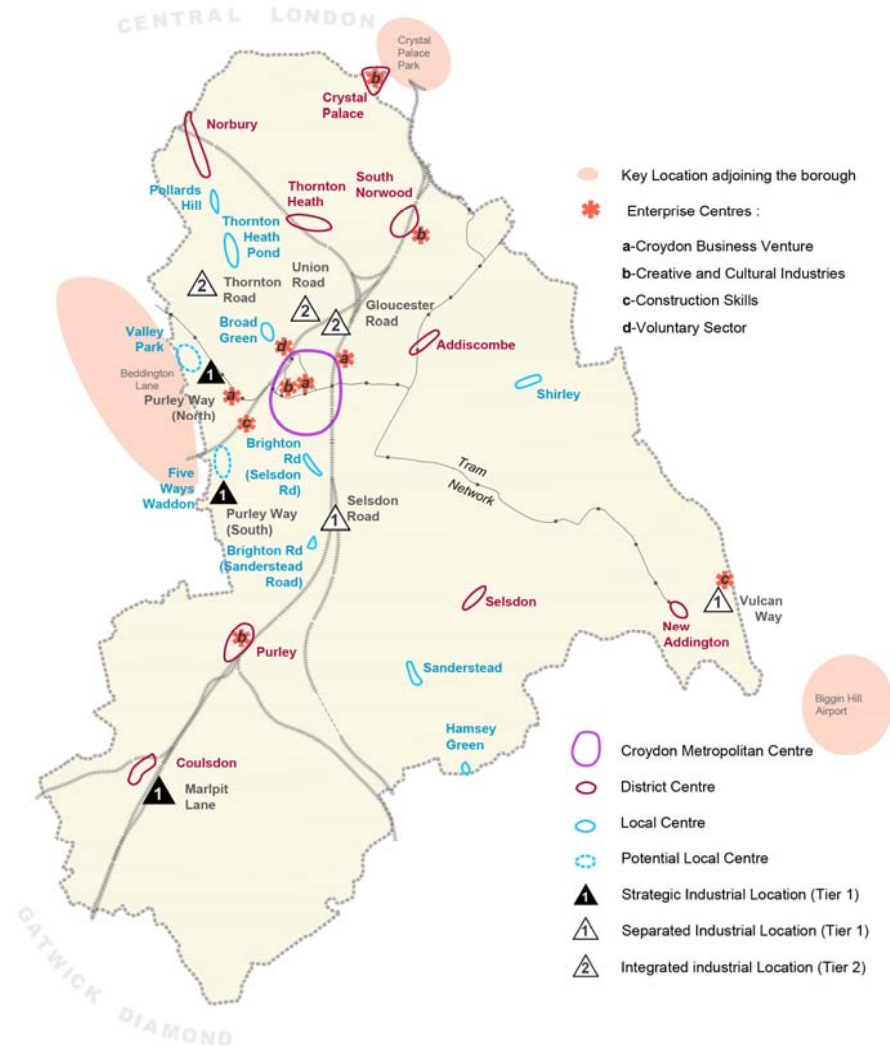
³⁴ To be acceptable in these locations, employment generating sui-generis uses must provide employment which is comparable in terms of activities and job numbers to industrial/warehousing uses.

Tier	Designation	Locations	Approach	Permitted Uses	Other Uses
4	Scattered Employment Sites	Other employment locations/sites falling outside of Tier 1, Tier 2 and Tier 3.	Protection for offices, industrial and warehousing activities. Allowance for community uses to locate in the (Higher PTAL) more accessible locations	Class B1, B2 and B8 uses Employment generating sui-generis uses ³⁵ Class D1 (Education and Community Facilities) in industrial locations in PTALs 3 or above.	Planning permission for limited residential development will be granted if it can be demonstrated that: <ul style="list-style-type: none"> • there is no demand for the existing premises or for a scheme comprised solely of the permitted uses and • residential use does not harm the wider location's business function.

³⁵ To be acceptable in these locations, employment generating sui-generis uses must provide employment which is comparable in terms of activities and job numbers to industrial/warehousing uses.

What will it look like

Figure 4.4 Employment in Croydon (2011-2031)



Why we have taken this approach

Innovation, Investment & Enterprise

4.21 The vision from Croydon's Sustainable Community Strategy states 'We will be London's most enterprising borough – a city that fosters ideas, innovation and learning and provides skills, opportunity and a sense of belonging for all'. 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.

4.22 The previous Unitary Development Plan, adopted in 2006, promoted development of a Science and Business Innovation Park at Cane Hill in Coulsdon. To date the market has not delivered this ambition, but the council is continuing to explore with key partners, through a masterplan process the option of developing land in Coulsdon for an innovation complex (with associated Enterprise Centre). Following discussion around concepts, layout, design etc, the masterplan process has now reached the stage where market feasibility will be tested.

4.23 In the face of strong competition from other uses, planning policies giving strong protection for industrial sites have served the borough well in terms of retaining the stock of industrial and warehousing premises and land.³⁶

4.24 To achieve our vision to '...be London's most enterprising borough ...' it is essential that Croydon has the capacity to meet expected demand for industrial and warehousing activities. The evidence base indicates that the current supply is tight and predicted to become more so. Whilst the 2008/9 Annual Monitoring

³⁶ Table 7.3, p.107 – LB Croydon Office, Industrial, Warehousing Land/Premises Market Assessment August 2010)

Report found that more non-office, class B floor space had been delivered than in the previous year, it also found that, a large amount of employment land (11,684m²) had been lost to other uses.

4.25 The '4 tier' approach is proposed as it remains a relatively strong approach to the protection of industrial capacity (in line with Croydon's 'restrictive transfer' status³⁷) which supports the South London Waste Plan DPD, 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.

4.26 'Tier 1' locations 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 the areas, Purley Way (comprising Purley Way North and South) and Marlpit Lane, are also identified as Preferred Industrial Locations in the London Plan – see figure 4.4). 'Tier 1' locations due to their strategic function and economic importance will be subject to the highest policy protection to ensure their economic importance is assured.

4.27 'Tier 2' Locations are industrial estates where residential development grew up alongside the commercial buildings. This proximity between uses has not resulted in undue harm to residential amenity and therefore, new mixed-use schemes, that are well designed and give priority to the area's commercial functionality, are acceptable. New Class B1b, B1c, B2 and B8 premises in mixed use developments should be designed to meet

the needs of future occupiers and to preclude future conversion to residential use. Mixed use developments in these locations must not result in an increase in operational difficulties for businesses and not result in a net loss of Class B1b, B1c, B2, B8 floor space. 'Tier 2' locations also perform an important economic function so will be subject to strong policy protection to ensure their role is assured.

4.28 Extending protection of industrial/warehousing activities to sites falling within town centres ('Tier 3') will 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. However, the council will adopt a flexible approach to B1 uses, leisure, visitor accommodation, and housing and community facilities within Croydon Metropolitan Centre.

4.29 The council is aware that D1 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 4' premises that benefit from higher public transport accessibility levels (PTAL), to D1 Use Class activities (non-residential institutions), not only helps safeguard 'Tier 1' and 'Tier 2' for continued industrial uses, it also opens up a significant supply of premises for community uses/groups to consider. Restricting this flexibility to higher PTAL locations means that uses which attract large numbers of visitors will be able to make more use of public transport.

4.30 In order to demonstrate that there is no demand for a scheme comprised solely of Class B1, B2 and B8 uses in Tier 3 and Tier 4 locations evidence will need to be submitted that a

³⁷ The London Plan sets out the approach each borough should take in relation to industrial land. For some boroughs, this means releasing an identified over supply for alternative uses. For Croydon, it means continuing with a more restrictive approach to the transfer of industrial sites to other uses.

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.

4.31 To support Croydon's Sustainable Community Strategy vision, one of the six headline priorities is 'A Creative City - a place noted for its culture and creativity - one of the best incubators of new artistic and sporting talent in the country'. The 'We are Croydon - This is our Vision' document states, "The creative sector in Croydon will be a key component of the local economy, fuelling the growing number of arts and cultural enterprises that will help to lead the borough's regeneration and reinforce its reputation as London's most dynamic and enterprising place".

4.32 Croydon is good at producing creative talent (BRIT School, College of Art, Dance, Dubstep etc), but less successful at providing them with a base in the borough³⁸. Other London boroughs have been able to address this – e.g. the 'Chocolate Factory' in Hackney and Westbourne Studios in Kensington and Chelsea. Evidence supports promotion and supporting cultural and creative industries to assist in changing Croydon's image³⁹.

4.33 The study, 'Understanding and Shaping the Cultural Sector in the London Borough of Croydon, Sept 2010', highlights clusters of creative industries talent in four locations with a recommendation that the Enterprise Centre in CMC act as a flagship for the sector.

³⁸ Understanding and Shaping the Cultural Sector in the London Borough of Croydon, Draft Final Report, September 2010 (Tom Fleming Consultancy),

³⁹ 'Understanding and Shaping the Cultural Sector in L.B. Croydon (Draft Final Report) Sept 2010

Developing a central location as a 'hub' will provide a clear signal that Croydon is 'open for creative businesses'.

4.34 The Fairfield Halls is a cultural asset synonymous with Croydon and is also of regional importance therefore its retention and remodelling merits inclusion within the Croydon Local Plan: Strategic Policies.

4.35 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 laying 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. Elsewhere in the Strategic Policies other temporary uses are promoted such as urban greening, urban agriculture and providing space for community groups.

4.36 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 Policy Action 2.1 of the London Mayor's Cultural Metropolis Strategy.

4.37 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 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 and engender a sense of safety and belonging as well as helping this sector to grow in the borough.

Town Centres

4.38 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 the borough's convenience and comparison retail needs. Centres can be reclassified in the light of subsequent reviews or alterations to future LDF DPDs. Changes to the upper tiers in the network (Major and above) should be coordinated first through the London Plan.

4.39 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. For example, both Crystal Palace and Croydon Metropolitan Centre are identified in the Sub-Regional Development Framework, South London, 2006 (Table 1D.3), as Primary Locations for future visitor accommodation.

4.40 Croydon Metropolitan Centre (CMC) 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 CMC 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 and adopt a flexible approach to B1 uses (office, light industry and research & development) retail, leisure (including evening/night economy uses), visitor accommodation, and housing and community facilities within Croydon Metropolitan Centre. This flexible approach will be supplemented by the Croydon Opportunity Area Framework and

the council's masterplans that apply to the Croydon Metropolitan Centre. Policies in the Transport and Communications section to improve Wi-Fi connectivity and mobile phone bandwidth will support this policy.

4.41 Furthermore, changing the town centre hierarchy as set out in Croydon's Unitary Development Plan to the hierarchy set out in the London Plan brings the Strategic Policies into general conformity with the regional plan. 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' and 'Higher Education' uses and in accordance with its status as a 'Strategic Cluster of Night-Time Activity with Regional/Sub-Regional Importance'.

4.42 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.

4.43 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 and to do so successfully, the stock of commercial premises needs to be improved. Policy SP4 (Urban Design & Local Character) of this Strategic Policies will also help Croydon to retain/attract new job opportunities.

4.44 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 centres sites. Within Croydon Metropolitan Centre, the Opportunity Area Planning Framework will address this point and the uptake of approximately 15,500m² floor space alone could equate to the provision of approximately 800 additional jobs. For the District and Local Centres the proposed reduction in vacancy would equate to an uptake of approximately 16,000m² floor space and provision of approximately 850 additional jobs. The forthcoming Croydon Local Plan: Detailed Policies and Proposals DPD will consider the case for a 'small shops/affordable retail' policy to help Croydon retain and develop an independent retail sector. It will also consider detailed policy matters such as designating 'Main' and 'Secondary Retail Frontages'.

4.45 Potential growth in Croydon Metropolitan Centre (CMC) of 95,000m² of new or refurbished office floor space would equate to up to 8,000 additional jobs (full-time equivalents) and within the District Centres would equate to up to 400 additional jobs (full-time equivalents). This growth will increase the opportunities for employment in CMC, support its urban renewal and contribute to the Croydon Local Plan: Strategic Policies' spatial vision of being London's most enterprising borough.

5. A Place to Belong

A Place to Belong picture break

5.1 The content of this section is related to the vision theme of Croydon as 'A Place to Belong'. It looks at 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.

Urban Design and Local Character

Where we are now

5.2 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, 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 & Local Character

SP4.1 The Council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities. The Council will apply a presumption in favour of development provided it meets the requirements of Policy SP4 and other applicable policies of the development plan.

SP4.2 The Council will require development to:

- a) Be informed by the distinctive qualities, identity, topography and opportunities of the relevant Places of Croydon;
- b) Protect Local Designated Views, Croydon Panoramas, the setting of Landmarks, other important vistas and skylines; and
- c) Enhance social cohesion and well being.

SP4.3 Planning applications in areas identified in SP4.5 as suitable for tall buildings must be supported by an elevation plan of the roof.

Croydon Opportunity Area

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

Tall Buildings

SP4.5 Proposals for tall buildings will be encouraged only in the Croydon Opportunity Area, areas in District Centres and locations

where it is in an area around well-connected public transport interchanges and where there are direct physical connections to the Croydon Opportunity Area, Croydon Metropolitan Centre or District Centres. Detailed criteria for the assessment of tall buildings, consideration of the appropriateness of tall buildings on individual sites, and/or in District Centres, will be contained in the Croydon Local Plan: Detailed Policies and Proposals DPD. Furthermore the Croydon Opportunity Area Planning Framework should be referred to when considering the location and design of tall buildings in the Croydon Opportunity Area.

SP4.6 Some locations within the areas listed in SP4.5 will be sensitive to, or inappropriate for tall buildings and applications for tall buildings will be required to:

- a) Respect and enhance local character and heritage assets;
- b) Minimise the environmental impacts and respond sensitively to topography;
- c) Make a positive contribution to the skyline and image of Croydon; and
- 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.

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 and key strategic roads.

SP4.10 The Council will establish guidelines for materials and layout for the public realm as part of the borough's public realm framework.

Character, Conservation and Heritage

SP4.11 The Council and its partners will promote the use of heritage assets and local character as a catalyst for regeneration and cohesion and to strengthen the sense of place.

SP4.12 The Council and its partners will respect, and optimise opportunities to enhance, Croydon's heritage assets, their setting and the historic landscape, including through high quality new development and public realm that respects the local character and is well integrated.

SP4.13 The Council and its partners will strengthen the protection of and promote improvements to the following heritage assets and their settings⁴⁰:

- a) Statutory Listed Buildings;
- b) Conservation Areas;

- c) Historic Parks and Gardens;
- d) Scheduled Monuments;
- e) Archaeological Priority Zones;
- f) Local List of Buildings;
- g) Local List of Historic Parks and Gardens;
- h) Local Areas of Special Character
- i) Local Designated Views;
- j) Croydon Panoramas; and
- k) Landmarks

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

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

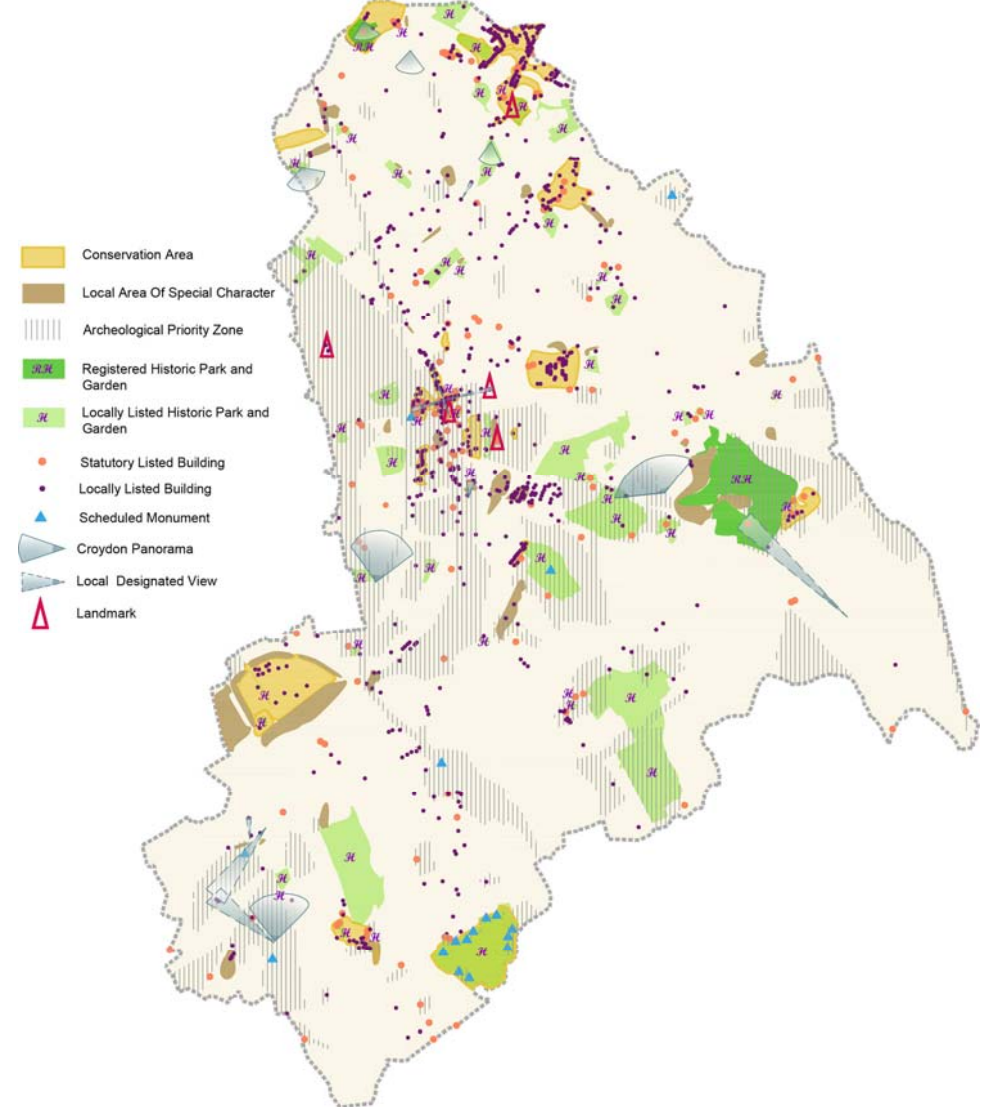
⁴⁰ A full list of heritage assets can be found in Appendix 5

What it will look like

Figure 5.1 Policy SPS4 (Public Realm) map



Figure 5.2 Policy SP4 (Heritage) map



Why we have taken this approach

5.3 The National Planning Policy Framework sets out the requirements for the protection and enhancement of the borough's heritage assets.

5.4 Croydon's vision is to be London's most enterprising borough, a city that fosters ideas, innovation and learning and provides skills, opportunity and a sense of belonging for all, and recognises the value of heritage assets and their contribution to local character.

Urban Design

5.5 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 local character and the historic and natural landscape, including established suburban residential areas and open spaces.

5.6 National policy refers to the importance of good design and that DPDs should include policies that ensure development is sustainable, responds to local context and is visually attractive.

5.7 The Equalities Impact Assessment advises that the Strategic Policies should ensure the well-being of new communities by promoting good standards of design, and address the impacts of growth on ethnic minority communities by including policies that support diversity, equality and access for all.

Croydon Opportunity Area

5.8 The Croydon Opportunity Area will be an area of significant growth and renewal. In this context, with available land and renewal opportunity, the substantial amount 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

5.9 To manage the more intense areas of growth, the Croydon Local Plan: Strategic Policies needs policies setting out an approach to tall buildings. This is supported by CABE and English Heritage's Guidance on Tall Buildings which promotes a development plan-led approach to tall buildings. In assessing the appropriateness of locations for tall buildings, Policy SP1.3 and the capacity of existing infrastructure, or the capacity to grow with further sustainable infrastructure investment, should be considered.

5.10 In the context of this policy a tall building is one that is significantly taller than most of the surrounding buildings or in excess of six storeys or 25m. The height at which buildings will be considered `tall` on individual sites, together with detailed criteria for assessing the design and impact of tall buildings and consideration of the appropriateness for tall buildings on individual sites or in District Centres will be set out in the Croydon Local Plan: Detailed Policies and Proposals DPD. This DPD will take account of the Croydon Opportunity Area Planning Framework and adopted Masterplans.

5.11 The London Plan states that tall and large buildings should be part of a strategic approach to changing or developing an area and should not have an unacceptably harmful impact on their surroundings. It also states that ideally tall buildings should form part of a cohesive group that enhances the skyline and improves legibility of the area.

5.12 The London Plan includes a policy on implementing the London View Management Framework, (LVMF). Whilst the LVMF does not include any protected views in or from Croydon, Local Designated Views and Croydon Panoramas are identified in the Borough Character Appraisal. The London Plan states that “Tall buildings should not impact on local or strategic views adversely”, which justifies the requirement to sustain Local Views, Croydon Panoramas, the setting of Landmarks and other important vistas and skylines. All views are accessible and are indicated in Figure 5.2, Policy SP4 (Heritage) map and on the Places maps.

5.13 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.

5.14 The Croydon Opportunity Area Planning Framework (COAPF) and the Croydon Local Plan: Detailed Policies and Proposals DPD will provide detailed policies for tall buildings. The COAPF will identify areas that are appropriate for tall buildings in the Croydon Opportunity Area.

Public Realm

5.15 In order to achieve Croydon's vision to be London's most, enterprising borough it is essential that Croydon's public realm reflects this aspiration and is welcoming, simple, clean, accessible, sustainable, well managed and maintained. To encourage a new residential community and business to the Croydon Opportunity Area and District Centres, the public realm needs to be improved.

5.16 The public realm policies are in conformity with local, regional and National Planning Policy Framework guidance.

5.17 The National Planning Policy Framework advocates attractive, inclusive and safe environments. Croydon's adopted Supplementary Planning Document No. 3: Community Safety also provides guidance which will help achieve Croydon's vision for creating safer places.

5.18 The public realm needs to be well maintained if it is to ensure civic pride, sense of belonging, encourage regeneration and reduce the perception of crime. The London Plan and SPD No. 3: Community Safety endorses this policy.

5.19 Greater London Authority's mapping identified parts of the borough as being deficient in access to nature. In areas where land availability minimises the opportunity to address this, the priority will be for public realm enhancements that improve connectivity to existing green open spaces and soft landscaped areas in locations such as the Croydon Metropolitan Centre, District and Local Centres. Additional Green Grid policies provide further support to meet this aim. 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.

5.20 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.

5.21 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.

5.22 The public realm framework includes areas where most of the community will interact. The District and Local Centres and the

main connecting roads between the District Centres i.e. the routes that people travel which inform their perception of a place.

5.23 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.

Character, Conservation and Heritage

5.24 The protection and enhancement of Croydon's heritage assets in line with National Planning Policy Framework is essential to achieve the 'We are Croydon' long-term vision. 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.

5.25 The Croydon Local Plan: Detailed Policies and Proposals DPD will address issues in relation to the detailed application of the Croydon Local Plan: Strategic Policies on heritage assets in the borough.

5.26 In order to maintain Croydon's heritage assets the borough needs to maintain lists of these to ensure regular monitoring to identify where further protection is required in line with the National Planning Policy Framework and the London Plan.

5.27 Encouraging access to heritage assets and assisting in the understanding of Croydon's heritage will help to create a sense of belonging.

Community Facilities and Education

Where we are now

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

- An increasing population will put more pressure on existing community facilities and is likely to require the provision of more.
- 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 1,900 extra burials in Croydon 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 The Council will have a presumption in favour of new development provided it is in accord with Policy SP5 and other applicable policies of the development plan and it contributes to the provision of infrastructure and community facilities through Community Infrastructure Levy and planning obligations requirements.

Health and wellbeing

SP5.2 The Council and its partners will create and safeguard opportunities for healthy, fulfilling and active lifestyles 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 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 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
- 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. Detailed location and site allocation policies will be set out in the Croydon Local Plan: Detailed Policies and Proposals DPD.

SP5.6 The Council will support and enable the provision and improvement of places of worship. Criteria for this will be set down in the Croydon Local Plan: Detailed Policies and Proposals DPD.

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: Detailed Policies and Proposals DPD.

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: Detailed Policies and Proposals DPD will define a campus location at a suitable site with high public transport

accessibility.

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 for the needs of employment and life enhancement training.

Why we have taken this approach

5.29 The National Planning Policy Framework states that infrastructure provision is part of planning for prosperity. New housing, employment and other development brings with it additional requirements for community facilities. Government policy has enabled councils to raise resources in support of social infrastructure through a Community Infrastructure Levy and through planning obligation agreements. Evidence of the needs for additional infrastructure is provided in the accompanying 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.

Health and wellbeing

5.30 Creating opportunities for healthier and more active lifestyles is part of evolving national policy, recently reaffirmed in the Government's White Paper on public health. The creation of opportunities requires local action jointly between the health, care and local planning authorities. Croydon's Sustainable Community Strategy endorses the need "to help people stay healthy and independent so that they can improve their own health and wellbeing."

5.31 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.

5.32 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.

5.33 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 and was envisaged in the 'We are Croydon Vision'. This will require in time the expansion of existing colleges and the provision of a new university complex in or near Croydon Metropolitan Centre. The London Plan identifies Croydon Opportunity Area as a Strategic Outer London Development Centre for higher education.

5.34 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.

5.35 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 (ageing, 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.

5.36 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.

5.37 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, including those without a car, the disabled or others with social, economic or physical characteristics limiting their mobility. 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).

5.38 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

5.39 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. Detailed policy on this will be specified in the Croydon Local Plan: Detailed Policies and Proposals DPD.

5.40 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

5.41 Croydon has less than two years supply of burial space remaining in cemeteries within the borough and at the council owned cemetery in the adjoining Tandridge District. A burial needs study on behalf of the borough shows a need to accommodate 10,000 deaths by 2031 with a resultant need for 1,900 new burial spaces. The London Plan urges boroughs to consider supplying burial grounds close to the communities they serve. The final site(s) selected through the study will be allocated in the forthcoming Croydon Local Plan: Detailed Policies and Proposals DPD.

Education and skills

5.42 The quality of educational facilities needs continuing renewal and improvement to meet modern standards. Additionally, the educational estate needs to be expanded to meet the requirements arising from housing and demographic growth and to fulfil the objectives of Croydon's Sustainable Community Strategy. This will require both the expansion of existing schools and the provision of new schools. This is further described in the Infrastructure Delivery

Plan. Sites for additional schools will be identified in the Croydon Local Plan: Detailed Policies and Proposals DPD.

5.43 The council has a demographic model and methodology to estimate the need for form expansion in the state sector which is described in more detail in the Infrastructure Delivery Plan.

5.44 The needs of children with learning difficulties or behavioural problems also requires 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.

5.45 Croydon Council has recently provided 26 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.

5.46 Universities and university sites with multiple university representation (multiversities), have a track record for innovation and technical developments, many of which have commercial applications. One purpose for establishing a University or multiversity in Croydon is to provide the opportunity for the direct application of new technologies in young and growing enterprises. For this reason Policy SP5.13 establishes the 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.

5.47 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. The end result is to give opportunities for and to stimulate life-long learning, as envisaged in Croydon's Sustainable Community Strategy.

6.A Place with a Sustainable Future

A Place with a Sustainable Future picture break

6.1 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.

Environment and Climate Change

Where we are now

6.2 The key issues that the borough faces in terms of planning for climate change up to 2031 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 of a 34% reduction in carbon emissions in Croydon by 2025.
- 25% of the heat and power used in London must be generated through the use of localised decentralised energy systems by 2025.
- 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 85% self-sufficient in managing waste by 2020.
- If Croydon town centre 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 green house 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 (CO₂) 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 and national CO₂ reduction targets. The Council will promote the development of district energy networks where opportunities exist due to high heat density⁴¹ or an increase in heat density brought about by new development. This will be achieved by:

- a) Requiring high density⁴² residential developments of 20 or more units to incorporate site wide communal heating systems
- b) Requiring major development⁴³ to be enabled for district energy connection⁴⁴ unless demonstrated not to be feasible or financially viable to do so.

⁴¹ 55 residential units or 1,000 m² commercial development per hectare

⁴² 55 residential units per hectare for developments of over 100 homes; 75 units per hectare for developments of 20 or more but under 100 homes

⁴³ 10 or more residential units, a site of 0.5 hectares or more or 1,000 m² commercial development

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 CO₂ reduction targets. This will be achieved by:

- a) Requiring new-build residential development to achieve a minimum of Level 4 of the Code for Sustainable Homes or equivalent;
- b) Requiring conversions and changes of use of existing buildings providing more than 10 new residential units to achieve a minimum of EcoHomes Very Good rating or equivalent;
- c) Requiring new build non-residential development of 500m² and above to achieve a minimum of BREEAM Excellent standard or equivalent;
- d) Requiring conversions and changes of use to non-residential uses with an internal floor area of 500m² and above to achieve a minimum of BREEAM Very Good standard or equivalent; and
- e) Requiring development to positively contribute to improving air, land, noise and water quality by minimising pollution, with detailed policies to be included in the Croydon Local Plan: Detailed Policies and Proposals DPD.

⁴⁴ Enablement for district energy connection incorporates provision of a communal heating system operating to defined temperatures with a suitable on site space for associated heat connection plant and pipe connection to the perimeter of the site. Further guidance to be provided in the Croydon Local Plan: Detailed Policies and Proposals DPD.

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) Requiring major developments in Flood Zone 1 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;
- b) Requiring all development, including refurbishment and conversions, to utilise sustainable drainage systems (SUDs) to reduce surface water run off and provide water treatment on site; and
- c) Requiring development proposals to account for possible groundwater contamination in Source Protection Zones 1 and 2.

SP6.5 The Council and its partners will promote the implementation of 'Urban Blue 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

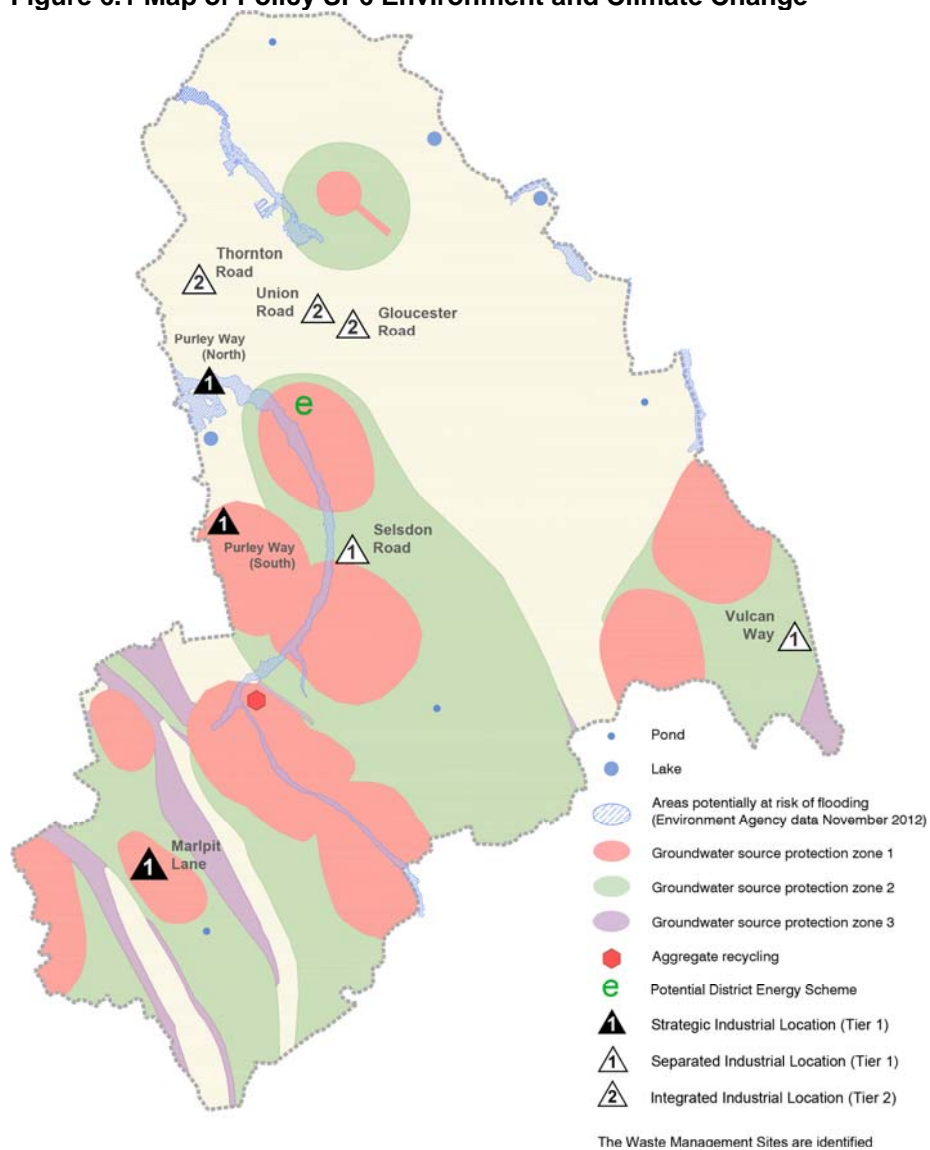
SP6.6 The Council supports the objectives of sustainable waste management set out in the London Plan and national policy. The Council will identify the necessary capacity in collaboration with the neighbouring boroughs of Merton, Kingston and Sutton to maximise self-sufficiency in managing the waste generated within the four boroughs. This will be achieved through the South London Waste Plan DPD 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 6.1 Map of Policy SP6 Environment and Climate Change



Why we have taken this approach

Energy and carbon dioxide (CO₂) reduction

6.3 The borough of Croydon produces 1,660 ktCO₂ (Kilo tonnes Carbon dioxide)⁴⁵ a year which puts it at seventh highest out of 33 London boroughs. The London Plan includes a target to reduce CO₂ emissions by 60% by 2025 and the Climate Change Act sets out that emissions will be reduced by 80% by 2050 (based on 1990 levels). The Croydon Climate Change Mitigation Action Plan⁴⁶ explains how the borough will achieve these reductions. A key part of this will be achieved through reducing CO₂ emissions from new and existing buildings through sustainable design and construction and low carbon/zero carbon energy generation. This approach is embedded in the 'We Are Croydon Vision'⁴⁷.

6.4 The Sustainable Design and Construction Evidence Base⁴⁸ and District Energy Feasibility Study⁴⁹ make clear that there is significant potential, in the form of high heat density, for district energy. National planning policy supports the delivery of renewable and low-carbon energy and district energy supports the progressive tightening of energy standards set out in the Building Regulations. By 2016 dwellings will have to be 'zero carbon' which sets a minimum level of CO₂ reduction that must be achieved by on-site measures, with the remaining emissions then offset via 'Allowable Solutions' off-site. Combined Heat and Power (CHP) and district energy solutions are a cost effective means of achieving these targets in urban areas⁵⁰. The proposed Croydon Opportunity Area

⁴⁵ Department of Energy & Climate Change National Indicator 186 results 2008

⁴⁶ LBC Climate Change Mitigation Action Plan

⁴⁷ We Are Croydon vision (page 45)

⁴⁸ LBC Sustainable Design and Construction Evidence Base 2010 (page 58-61)

⁴⁹ AECOM District Energy Feasibility Study 2009

⁵⁰ A cost review of the Code for Sustainable Homes, February 2007 (pages 9-28) and Cost Analysis of the Code for Sustainable Homes, July 2008 (pages 10-14)

district energy scheme would be based on gas-fired CHP technology. While this cannot achieve 'zero carbon' on its own it would help meet developers' CO₂ reduction targets up to 2016. From 2016 on-site CO₂ reduction targets could require offsetting emissions via 'Allowable Solutions' or the increased application of renewable energy technologies. Development applications proposing the utilisation of biomass heating systems or biomass Combined Heat and Power systems will be required to provide appropriate information to allow assessments to be made of the effectiveness of measures proposed to reduce emissions of oxides of nitrogen and particulate matter.

Sustainable design and construction

6.5 Requiring a particular level of the Code for Sustainable Homes and the Building Research Establishment Environmental Assessment Method (for non-residential buildings) will ensure new developments achieve high standards of environmental performance which addresses: energy/water consumption, environmental impact of materials, waste, surface water run off, pollution, construction management, ecology and occupant health and wellbeing. The requirement for Level 4 of the Code for Sustainable Homes and BREEAM Excellent is supported by policies in the London Plan and Croydon's Sustainable Design and Construction Evidence Base and Affordable Housing Viability Study. A requirement for major refurbishments and conversions to meet high environmental standards is promoted in the London Plan⁵¹ and needed to ensure that opportunities to modernise and improve Croydon's existing buildings are maximised, which in turn helps to meet the objectives set out in Croydon's Climate Change Mitigation Strategy and Climate Change Adaptation Strategy.

⁵¹ London Plan Policy 5.4

Flooding, urban blue corridors and water management

6.6 The Strategic Flood Risk Assessment (SFRA, 2009) identifies the main risks of fluvial flooding 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 Wandle⁵². The SFRA also highlights areas of historical sewer flooding and groundwater flooding. New development in areas of known flood risk (including sewer flooding and groundwater flooding), will be expected to assess 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, Surface Water Management Plan, related evidence base documents and national/regional policy. The SFRA was used to sequentially test housing sites in the Strategic Housing Land Availability Assessment. Further sequential testing of sites will come forward as a part of the Croydon Local Plan: Detailed Policies and Proposals DPD.

6.7 The Surface Water Management Plan (SWMP) highlights surface water flood risk in a number of the valleys in the south of the borough⁵³. Croydon is ranked the 4th settlement in England most susceptible to surface water flooding⁵⁴. The SFRA⁵⁵, SWMP scoping report⁵⁶, Sustainable Design and Construction Evidence Base and policies in the London Plan⁵⁷ recommend the application

⁵² SFRA Appendix A, Figure 4 Environment Agency Flood Map

⁵³ London Borough of Croydon Surface Water Management Plan, Phase 1 Scoping Study – Final Draft (page 23)

⁵⁴ London Borough of Croydon Surface Water Management Plan, Phase 1 Scoping Study – Final Draft (page 7)

⁵⁵ London Boroughs of Wandsworth, Merton, Sutton and Croydon Strategic Flood Risk Assessment - Level 1 Final Report (pages 55-61)

⁵⁶ London Borough of Croydon Surface Water Management Plan, Phase 1 Scoping Study – Final Draft (page 58)

⁵⁷ London Plan Policy 5.13

of sustainable urban drainage (SUDs) to ameliorate flood risk, improve water management and reduce surface water run off. Due to the geology of the borough, certain areas may be unsuitable for several types of SUDs techniques, such as soakaways and swales⁵⁸. The SFRA and SWMP can be used to guide which SUDs will be the most suitable based on site specific considerations.

6.8 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.

6.9 A Department of Environment, Food and Rural Affairs (DEFRA) commissioned research report, involving Croydon Council, entitled 'Developing Urban Blue Corridors' proposes tackling pluvial flood risk in a more innovative and strategic manner through the establishment of a network of multifunctional spaces for water⁵⁹. It propounds the establishment of safe flood corridors and setting development back from natural overland flow paths and ponding

⁵⁸ Croydon Council – Evidence Base for Sustainable Design and Construction Policies (pages 31 and 94-96)

⁵⁹ URS Scott Wilson, Kingston University and Croydon Council. 'Developing Urban Blue Corridors Scoping Study Final Report' (March 2011). Report for DEFRA.

areas. Establishing a network of multifunctional spaces and corridors for flood water provides additional opportunities for improving biodiversity, recreation, urban cooling and access improvements to ponds and open water sites such as South Norwood Lake and Waddon Ponds. The approach is supported by policy within the London Plan⁶⁰. The Croydon Local Plan: Detailed Policies and Proposals DPD will set detailed policies for establishing Urban Blue Corridors in Croydon.

6.10 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 Croydon. 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. 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 surface waters such as the River Wandle, Norbury Brook and Caterham Bourne.

Waste management

6.11 The council has developed the South London Waste Plan DPD 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

⁶⁰ London Plan Policies 5.10, 5.11, 5.12, 5.13, 7.27, 7.28, 7.30

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 DPD. Policy 5.16 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 2031 and creating positive environmental and economic impacts from waste processing working towards zero biodegradable or recyclable waste to landfill by 2031. 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.

6.12 When considering planning applications for new waste management facilities the council will have regard to the policies of the South London Waste Plan DPD, the site selection criteria to be set out in the Croydon Local Plan: Detailed Policies and Proposals DPD 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 DPD.

Minerals

6.13 An aggregates company has access to a rail head at Purley. 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.

Green Grid

Where we are now

6.14 The key issues that the borough faces in terms of planning for green space up to 2031 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.
- There is a combined allotment waiting list across Croydon of approximately 600 people.

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 infrastructure commensurate with growth the Council will apply a presumption in favour of development provided applications assist in the delivery of a Green Grid and meet the requirements of Policy SP7 and other applicable policies of the development plan.

Green spaces

SP7.2 The Council will protect and safeguard the extent of the borough's Metropolitan Green Belt, Metropolitan Open Land and local green spaces.

SP7.3 The Council will establish a network of multi-functional open spaces, a 'Green Grid', comprising those parts of the All London Green Grid together with other green spaces within the borough as shown in Figure 6.2 and Section 7 – The Places of Croydon. The Council and its partners will:

- a) Seek the provision and creation of new green spaces. With particular focus for areas deficient in access to nature, play areas, and publicly accessible recreational open space;
- b) Improve access and links to and through green spaces to encourage walking, cycling and horse-riding;
- c) Assist in the delivery of the Mayor's All London Green Grid through the implementation of the London Downlands and Wandle Valley Area Frameworks;
- d) Maintain and improve the quality, function and offer of open

spaces across the borough for all users; and

e) Maximise opportunities for street tree planting, green roofs, green walls and green landscaping to assist urban cooling in a changing climate.

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 biological and geological diversity;
- b) Improving the quality of current sites through habitat management;
- c) Exploring options to increase the size of 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;
- e) Reducing the pressures on wildlife and sensitive sites by improving the wider environment around wildlife sites by establishing buffer areas; and
- f) Promoting the naturalisation of landscapes and the enhancement of Croydon's natural landscape signatures.

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; and

b) Supporting food growing, tree planting and forestry, including the temporary utilisation of cleared sites; and encouraging major residential developments⁶¹ 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.

What it will look like

Figure 6.2 Green Grid map



⁶¹ 10 or more residential units or a site of 0.5 hectares

Why we have taken this approach

Green spaces

6.15 The Green Grid concept aims to link environmental assets with existing and future proposed communities through a connected, easily accessible open space network. The council will use the Green Grid concept to ensure that the access, quality 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 signatures of the borough are maintained and enhanced in accordance with Natural England's 'London Landscape Framework.'

6.16 The council will protect and safeguard Metropolitan Green Belt and Metropolitan Open Land as per national policy and the policies of the London Plan. Local 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. Further policy detail will be set out in the Croydon Local Plan: Detailed Policies and Proposals DPD detailing a hierarchy of green spaces with subsequent designations added to the Proposals Map. Saved policy RO8 'Protecting Local Open Land' (Croydon Replacement Unitary Development Plan, 2006), is retained prior to a review as part of the development of the Croydon Local Plan: Detailed Policies and Proposals DPD. Local Open Land designations shall remain on the Proposals Map until such time that they are amended or replaced by policy within the Croydon Local Plan: Detailed Policies and Proposals DPD. These amendments will reflect the approach set out in the National

Planning Policy Framework, London Plan and All London Green Grid Supplementary Planning Guidance.

6.17 In 2009 an 'Open Space Assessment'⁶² and 'Outdoor Recreation Needs Report' was prepared for the council and identified over 50% of the borough's residential areas as being deficient in access to all forms of open space (as defined by the superseded Planning Policy Guidance Note 17). These deficiencies are particularly pronounced in the north of the borough, in areas such as East Croydon, Thornton Heath and Broad Green. Assessments of the quality of Croydon's existing open spaces indicated, that in the south, where large areas of accessible countryside is found, they were of higher quality than other areas, with the lowest quality spaces located in the central areas of the borough. With the existing deficiency in some areas, along with limited opportunities to create more open space and a growing population, protection of the existing provision of open space and maximisation of its benefits will be vitally important.

6.18 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 can all contribute to cooling in urban areas.

⁶² Open Space Needs Assessment and Open Spaces Assessment Standards Report (2009)

Biodiversity

6.19 The policy approach to biodiversity is informed by 'Making Space for Nature'⁶³ and is consistent with national planning policy for biodiversity and geological conservation and guidance from the Department for Environment, Food and Rural Affairs⁶⁴. The policy seeks to enhance the resilience and coherence of Croydon's ecological network. The Greater London Authority's 'Access to Nature' mapping shows 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 Action Plan and London's Downlands Green Grid Area Framework will enable biodiversity conservation and improvements in access to nature to be more easily and consistently integrated into other strategic plans and projects.

Productive landscapes

6.20 The London Plan includes several strategic policies promoting productive landscapes⁶⁵ 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

⁶³ Lawton, J.H., Brotherton, P.N.M., Brown, V.K., Elphick, C., Fitter, A.H., Forshaw, J., Haddow, R.W., Hilborne, S., Leafe, R.N., Mace, G.M., Southgate, M.P., Sutherland, W.J., Tew, T.E., Varley, J., & Wynne, G.R. (September 2010) Making Space for Nature: a review of England's wildlife sites and ecological network. Report to Defra.

⁶⁴ DEFRA Guidance for Local Authorities on Implementing the Biodiversity Duty (March 2011)

⁶⁵ London Plan (Policies 2.18, 5.10, 5.11 and 7.22)

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 produce⁶⁶.

⁶⁶ Good planning for good food - How the planning system in England can support healthy and sustainable food (Sustain, 2011)

Transport and Communication

Where we are now

6.21 The main issues in terms of planning for transport and communication up to 2031 are:

- The population of the borough is expected to rise by approximately 30,000 by 2031, with over 7,000 homes being proposed for the Croydon Opportunity Area, which will increase pressure on all transport services.
- Croydon is part of the 'Coast to Capital' Local Enterprise Partnership (LEP), which aims to increase business and employment in the area which would put additional pressure on transport services.
- There is a need to encourage more sustainable transport in order to reduce road congestion, which contributes to air pollution and is a cause of climate change.
- 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.
- Less people regularly cycle in Croydon than in the rest of London.
- 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.
- Demand for telecommunications equipment will increase.

Where we want to be

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 SP8: Transport and Communication

SP8.1 In order to deliver a transport and communications network capable of supporting growth over the plan period the Council will apply a presumption in favour of development for new transport schemes which meet the requirements of Policy SP8 and other applicable policies of the development plan.

Airport City

SP8.2 The Council and its partners will enhance the borough's sub-regional transport role to support its position as a major business, hotel and conferencing destination serving London's airports and the Coast to Capital economic area (see Policy SP3.8).

Pattern of development and accessibility

SP8.3 The Council will actively manage the pattern of urban growth and the use of land to make the fullest use of public transport and co-locate facilities in order to reduce the need to travel.

SP8.4 Major development proposals will be required to be supported by transport assessments, travel plans, construction logistics plans and delivery/servicing plans.

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.

Sustainable travel choice

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 (including the implementation of the 'Legible London' scheme);
- 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: Detailed Policies and Proposals DPD.

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; and
- h) Requiring the provision of cycle parking in new developments and at key transport hub stations to encourage

multi modal journeys and reduce the need for car use.

SP8.8 The Council and its partners will prioritise tram infrastructure provision and network improvements that:

- a) Provide extra capacity to the existing network which serves Croydon Opportunity Area and eases overcrowding on the central sections of the network;
- b) Relieve congestion in the tram network overall;
- c) Increase track capacity at pinch points to speed up journey times;
- d) Support the Mayor's and Transport for London's intentions for extension and investment generally in the tram system; and
- e) Subject to funding, promote extensions to Streatham, Brixton, Tooting, Bromley, Sutton, and Crystal Palace.

SP8.9 The Council and its partners will encourage rail infrastructure provision and network improvements that:

- a) Enable improved interchange facilities, pedestrian links and increased capacity at the Strategic Interchanges at East and West Croydon railways stations; and
- b) Enable access and movement improvements in areas next to rail stations to encourage greater use of the train services.

SP8.10 The Council and its partners will encourage bus infrastructure provision and network improvements that:

- a) Seek to ease the pressure on West Croydon Bus Station by providing new bus stopping/standing;
- b) Seek improvements to orbital bus routes by resolving problems along key bus corridors leading to 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 bus journey times and reliability.

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 transportation

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 and car sharing schemes.

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 The Council will encourage car free development in Centres, where there are high levels of PTAL⁶⁷ and when a critical mass of development enables viable alternatives, such as car clubs (while still providing for disabled people). Detailed car parking standards will be contained within the Opportunity Area Planning Framework and the Croydon Local Plan: Detailed Policies and Proposals DPD.

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 Outside high PTAL areas the Council will apply the standards as set out in the London Plan⁶⁸. In District Centres where there are identified issues of vitality and viability, the need to regenerate such Centres may require a more flexible approach to the provision of public car parking. The Croydon Local Plan: Detailed Policies and Proposals DPD will provide more detailed policies for each of the borough's District and Local Centres. Parking standards for the boroughs District Centres will be assessed based upon the following considerations:

- a) The need for regeneration;
- b) Adverse impact on congestion or air quality;

⁶⁷ Public Transport Accessibility Levels 5, 6a and 6b

⁶⁸ London Plan Policy 6.13

- c) A lack (now and in future), of public transport;
- d) A lack of existing on or off street parking;
- e) A commitment to provide space for electric and car club vehicles, and parking for disabled people above the minimum thresholds; and
- f) A requirement, via Travel Plans, to reduce provision over time.

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:

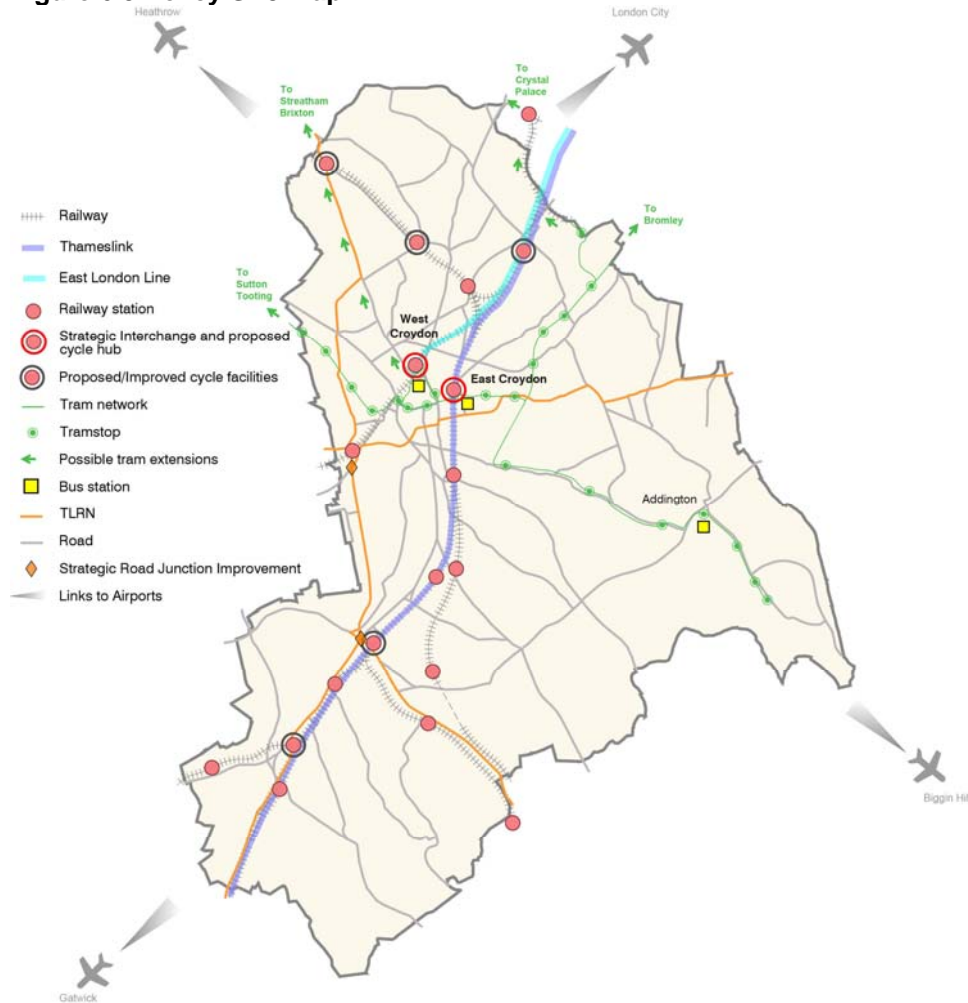
- a) Safeguarding existing sites and identifying new sites to enable the transfer of freight to rail;
- b) Safeguarding existing and supporting the provision of new consolidation and 'break bulk' facilities through policy to be

contained within the Croydon Local Plan: Detailed Policies and Proposals DPD; and

- c) Requiring major developments to include transport emission reduction plans to encourage the use of less polluting forms of transport.

What it will look like

Figure 6.3 Policy SP8 map



Why we have taken this approach

Airport City

6.22 Croydon is strategically positioned between the Gatwick Diamond/south coast and central London. Croydon's vision aspires for the borough to maintain and build on its position as an economic hub serving London and the South East region⁶⁹. Croydon's involvement in the Coast to Capital Local Enterprise Partnership reflects this ambition and seeks the creation of 900 new businesses, 20,000 new jobs and 4000 additional exporting businesses over the next 5 years. The Strategic Policies and its associated delivery programmes aim to ensure capacity on the transport system, and favour movement of people and goods to maintain the borough as a major destination and interchange in support of Croydon's objectives to remain and grow as the principal point of business, major retailing, leisure and education in South London.

Pattern of development and accessibility

6.23 Growth in homes, jobs and associated facilities (major generators of travel demand) will be focussed in the Croydon Opportunity Area and the District Centres near to areas highly accessible by walking and cycling and with high Public Transport Accessibility Levels, (PTAL), or in areas with development opportunities where PTALs or accessibility by walking and cycling can be increased by infrastructure improvements. Population in the borough is expected to rise by approximately 30,000 by 2031. Evidence shows that Croydon Opportunity Area can accommodate approximately 7,300 new homes; this will be assisted by improved public transport accessibility. Both East and West Croydon Stations are designated as Strategic Interchanges within the South sub-region of the Mayor's Transport Strategy. The Strategic Interchange concept, in partnership with the Mayor, aims to improve orbital

⁶⁹ We are Croydon Vision (pages 15-19)

public transport travel opportunities, in particular linkages between outer London town centres, to ease pressure on the central London transport system, and passenger dispersal pressures at London's rail termini. East Croydon has the potential for a future link to the High Speed 2 train network via Old Oak Common Station, which would also improve access to Crossrail; there is also an opportunity to facilitate Gatwick stopping services, as well as Thameslink improvements that will provide longer and more frequent trains. West Croydon presents opportunities for improving interchange between bus, rail, tram and Overground services. The Overground East London Line already links Croydon with London Underground and the Dockland Light Rail and in the future will provide direct services to Crossrail via Whitechapel. At present very few people live in Croydon Opportunity Area, yet it has the highest public transport accessibility levels in the borough with good connectivity to London and the wider sub-region. Retention of land used for public transport and land required to facilitate future transport operations is necessary to enable existing transport operations to be maintained and improved, such an approach is in line with the London Plan. The Council's 4 tier employment policy (see Policy SP3.2) will assist this process.

6.24 Directing over a third of the borough's growth up to 2031 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 (CMC) is rivalled only by the West End and the City of London in terms of public transport accessibility and connectivity. As well as focussing growth in the Croydon Opportunity Area, it will also be directed to those areas and District Centres with high public transport accessibility. Improving connectivity assisted by improved way finding will also be important to enable a shift to more sustainable modes by widening choice and improving alternatives, for example

the use of car clubs where there is a critical mass of development. 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 teleconferencing⁷⁰.

Sustainable travel choice

6.25 Urban realm improvements to increase walking and cycling are priorities within the South sub-regional transport plan⁷¹. Issues related to walking include concerns about safety, crossing busy roads, and indirect/incomplete walking routes to local amenities⁷². Promoting high quality places is aided by a complementary public realm policy (see Policy SP4).

6.26 Transport for London's research indicates that the number of residents of Croydon that cycle at least twice a week, is among the lowest quartile in London (less than 5%), and lower than the neighbouring boroughs to the west. However, the level of potential cycle trips is in the highest quartile of Outer London boroughs. The trend based on Department for Transport monitoring suggests cycling levels will increase to a level 250% higher than the 2000 level by 2026. While this is by no means an insignificant increase, it is well below the London Mayor's objective of a 400% increase. This implies that to continue doing "more of the same" will not lead to sufficiently rapid growth in cycling to meet the Mayor's target. With the expected population growth, if new residents behaved in broadly the same way as existing residents, an increase in car use would be likely with substantially increased pressure on the road network. More physically active travel such as walking and cycling will bring benefits in terms of individual wellbeing; taking pressure

⁷⁰ South Sub-regional transport plan (page 28)

⁷¹ South sub-regional transport plan (page 42)

⁷² Borough wide transport study (final draft) (page 232)

off the street and public transport networks; and reducing emissions from transport.

6.27 Parts of the Tramlink network currently have passenger congestion. Planned additional trams are predicted to facilitate continued growth in use⁷³. Tramlink extensions could enable a mode shift on corridors between Croydon and Bromley, Tooting, Streatham, Brixton⁷⁴ and possibly Sutton and Crystal Palace if these extensions were to come forward.

6.28 Improvements to East and West Croydon Stations will play an important role in the proposed radial corridor solutions for the South London sub-region. Planned/funded improvements on the East Croydon-London Bridge/Victoria Corridor are predicted to reduce passenger overcrowding through the medium term.

6.29 The South Sub-Regional Transport Strategy and the Borough Wide Transport Strategy (final draft), identify introducing further bus priority measures on bus routes to and from the Croydon Opportunity Area as a means of increasing bus capacity / improving service. The draft CMC Bus Strategy proposes changes to bus routing, standing, stopping and interchanges to respond to and facilitate growth.

Motor vehicle transportation

6.30 The requirement for developers to provide a plan (on certain developments) 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

⁷³ South Sub-Regional Transport Plan (page 44)

⁷⁴ South Sub-Regional Transport Plan (page 53)

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.

6.31 Ensuring adequate coach⁷⁵ and taxi interchange at East and West Croydon⁷⁶ and other District Centre railways stations, such as Purley and Norbury, will be important⁷⁷ in encouraging the reduction of private transportation.

Parking

6.32 Parking in the Croydon Opportunity Area requires rationalisation⁷⁸; to ensure car parks are where they need to be to serve the business and residential community. Specific details will be set out in the Croydon Opportunity Area Planning Framework together with measures for rationalisation throughout the whole borough set out in the Croydon Local Plan: Detailed Policies and Proposals DPD. Car parking must be considered in the context of capacity on the road network, particularly the A23. Pressure on the A23 and within the Croydon Opportunity Area will be addressed over the plan period through detailed transport feasibility studies, site specific proposals contained in the Croydon Opportunity Area Planning Framework, Infrastructure Delivery Plan and interventions through the Croydon Local Plan: Detailed Policies and Proposals DPD.

Efficient and clean movement

6.33 Motor transport is the third largest sector contributing to CO₂ emissions in Croydon. Of these CO₂ emissions, up to 66% are from car use. Estimated traffic flow in the borough has remained fairly

⁷⁵ Mayor's Transport Strategy (page 150)

⁷⁶ South Sub-Regional Transport Plan (page 20)

⁷⁷ Borough wide Transport Study (final draft) (page 272)

⁷⁸ South Sub-Regional Transport Plan (page 20)

constant with levels in 2008 a little over 1993 levels. Transport for London studies indicate that about half of all car trips here are of less than two kilometres.

6.34 Parts of the road network across the south sub-region operate at capacity, with the inner areas being particularly affected. Population and employment growth anticipated in this area will lead to an increase in economic activity. Even with currently funded public transport improvements it is likely that 'vehicle kilometres', particularly lorries and vans, will increase. Without the right measures in place this will affect the resilience of the network, reducing journey time reliability and increased journey times⁷⁹.

6.35 Improving conditions on the A23 for pedestrians, cyclists, public transport and freight will be a key priority over the plan period, with the aim of reducing congestion along A roads and the approach roads which can suffer disproportional delays. Approach road delays at the Fiveways junction is a key disincentive to orbital movements across the borough. Improvements will need to consider the A23 corridor as a whole to ensure the needs of street users and improvements of public realm are coordinated. Key junctions for consideration include Purley Cross gyratory, and Fiveways. The main orbital route through Croydon in the east-west direction is the A232, connecting Croydon with Bromley and Sutton. The A232 meets the main north-south route of A23 from the east at, and just north of the Fiveways junction, and from the west at Purley Way/Croydon Road. Proposals to improve the capacity of this and Fiveways are presented in Transport for London's Network Management Plan (Transport for London, 2007), for the A232 which presents a number of short and long term improvements. The South London Sub-Regional Transport Plan informed the London Plan and supports the levels of growth contained in the London

⁷⁹ Borough Wide Transport Study(final draft) (page 53)

Plan and consequently the growth outlined in Policy SP2 and SP3. Furthermore the South Sub-Regional Transport Plan identifies Croydon Opportunity Area, the A23 Fiveways junction and A23 Purley Cross/Godstone Road junction as areas with opportunities to improve footways, cycle-ways, lighting, crossings and bus lanes that could result in significant improvements to the urban realm and the regeneration of central Croydon. Transport for London undertake feasibility studies for all proposed transport schemes, such studies look at both the financial and engineering considerations. In the case of improvements to the A23 and Croydon Opportunity Area it is acknowledged that some interventions may not always be deliverable, as such the Strategic Policies proposes to monitor conditions for all modes at pressure points in the street network and at key junctions (see Appendix 2). This will be carried out alongside ensuring that the impact of specific development proposals on the network are assessed and mitigated.

6.36 Freight movements form a significant component of traffic flows on Croydon's road network, with demand generated from the major retail outlets in the CMC 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 suppliers⁸⁰. The sidings at Purley, currently occupied by an aggregates company, is an active rail freight site.

⁸⁰ Borough Wide Transport Study(final draft) (page 267)

7. The Places of Croydon

'Places of Croydon' picture break

7.1 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 up to 2031. 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.

7.2 Furthermore, it is considered the Places provide some context to the possible formulation of Neighbourhood Plans. The Croydon Local Plan: Strategic Policies set 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.

7.3 The Places appear in alphabetical order from Addington to Waddon.

Addington

Vision

7.4 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. Addington Village will retain its distinct rural character within the Green Belt.

Homes

7.5 With good supporting infrastructure provision opportunities for new development will be mainly infilling as land is physically constrained by the Green Belt. Residential development will respect the existing residential character and local distinctiveness, referring to the Borough Character Appraisal to inform design quality.

Employment, Skills and Community Facilities

7.6 There will be continued protection for industry and warehousing in the Vulcan Way Separated Industrial Location. The 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. Community facilities will be encouraged to focus on the District Centre.

Character, Heritage and Design

7.7 New development will respect the existing local character and local distinctiveness, referring to the Borough Character Appraisal to inform design quality. Public realm improvements will focus on the District Centre to assist in the regeneration of the area with the 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.

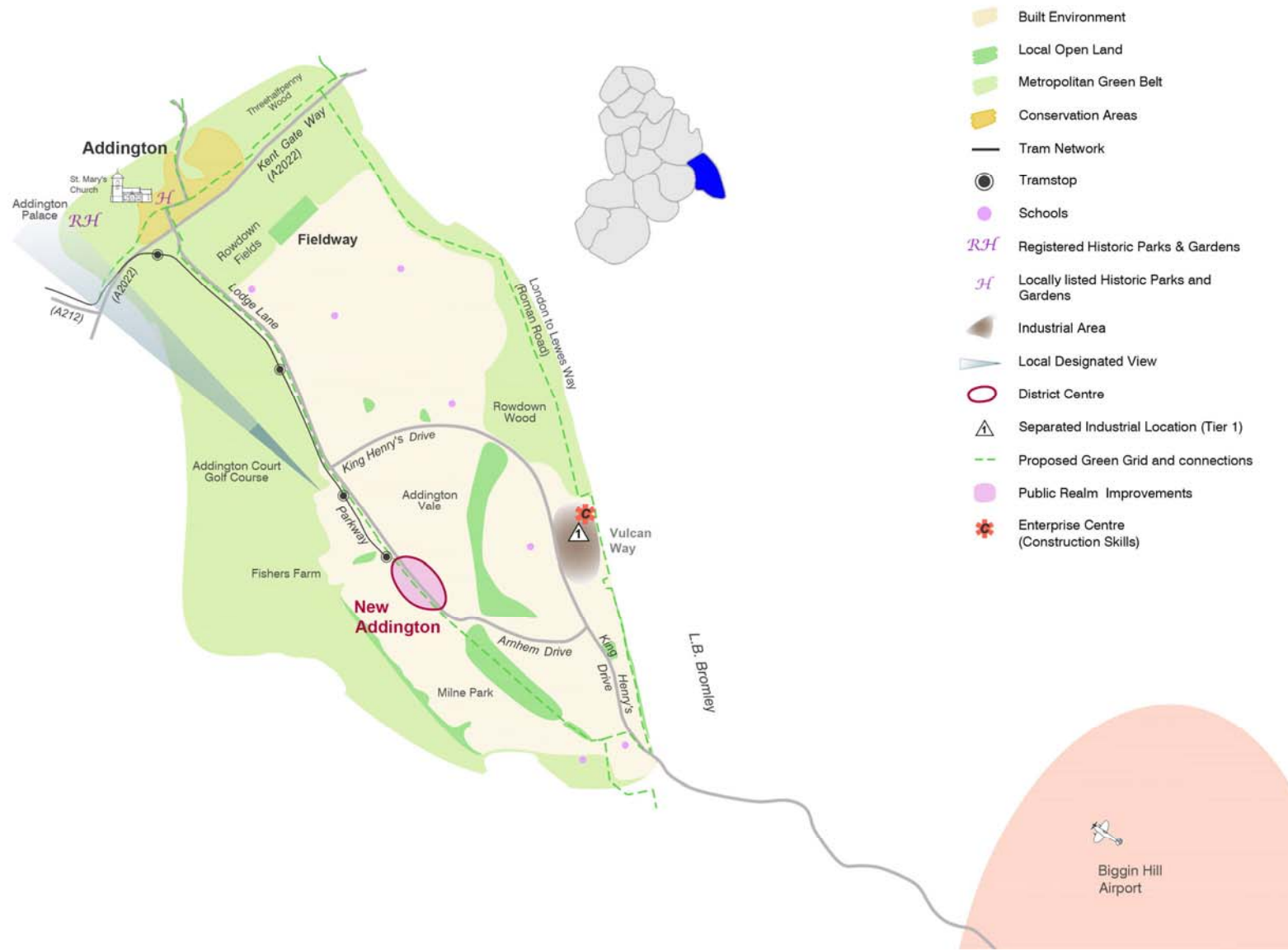
Green Grid and Open Space

7.8 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.

Transport

7.9 The tram, with improved services and investment in rolling stock, will continue to provide a valued link 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. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys.

Figure 7.1 Addington



Addiscombe

Vision

7.10 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. It 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

7.11 Moderate residential growth with some opportunity for windfall sites, and limited infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness.

Employment, Skills and Community Facilities

7.12 Recognising Addiscombe's retail vitality and potential, the central shopping area has been re-designated as a District Centre. Community facilities will be encouraged to locate in close proximity to the District Centre.

Character, Heritage and Design

7.13 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.

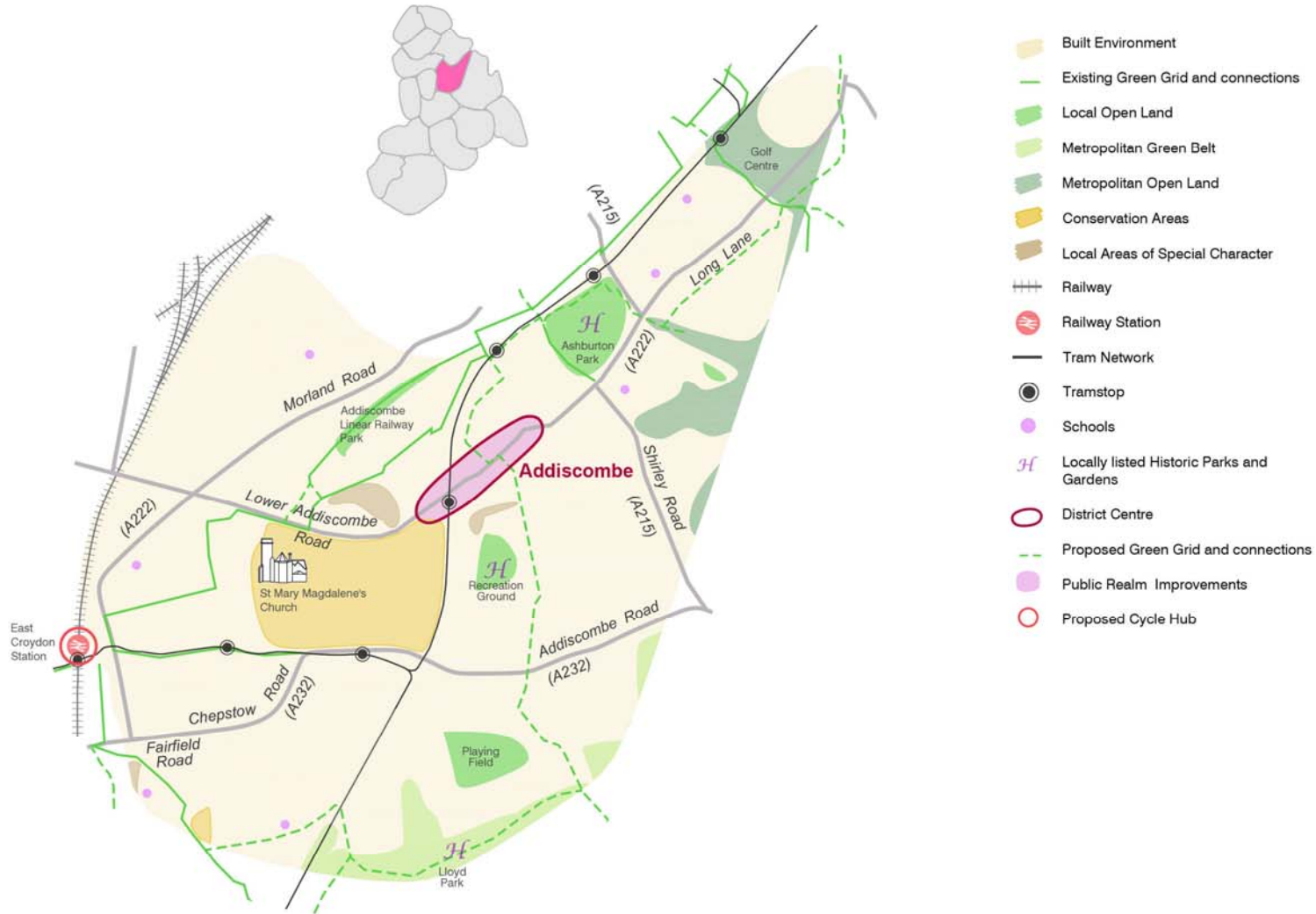
Green Grid and Open Space

7.14 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

7.15 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. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys.

Figure 7.2 Addiscombe



Broad Green and Selhurst

Vision

7.16 Broad Green and Selhurst comprise three distinct areas, characterised by Purley Way, a regenerated London Road and Whitehorse Road. The 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. 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

7.17 New residential growth, with opportunities for renewal, will focus on London Road with a possible Local Centre at Valley Park, Ampere Way, off Purley Way. Residential development will respect the existing residential character and local distinctiveness.

Employment, Skills and Community Facilities

7.18 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. 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.

Character, Heritage and Design

7.19 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.

Green Grid and Open Space

7.20 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.

Transport

7.21 To encourage walking and cycling, high quality connections within an attractive environment will be pursued. The tram system in Croydon will be further supported by promoting a new line to Streatham, Brixton and Tooting that follows the London Road through the Local Centre. As the attraction of the Croydon Metropolitan Centre increases, the quality, capacity and reliability of bus services connecting to it will also be improved. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys.

Figure 7.3 Broad Green and Selhurst



Coulsdon

Vision

7.22 Croydon's southern most 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.

Homes

7.23 An area of major residential growth based on available land will be focussed on the District Centre with a new residential community, delivered through the Coulsdon Masterplan which includes Cane Hill. Residential development will respect the existing character and local distinctiveness.

Employment, Skills and Community Facilities

7.24 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 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

7.25 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 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. Opportunities for public realm improvements will continue to focus on enhancements to the Coulsdon Masterplan area comprising Cane Hill and the District Centre, with any buildings and conversions of a high standard of design to ensure the character of the Centre is respected.

Environment and Climate Change

7.26 Coulsdon District Centre and the surrounding area may be suitable for a district heat network.

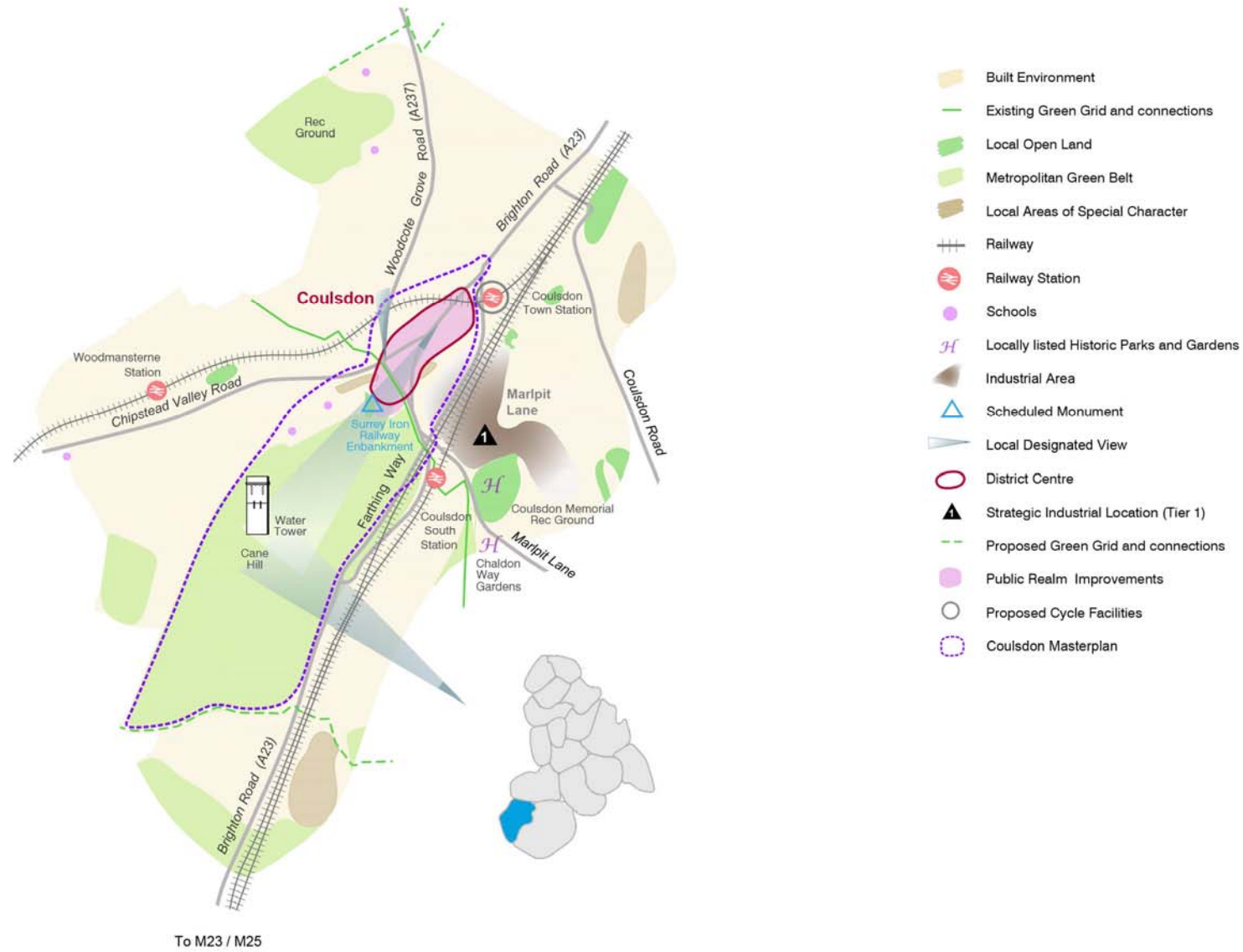
Green Grid and Open Space

7.27 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

7.28 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 local stations. 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 the Metropolitan Centre will be improved. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys.

Figure 7.4 Coulsdon



Croydon Opportunity Area

Vision

7.29 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 retail centre with a new Enterprise Centre focussing on innovation and creative industries. Croydon's connectivity will have continued as its main strength and attraction, being Outer London's largest regional transport hub. Its location at the northern tip of the Gatwick Diamond, alongside its access to people, markets and goods will put Croydon Opportunity Area at the top of the list of successful retail and business centres in the region.

7.30 The council has produced an Opportunity Area Development Framework which sets out detailed guidance on how the vision for the Croydon Opportunity Area is to be achieved.

Homes

7.31 Residential growth of over 7,300 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 the existing residential character and local distinctiveness.

Employment, Skills and Community Facilities

7.32 With a regenerated and revitalised North End at its heart, the Croydon Metropolitan Centre will remain the foremost retail location outside of Central London. The council will adopt a flexible approach to B1 uses, retail, 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 95,000m² of new and refurbished office floor space. It will have a varied evening economy 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. 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.

Character, Heritage and Design

7.33 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 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.

Environment and Climate Change

7.34 By enabling development, potential exists to implement flood mitigation and adaptation measures from Old Town towards the

Brighton Road. There is also the potential for carbon reduction from a district energy network within Croydon Metropolitan Centre.

Green Grid and Open Space

7.35 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 the wider Green Grid.

Transport

7.36 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.

Figure 7.5 Croydon Opportunity Area



Crystal Palace and Upper Norwood

Vision

7.37 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 good transport links, a unique creative atmosphere, its heritage and its links to Crystal Palace Park, will continue to attract many visitors.

Homes

7.38 Moderate residential growth 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

7.39 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

7.40 Heritage assets and landmarks will be protected, ensuring that new development respects the local character and distinctiveness by referring to the Borough Character Appraisal to inform design quality. 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

7.41 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. Working with neighbouring boroughs, connectivity to Crystal Palace Park will be improved where possible.

Transport

7.42 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. The community will enjoy better quality, more frequent and more reliable bus services connecting with Croydon Metropolitan Centre. The tram system in Croydon will be further supported by promoting a new branch link to Crystal Palace. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys.

Figure 7.6 Crystal Palace and Upper Norwood



Kenley and Old Coulsdon

Vision

7.43 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.

Homes

7.44 An area of lower residential growth, with limited opportunity for windfall sites will see growth mainly by infilling with dispersed integration of new homes respecting existing residential character and local distinctiveness.

Employment, Skills and Community Facilities

7.45 The shopping parades in the area provide some jobs with Coulsdon Manor Hotel providing further employment opportunities.

Character, Heritage and Design

7.46 New development will respect the local character and distinctiveness, referring to the Borough Character Appraisal to inform design quality. Opportunities for public realm improvements will focus on the Conservation Area of Bradmore Green. Any buildings and conversions should be of a high standard of design to ensure the characters of the Conservation Areas are respected.

Environment and Climate Change

7.47 Where possible the Caterham Bourne should be de-culverted to create a more natural environment whilst encouraging biodiversity. Development in the flood zone will be guided by the policies of the Plan to reduce flood risk.

Green Grid and Open Space

7.48 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. The Local Historic Parks and Gardens in the area will be retained and new links provided where feasible to incorporate them into the Green Grid network.

Transport

7.49 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 railway station and linkage to Whyteleafe railway station in the adjoining Tandridge District. The community will enjoy better quality, more frequent and reliable bus services connecting to Croydon Metropolitan Centre. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys.

Figure 7.7 Kenley and Old Coulsdon



Norbury

Vision

7.50 Norbury, the northern gateway to Croydon, will continue to be characterised by its numerous open spaces. The 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. Improvements to green links from and to the District Centre will enhance its unique suburban and urban qualities.

Homes

7.51 Lower residential growth, given limited opportunity for windfall sites and infilling, together with dispersed integration of new homes will respect existing residential character and local distinctiveness.

Employment, Skills and Community Facilities

7.52 The 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.

Character, Heritage and Design

7.53 New development will respect the local character and distinctiveness of Norbury with its open spaces and historic park and heritage assets referring to the Borough Character Appraisal to inform design quality. 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. Opportunities for public realm improvements will focus on the District and Local Centres with any building and conversions of a high standard of design to ensure the character of the Centre and the Conservation Areas are respected.

Environment and Climate Change

7.54 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.

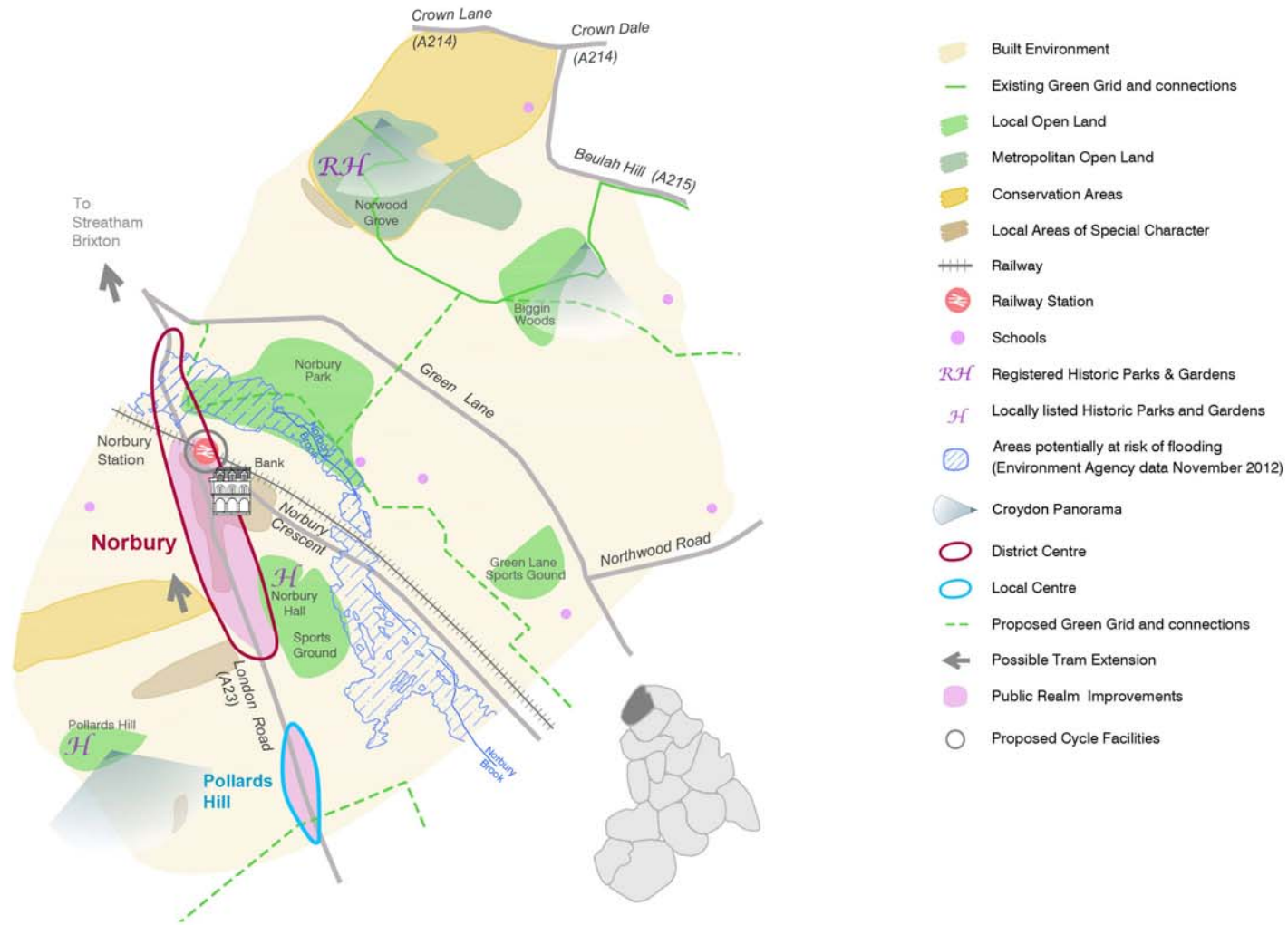
Green Grid and Open Space

7.55 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

7.56 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 as cycle facilities are enhanced. The tram system in Croydon will be further supported by promoting a new line to Streatham, Brixton and Tooting through Norbury. The quality, frequency and reliability of bus services connecting to Croydon Metropolitan Centre, will be improved as the attraction of the Metropolitan Centre increases. Travel plans will look to ease congestion at peak times in the District Centre by encouraging walking, cycling or public transport especially for school journeys.

Figure 7.8 Norbury



Purley

Vision

7.57 Purley will be a regenerated District Centre, retaining its historic local character with a mixture of homes, community and cultural facilities and a range of retailing including many independent shops. An enhanced public realm with improved accessibility and good links to open space and a new Enterprise Centre will all contribute to the regeneration of Purley.

Homes

7.58 The main focus of major residential growth will be the District Centre with high quality residential development that will respect the existing residential character and local distinctiveness.

Employment, Skills and Community Facilities

7.59 Realisation of the potential of Purley for creative industries through the development of a new Enterprise Centre will support the local economy. Independent shops and restaurants will be encouraged in the District Centre with community facilities in close proximity to rejuvenate the centre's daytime and evening economy.

Character, Heritage and Design

7.60 New development will respect the existing local character and distinctiveness of Purley, referring to the Borough Character Appraisal to inform design quality, with opportunities for public realm improvements primarily focussing on the District Centre whilst seeking to improve links to open space. Any buildings and conversions should be of a high standard of design to ensure the character of the Centre and the Conservation Area 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.

Environment and Climate Change

7.61 Through enabling development, potential exists to implement flood mitigation and adaptation measures along the Brighton Road and south east towards Kenley. Purley District Centre and the surrounding area may be suitable for a district heat network.

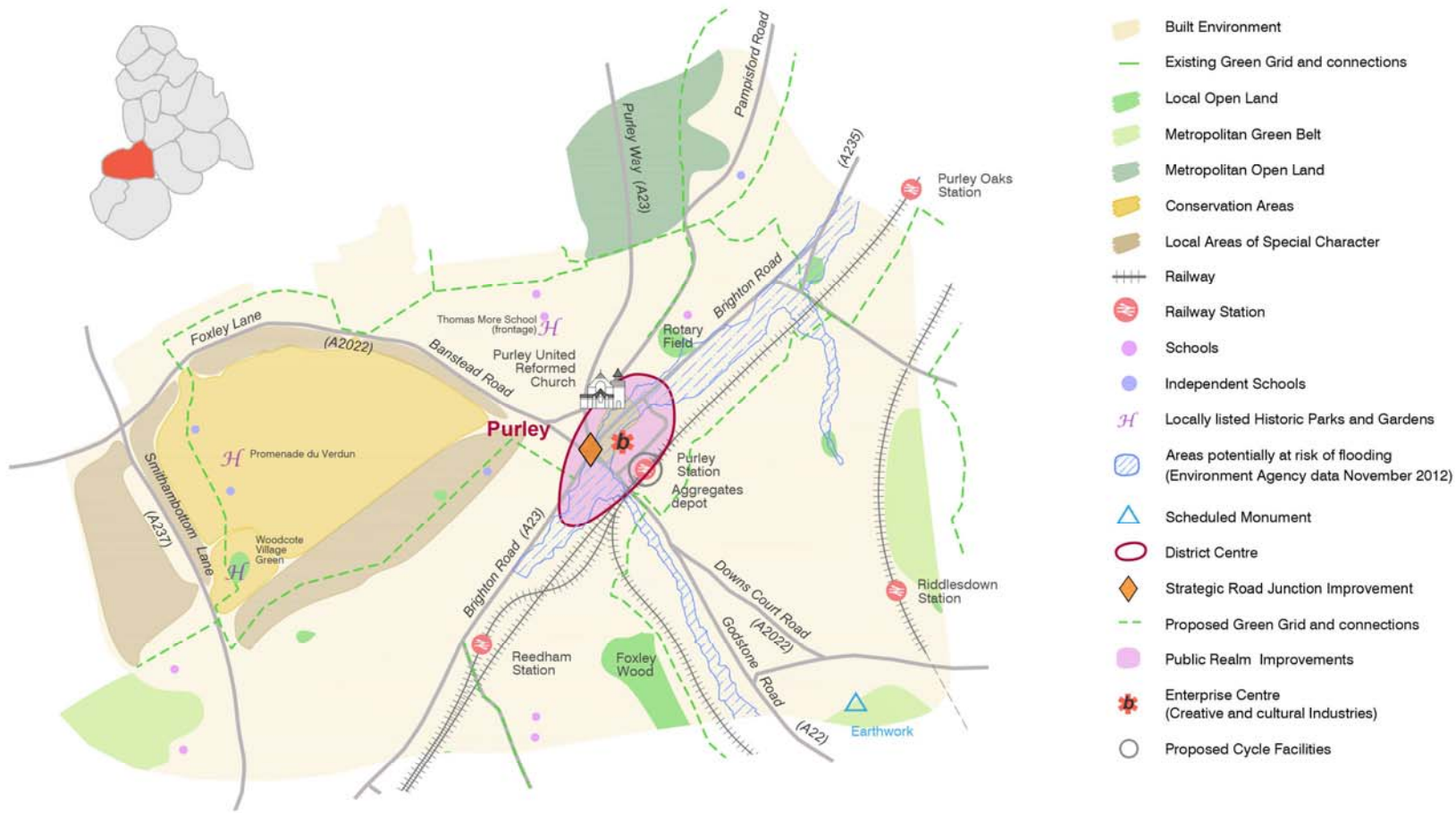
Green Grid and Open Space

7.62 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

7.63 New bus route measures and improvements, will be developed where possible along the Brighton Road linking Croydon Metropolitan Centre with Purley District Centre. Cycle facilities will be expanded at Purley railway station. Measures to improve connectivity for pedestrians in Purley District Centre will be explored. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys. Realisation of the potential for the Warren Road railhead to transfer freight to rail will be supported.

Figure 7.9 Purley



Sanderstead

Vision

7.64 Sanderstead will continue to be a predominantly 1930s suburb, with a village character focussed on the pond and church, surrounded by substantial green space with improved cycle and pedestrian links, served by the Sanderstead and Hamsey Green Local Centres.

Homes

7.65 An area of lower residential growth, with limited opportunity for windfall sites, growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness.

Employment, Skills and Community Facilities

7.66 Employment opportunities will be concentrated in the two Local Centres with predominantly independent shops supporting the local community.

Character, Heritage and Design

7.67 New development will respect local character and 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.

Green Grid and Open Space

7.68 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. The Local Historic Parks and Gardens will be retained and new links provided where feasible to incorporate them into the Green Grid network.

Transport

7.69 With its topography of steep hillsides the existing transport arteries are likely to remain with local bus service connections and level of access maintained. 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. Travel plans will look to ease congestion at peak times in the Local Centre by encouraging walking, cycling or public transport especially for school journeys.

Figure 7.10 Sanderstead



Selsdon

Vision

7.70 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.

Homes

7.71 An area of lower residential growth, with limited opportunity for windfall sites will see growth mainly confined to infilling with dispersed integration of new homes respecting existing residential character and local distinctiveness.

Employment, Skills and Community Facilities

7.72 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

7.73 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

7.74 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

7.75 With a tram stop to the north edge of Selsdon, local bus services, connections and access will be maintained, but with improved walking and cycling routes where possible via improvements to the Green Grid. 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 District Centres by encouraging walking, cycling or public transport especially for school journeys.

Figure 7.11 Selsdon



Shirley

Vision

7.76 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.

Homes

7.77 An area of low residential growth, with little opportunity for windfall sites will see growth mainly confined to infilling with dispersed integration of new homes respecting existing residential character and local distinctiveness.

Employment, Skills and Community Facilities

7.78 Some small scale employment will be provided in the Local Centre with predominantly independent shops supporting the local community.

Character, Heritage and Design

7.79 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.

Environment and Climate Change

7.80 Development in the flood zones will be guided by the policies of the Plan to reduce flood risk.

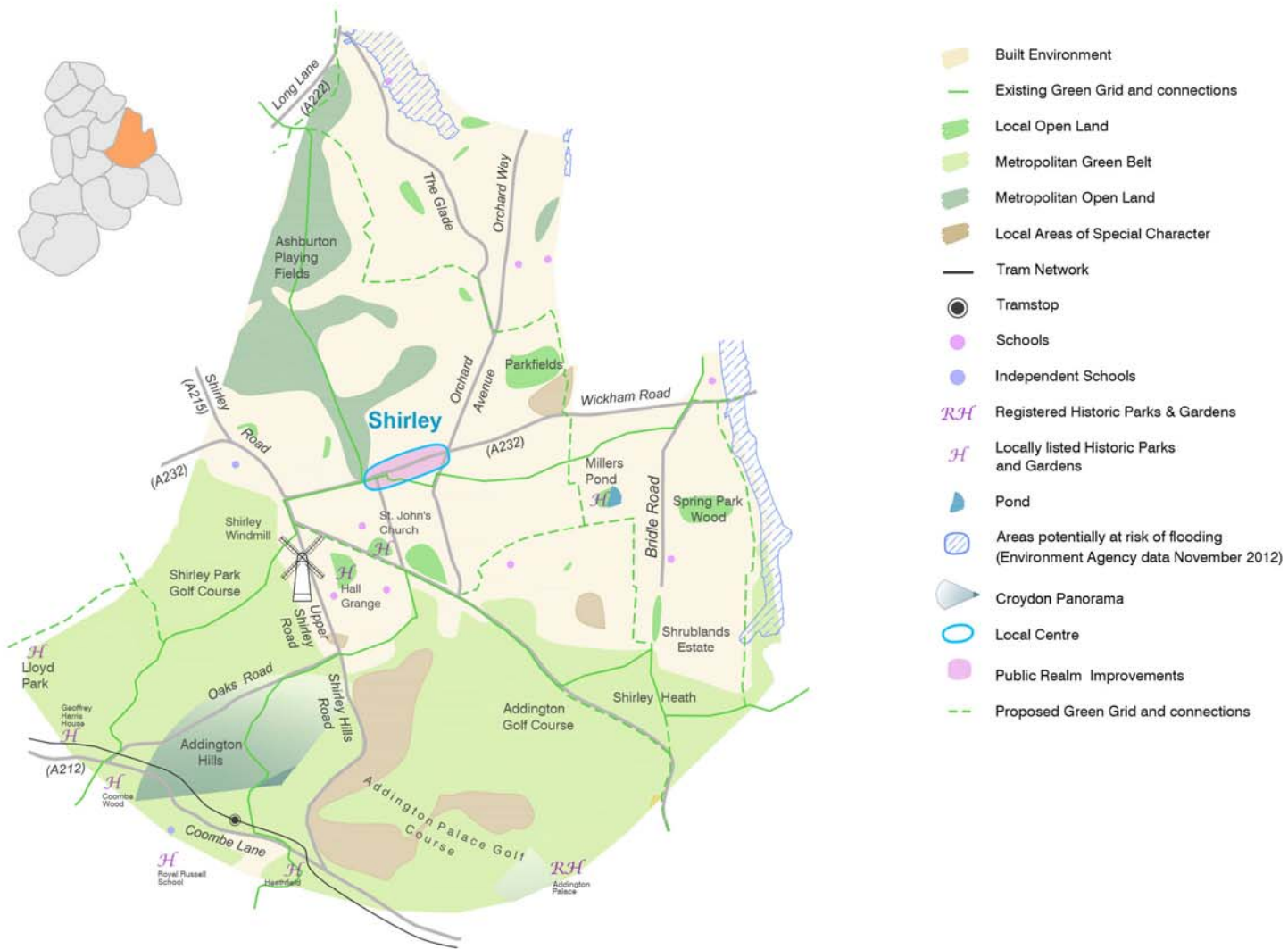
Green Grid and Open Space

7.81 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. 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.

Transport

7.82 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.

Figure 7.12 Shirley



South Croydon

Vision

7.83 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.

Homes

7.84 The main focus for moderate residential growth 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

7.85 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

7.86 New development will be sensitive to the existing local character and the wooded hillsides of the Place referring to the Borough Character Appraisal 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 the Centres 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.

Environment and Climate Change

7.87 Through enabling development, potential exists to implement flood mitigation and adaptation measures along the Brighton Road.

Green Grid and Open Space

7.88 Improved connections to the green grid will be sought to increase opportunities for walking and cycling in the area.

Transport

7.89 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.

Figure 7.13 South Croydon



South Norwood and Woodside

Vision

7.90 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 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.

Homes, Employment, Skills and Community Facilities

7.91 Moderate residential growth 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. If the football club relocates outside the borough it will enable opportunities for the regeneration of this site. The District Centre, Portland Road and Woodside Green 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.

Character, Heritage and Design

7.92 Heritage assets and landmarks will be protected, ensuring that new development respects the local character and distinctiveness of South Norwood and Woodside referring to the Borough Character Appraisal to inform design quality. Opportunities for public realm improvements will be primarily focussed on the South Norwood District Centre and Norwood Junction with any

building and conversions of a high standard of design to ensure the character of the Centre and the Conservation Area are respected.

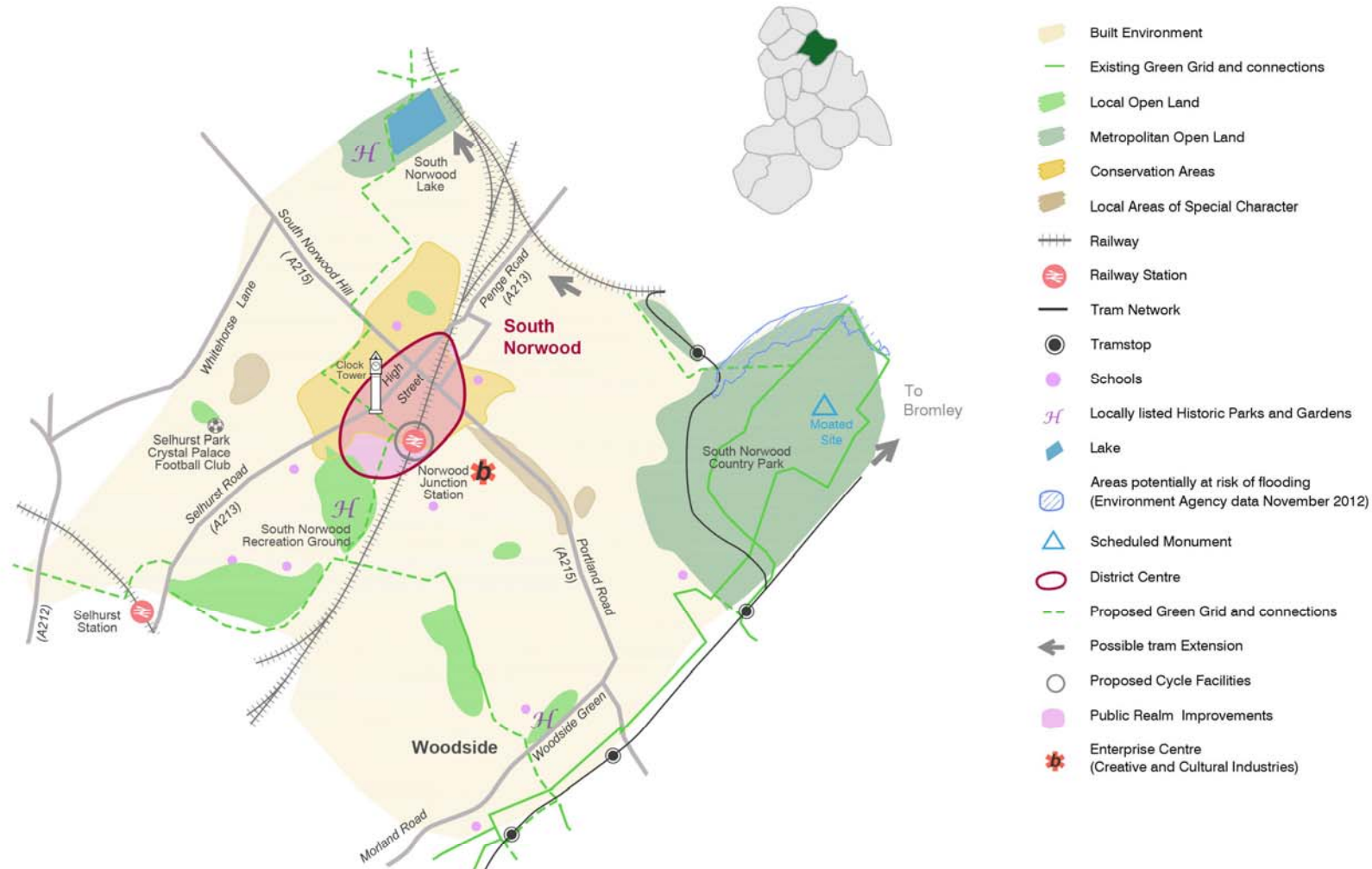
Environment, Climate Change, Green Grid and Open Space

7.93 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

7.94 Cycle facilities will be enhanced at Norwood Junction railway station benefiting the local population who live within walking and cycling distance of this important station. The tram system in Croydon will be further supported by promoting new branch links to 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. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys.

Figure 7.14 South Norwood



Thornton Heath

Vision

7.95 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 Centre at Thornton Heath Pond will continue to have a strong evening economy. The 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.

Homes

7.96 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.

Employment, Skills and Community Facilities

7.97 Croydon University Hospital will evolve and, as the borough's principal health centre, will remain Thornton Heath's largest employer. The District and Local Centres will continue to support the community, providing employment and services. Community facilities will be encouraged to locate in close proximity.

Character, Heritage and Design

7.98 Heritage assets and landmarks will be protected and enhanced and the Place will be improved with high quality new development that respects the local character and distinctiveness, referring to the Borough Character Appraisal to inform design quality. 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.

Environment and Climate Change

7.99 Development will be directed away from the functional flood plain of the Norbury Brook. Development in flood zones will be guided by the policies of the Plan to reduce flood risk.

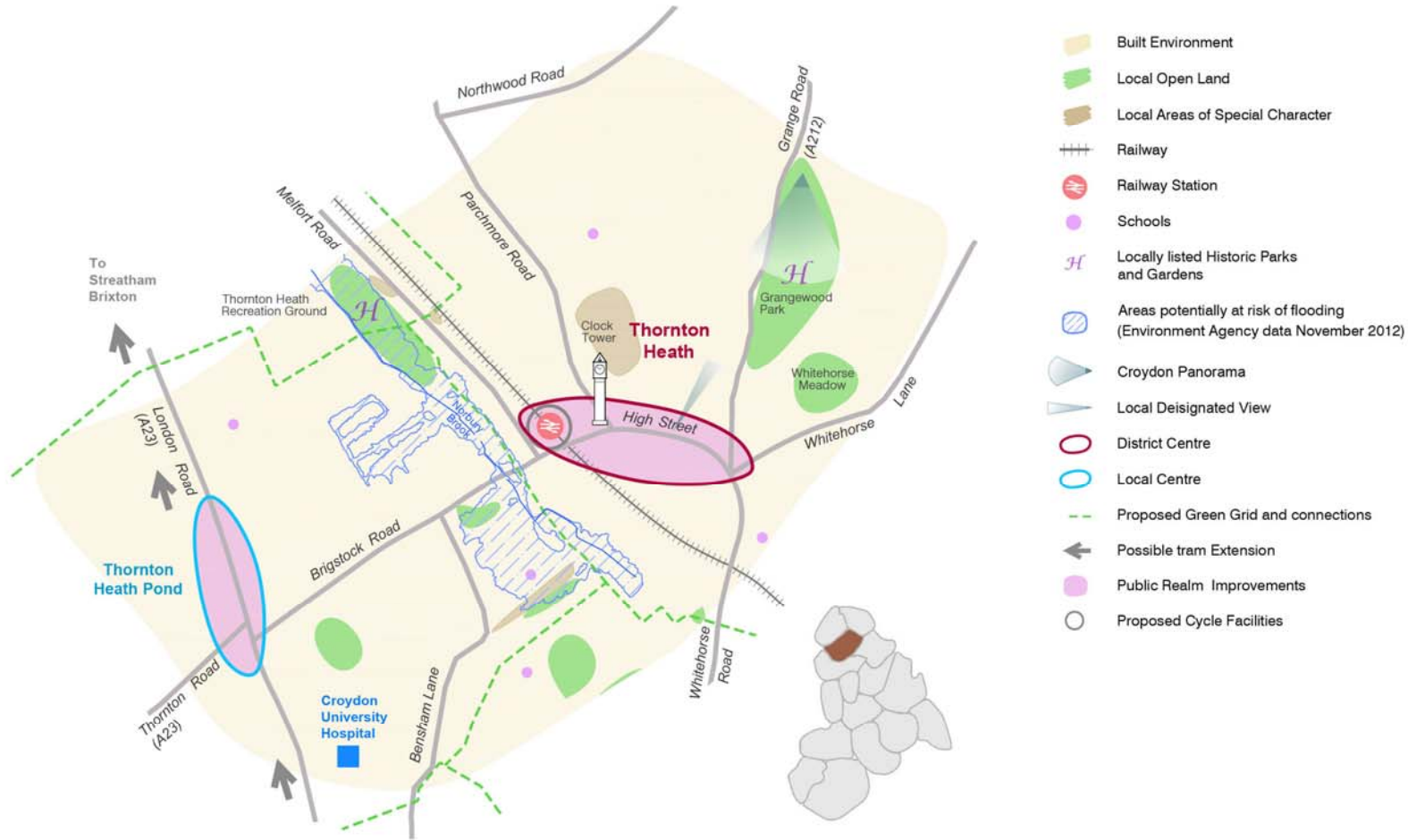
Green Grid and Open Space

7.100 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

7.101 Cycling to Thornton Heath railway station will be more attractive with additional and better quality cycle facilities provided where possible. The tram system in Croydon will be further supported by promoting a new line to Streatham, Brixton and Tooting following the London Road through the Local Centre. The community will enjoy better quality, more frequent and more reliable bus services connecting with Croydon Metropolitan Centre. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys.

Figure 7.15 Thornton Heath



Waddon

Vision

7.102 Waddon will comprise both a growing residential community and a principle industrial location. 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 retail areas along Purley Way, A23, will evolve into a series of interconnected mixed-use developments.

Homes

7.103 An area of major new high quality residential development based on available land will be concentrated on Purley Way, and a possible Local Centre at Five Ways. Residential development will respect the existing residential character and local distinctiveness.

Employment, Skills and Community Facilities

7.104 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 such as the Waylands Leisure Centre, and education and training facilities, to meet the needs of the existing and new population.

Character, Heritage and Design

7.105 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.

Environment and Climate Change

7.106 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

7.107 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

7.108 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. Waddon will benefit from improved tram services with investment in tram stock and more frequent services. As the attraction of the Croydon Metropolitan Centre increases, the quality, capacity and reliability of bus services connecting to it, will be improved. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys.

Figure 7.16 Waddon



8. Delivering and Monitoring the Croydon Local Plan: Strategic Policies

How we are going to deliver the Croydon Local Plan: Strategic Policies

8.1 The Strategic Policies has four main strands for its delivery:

- Policy - national, regional and local planning policy
- Legal - section 106 agreements, Compulsory Purchase Orders etc.
- Partners - delivery via partnership projects
- Resources - council staff resources, capital spending by the council or its partners, lottery funding etc.

8.2 An Infrastructure Delivery Plan (IDP) setting out the key locations, sites and infrastructure, which are essential for the successful implementation of the Strategic Policies forms part of the supporting evidence.

8.3 The Infrastructure Delivery Plan is not repeated as a document in the Croydon Local Plan: Strategic Policies. The full infrastructure schedule within the Infrastructure Delivery Plan is part and parcel of the Strategic Policies' delivery and is a critical supporting document.

8.4 Appendix 2 to this Plan sets out the full delivery matrix showing how the Strategic Policies will be delivered. The infrastructure required for the delivery matrix is set out in the full Infrastructure Delivery Plan report.

How we will know if the Croydon Local Plan: Strategic Policies is being delivered

8.5 It is important to know if and when any policy of the Plan is not being delivered as anticipated. Each policy has a set of monitoring indicators setting out what the expected outcomes of the policy are.

8.6 The indicators will be monitored on an annual basis and included in a Monitoring Report looking at the implementation of the Strategic Policies. Each indicator is set out in Appendix 3 to this Plan.

8.7 A further series of indicators are contained within the Sustainability Appraisal report which accompanies the Strategic Policies. These indicators do not monitor specific policies but instead monitor the Plan as a whole by outlining areas in which it is expected to have an effect.

Saved Unitary Development Plan policies

8.8 Appendix 4 to this Croydon Local Plan: Strategic Policies sets out the policies in the current Unitary Development Plan (UDP) that will be replaced by this Development Plan Document and those which will be saved.

Appendix 1 - Glossary

Accessibility

How easy it is to enter or reach physically, including ease of use for disabled persons. See also Public Transport Accessibility Level.

Affordable Housing

Affordable housing is housing that is provided to meet the housing needs of households whose needs are not met by the private market. It can either be social rented housing, affordable rented housing or intermediate affordable housing.

Social rented housing is rented housing owned and managed by local authorities and registered providers of social housing, for which guideline target rents are determined through the national rent regime, and which is made available to eligible households nominated by the council.

Affordable rented housing is rented housing provided by registered providers of social housing which is similar to social rented housing except that it is outside the national rent regime, but is subject to other rent controls that require it to be offered to eligible households at a rent of up to 80 per cent of local market rents.

Intermediate affordable housing is housing at prices and rents above those of social rent but below market price or rents, and which meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices and include provisions for the home to be retained for future eligible households or for any subsidy to be recycled for alternative affordable housing provision. These can include shared equity and shared ownership homes for

sale, and intermediate rent, but does not include affordable rented housing.

Airport City

This seeks to promote businesses and employment opportunities which capitalise on Croydon's proximity to Gatwick, Heathrow, London City and Biggin Hill Airports and central London.

Amenity

The experience of a place as pleasant or attractive, which contribute to its overall character and to the enjoyment of residents or visitors; or something that contributes to an area's environmental, social, economic or cultural needs.

Archaeological Priority Zones

Areas that are known to be of archaeological importance because of past finds, excavations or historical evidence.

Biodiversity

The variety of species of flora and fauna.

Biodiversity Action Plan

A plan of action for protecting, conserving and enhancing wildlife at a local level. The UK signed up to the Biodiversity Convention at the 1992 Rio' Earth Summit'. This confirms the UK's commitment to protecting and enhancing wildlife. The UK Biodiversity Steering Group has emphasised the importance of Local Biodiversity Action plans. In 2013 Croydon's Biodiversity Action Plan consisted of four Habitat Action Plans.

Borough Character Appraisal

An analysis and assessment of every residential neighbourhood in the borough to determine the predominant type of housing and

architectural form, together with other physical and natural features that give each area its distinct character.

Brownfield

Land that has been previously developed (excluding agricultural land or buildings, gardens, mineral works and temporary uses).

Car Club

An organisation that owns cars that are available for use by its members. People arrange to use the car in advance and pay according to how much they use it. The advantage is that people have cars available for use, but avoid many of the costs of running a car as they only pay when they need to use it.

Climate Change

Long term alterations in weather patterns, in particular to temperature and precipitation. Anthropogenic climate change refers to a warming climate across the globe caused by the increase of levels of greenhouse gases in the atmosphere as a result of human activities.

Code for Sustainable Homes/BREEAM

The Code for Sustainable Homes and the Building Research Establishment's Environmental Assessment Methodology (BREEAM) are ways used to measure the sustainability performance of domestic and commercial buildings.

Cohesive Communities

A society in which there is a common vision and sense of belonging by all communities.

Combined Heat and Power system

The generation of electricity by burning fossil or renewable fuels is relatively inefficient and produces a large amount of heat as a by-

product. Combined heat and power (or CHP) makes much better use of the original energy source (gas, diesel, coal, biomass, waste) as it captures the heat produced during electricity generation and supplies it via a small or large networks for commercial or domestic recipients. This is because CHP generation makes efficient use of the original energy source by utilising two forms of energy output, therefore its product is considered low in carbon dioxide.

Compulsory Purchase Order

An order issued by the government of a local authority to acquire land or buildings for public interest purposes. For example, for the construction of a major road or the redevelopment of certain brownfield sites.

Community Infrastructure Levy

The Community Infrastructure Levy is a new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods need to enable growth.

Community Facilities

Facilities providing for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community.

Connectivity

The degree to which a place is connected by routes to other places and its own parts are connected with each other.

Conservation Area

Areas designated by the council under Section 69(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as being of special architectural or historic interest, the character of

which it is desirable to preserve or enhance. Conservation Area Consent is required for the demolition of unlisted buildings in Conservation Areas.

Creative and Cultural Industries

A sector of the economy characterised by businesses and organisations associated with higher levels of creativity and cultural activity, such as designers, artists, theatres and architects.

Croydon Council Urban Regeneration Vehicle (CCURV)

A partnership of Croydon Council with a private developer to enable the development of council owned sites and ensure that the council realises the maximum benefit available from the delivery.

Croydon Local Plan: Detailed Policies and Proposals DPD

The Croydon Local Plan: Detailed Policies and Proposals DPD will contribute towards delivering the Croydon Local Plan: Strategic Policies' strategic planning policies and its objectives by setting out detailed planning policies that the council will use when determining applications for planning permission in the borough, allocating land for future development to help deliver the development requirements of the Plan and setting out proposals for major development sites in the borough and other site-specific/designation policies as appropriate.

Croydon Metropolitan Centre (CMC)

A metropolitan centre serves a wide catchment which can extend over several boroughs and into parts of the wider south east region. Typically they contain at least 100,000m² of retail floor space with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, service and leisure functions.

Croydon Monitoring Report

The Croydon Monitoring Report (formerly the Annual Monitoring Report), assesses the implementation of the Local Development Scheme (LDS – essentially the timetable for the production of the Local Development Framework), the extent to which policies in the Local Development Framework are being successfully implemented, and the need for possible changes to policy.

Croydon Opportunity Area

Opportunity Areas are designated by the London Plan and are London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing with a mixed and intensive use of land and assisted by good public transport accessibility. The Mayor has designated an Opportunity Area in central Croydon known as Croydon Opportunity Area.

Cycle Hub

A point for collecting or returning bicycles available for hire.

Department for Environment, Food and Rural Affairs (DEFRA)

The UK government department responsible for policy and regulations on the environment, food and rural affairs.

Development Management

The process of managing development from design through applying for planning permission to implementation whilst ensuring that it achieves planning objectives.

Development Plan

This contains the policies and guidance which manage development in a Local Authority area. Under the present planning system the Development Plan comprises the London Plan, the

Local Development Framework and saved policies in the existing Unitary Development Plan.

Development Plan Document (DPD)

A policy document in the Local Development Framework, which is subject to public consultation and an independent examination.

District Energy Networks

The connection of a series of buildings via a pipe network in order to receive heat and potentially other energy services including cooling and electricity. The network incorporates a single or multiple energy centres usually based on combined heat and power generation plant. District energy networks are most suitable for areas of high urban density like Croydon Opportunity Area because of the demand and relatively short distances for the heat or energy to be distributed.

District Centre

Distributed more widely than the metropolitan centres, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000 – 50,000m² of retail floor space. Some District centres have developed specialist shopping functions.

Enterprise Centre

This refers to a facility which promotes the start up and development of small and medium sized businesses in the area through the provision of business information and support services.

Equalities Impact Assessment

Equality Impact Assessments have been developed as a tool for ensuring that equality, social inclusion and community cohesion issues can be considered when drawing up policies or proposals

which affect the delivery of services, the carrying out of the council's functions and the employment practice of the authority.

Evidence Base

PPS12 paragraph 4.36 stated the need for core strategies to be “justifiable”, meaning that they must be founded on a robust and credible evidence base, and contain the most appropriate strategy when considered against the reasonable alternatives. The evidence base should contain two elements: (1) participation – evidence of the views of the local community and others who have a stake in the future of the area; and (2) research/fact-finding – evidence that the choices made by the plan are backed up by the background facts.

Flood Risk Zone

These zones comprise land assessed as having vulnerability to flooding from river, sea and other sources and the potential to increase flood risk elsewhere through the addition of hard surfaces and the effect of the new development on surface water run-off.

Fluvial Flooding

Flooding resulting from water levels exceeding the bank level of a main river or watercourse.

Green Belt

Green belts are a national policy designation that helps to contain development, protect the countryside and promote brownfield development, and assists in urban regeneration. There is a general presumption against inappropriate development in the green belt.

Green Grid

This is a network which will link open spaces with a network of walking and cycling routes and is being planned alongside the development of other infrastructure.

Green Infrastructure

The open environment within urban areas, the urban fringe and the countryside, which forms a network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.

Green Arc Vision

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.

Groundwater Flooding

Flooding that occurs when water levels in the ground rise above surface elevations.

Heat Island Effect

Refers to the tendency for a city or town to remain warmer than its surroundings, by as much as 5.5°C or more. This effect is caused mostly by the lack of vegetation and soil moisture, which would normally use the absorbed sunlight to evaporate water as part of photosynthesis.

Heritage Assets

A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions.

Housing Supplementary Planning Guidance

The Mayor of London's Housing Supplementary Planning Guidance incorporates the standards previously set out in the London Housing Design Guide. This sets a new benchmark for housing in the capital and aims to provide consistency and clarity about what

is expected in London from the outset of a development. The standards are anticipated to be taken forward across all tenures.

Housing Typologies Study

A piece of evidence base which tested how different types and sizes of dwellings might be accommodated within Croydon Opportunity Area and how such development might be phased.

Imagine Croydon

A project which sought to define a long term vision for Croydon; the vision seeks to explain how Croydon may be shaped, how it will function and what it will look like in 2040, based on local community needs and the aspirations and views of local residents, businesses and organisations.

Inclusive Communities

A community, whereby each person is respected as a citizen who can fully exercise his or her rights and responsibilities.

Infrastructure Delivery Plan (IDP)

The delivery of a sound Local Development Framework, including the Croydon Local Plan: Strategic Policies, and other development plan documents, will depend on an IDP. An IDP usually consists of a delivery strategy, an infrastructure delivery schedule of projects likely to be funded and a schedule of required infrastructure.

Innovation

Whilst there are many forms of innovation, references in this document relate to the practice where academic specialists work closely with businesses to cultivate ideas, identify and transform important technological discoveries into commercial ventures.

Lifetime Homes

The Lifetime Homes Standards are a series of sixteen standards intended to make homes more easily adaptable for occupiers over the course of their lives.

Legibility

Legibility describes how easily people can find their way around a place.

Local Area of Special Character (LASC)

An area which is not a Conservation Area but which has a special local character in terms of its townscape, architectural or landscape character or appearance, which the council considers should be conserved.

Local Centre

Typically serves a localised catchment often mostly accessible by walking and cycling and may comprise a local parade and small clusters of shops, mostly for convenience goods and other services. This may include a small supermarket (less than 2,000m²), sub-post office, pharmacy, laundrette and other useful local services. Together with District Centres they can play a key role in addressing areas deficient in local retail and other services.

Local Development Framework (LDF)

The LDF is a suite of planning policy documents consisting of Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). DPDs and SPDs must conform to the Croydon Local Plan: Strategic Policies DPD. Once adopted, LDF documents will replace the saved policies contained within the old style Unitary Development Plan (The Croydon Plan, July 2006).

Local Enterprise Partnership (LEP)

A partnership, that brings together businesses, councils and universities to develop a growth strategy and bid for funding.

Local Green Space

Open space that is demonstrably special to the local community and holds a particular local significance because of its beauty, historic importance, recreational value, tranquillity or richness of its wildlife. It does not include Green Belt and must be local in character and not cover extensive tracts of land.

Localism Act 2011

The Localism Act 2011 was given Royal Assent on 15 November 2011. This Act shifts power from central government back into the hands of individuals, communities and councils and includes five key measures that underpin the Government's approach to decentralisation; Community rights, Neighbourhood planning, Housing, General power of competence and Empowering cities and other local areas.

Local List of Buildings

Buildings throughout the borough which, although not of sufficient quality to warrant Statutory Listing, in the council's opinion significantly contribute to the townscape of an area by their historical or architectural interest.

Local Strategic Partnership (LSP)

An LSP is a non-statutory body that brings together the different parts of the public, private, voluntary and community sectors, working at a local level. The lead player in the LSP is the local council. Other players will include the police and NHS Croydon.

Masterplan

This term is used here to describe a 'spatial masterplan', which sets out proposals for buildings, spaces, movement strategy and land use in three dimensions and matches these proposals to a delivery strategy.

Mayor's Supplementary Planning Guidance

The Mayor of London produces Supplementary Planning Guidance to provide further detail on particular policies in the London Plan. Supplementary guidance is used to support statutory development plans.

Metropolitan Green Belt (MGB)

See Green Belt

Metropolitan Open Land (MOL)

Areas of predominantly open land within the built- up area with significance beyond one borough.

Mixed-use development

Development for a variety of activities on single sites or across wider areas, such as town centres.

Multiversity

A university-level organisation with many constituent and affiliated institutions and campuses.

National Planning Policy Framework (NPPF)

Published in March 2012, the National Planning Policy Framework is a key part of Government reforms to make the planning system less complex and more accessible, and to promote sustainable growth. The NPPF replaces all existing Planning Policy Statements and Planning Policy Guidance.

Natural Signatures

Guidance produced by Natural England to re-establish the relationship between the built and natural aspects of London.

Natural Surveillance

Informal or natural surveillance aims limit the opportunity for crime by increasing the perception that people can be seen by those living, working or passing through an area. Natural surveillance can be achieved by ensuring doors and windows look onto public spaces, parking areas and streets, encouraging a diversity of uses, encouraging pedestrian use, incorporating low landscaping, street lights and removing hiding and lurking places.

Neighbourhood Forum

An organisation established for the express purpose of furthering the social, economic and environmental well-being of individuals living, or wanting to live, in an area that consist of or includes the neighbourhood area concerned. There are other criteria the organisation has to meet, and if met/recognised by the local planning authority, the designation lasts for five years.

Neighbourhood Planning

The government is creating a new Neighbourhood Planning tier that will be led by the community rather than the council. The Localism Bill, which recently became an Act, embeds Neighbourhood Planning in the formal planning system. The purpose of the legislation is to allow community groups to become involved in enabling and shaping and promoting growth and development that takes place in their local area.

Neighbourhood Development Plan

Neighbourhood Forums will be able to write a Neighbourhood Development Plan (NDP) to set out policies and plans for their area. They should only cover land use planning issues, and not broader

local concerns. Nor will an NDP cover strategic issues such as major development or major public transport infrastructure, but it will be able to guide local issues. The NDP will form part of the Development Plan which comprises: - the London-wide policy in the London Plan, the council's planning policies and any other adopted NDPs. The NDP will need to conform with the Development Plan and the relevant national policies. The NDP will be able to be adopted as a formal part of the Development Plan (thereby gaining the status of a 'Development Plan Document'). This means that planning decisions will have to be made in accordance with the Neighbourhood Plan, (and other parts of the overall Development Plan), unless there are good planning reasons not to.

Night-Time Economy

The provision of a range of leisure and cultural facilities which provide jobs and entertainment for visitors and residents, including bars, clubs, music venues, restaurants, cinema, and theatres. Together these support and strengthen the town centre's economic standing and attraction beyond its function as a day-time workplace and shopping centre.

Opportunity Area Planning Framework (OAPF)

A non-statutory planning document issued by the Mayor of London. It is consistent with and is derived from the London Plan and other Mayoral strategies. Its purpose is to assist with the delivery of cross-borough projects, provide clarity to developers and investors, and guide borough planning decisions and policies.

Partners

Partners are any organisation that the council works with to deliver a service or achieve an objective. A list of partner organisations can be found in the Infrastructure Delivery Plan.

Permeability

Permeability is about movement and connection and the ease with which people are able to get to and move through places. A permeable place avoids severance by providing a clear choice of routes connecting to existing roads and facilities

Planning Obligations

New development often creates a need for additional infrastructure or improved community services and facilities, without which there could be a detrimental effect on local amenity and the quality of the environment. Planning Obligations are the mechanism used to secure these measures. Planning obligations are intended to make acceptable development which would otherwise be unacceptable in planning terms. Planning Obligations are secured pursuant to Section 106 of the 1990 Town and Country Planning Act (as amended) and the Planning & Compulsory Purchase Act 2004 and are often private agreements negotiated, usually in the context of planning applications, between the council and persons with an interest in the land (Section 106 Agreement). Planning Obligations can also be given unilaterally to the council by the persons with an interest in the land (Unilateral Undertaking). Planning obligations secured by way of a Section 106 agreement or Unilateral Undertaking (also called a Unilateral Obligation), are binding on the land and are therefore enforceable against all successors in title.

Planning Policy Statement/Planning Policy Guidance

These set out the government's planning policies that local authorities were expected to adhere to when preparing their Local Development Framework. However with the adoption of the National Planning Policy Framework they have been replaced.

Pluvial Flooding

Flooding from water flowing over the surface of the ground; often occurs when the soil is saturated and natural drainage channels or

artificial drainage systems have insufficient capacity to cope with additional flow.

Public Realm

The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to see, use and enjoy, including streets, squares and parks; all land to which everyone has ready, free and legal access 24 hours a day.

Public Transport Accessibility Level (PTAL)

A measure of the extent and ease of access by public transport, or the degree of access to the public transport network.

Regulation 27: Publication of a Development Plan Document

Before a local authority submits a development plan document to the Secretary of State, it must publish, and make available to the public, the documents it proposes to submit

Registered Provider

All providers of social housing are listed on a register as a "Registered Provider" (RP).

Renewable energy

Energy derived from a source that is continually replenished, such as wind, waves, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.

Sewer Flooding

Flooding caused by a blockage or overflowing in a sewer or urban drainage system.

Soundness

Soundness is the essential measure of a Development Plan Document, especially a Local Plan, which is tested at a public examination. For a DPD to be "sound", it must be positively prepared, justified, effective and consistent with national policy. "Positively prepared" means the strategy meets objectively assessed development requirements. "Justified" means that a document must be founded on a robust and credible evidence base and the most appropriate strategy when considered against the reasonable alternatives. "Effective" means that it must be deliverable, flexible and able to be monitored.

Source Protection Zone

These zones show the risk of contamination to groundwater, which supplies up to 80% of the drinking water in some parts of the South East, from any activities that might cause pollution in the area. The closer the activity, the greater the risk. There are three main zones (inner, outer and total catchment). In some instances nationwide there is a fourth zone of special interest. The Environment Agency use the zones in conjunction with their Groundwater Protection Policy to set up pollution prevention measures in areas which are at a higher risk, and to monitor the activities of potential polluters nearby.

Source Protection Zone 1 – Inner protection zone

Defined as the 50 day travel time from any point below the water table to the source. This zone has a minimum radius of 50 metres.

Source Protection Zone 2 – Outer protection zone

Defined by a 400 day travel time from a point below the water table. This zone has a minimum radius of 250 or 500 metres around the source, depending on the size of the abstraction.

Source Protection Zone 3 – Source catchment protection zone

Defined as the area around a source within which all groundwater recharge is presumed to be discharged at the source. In confined aquifers, the source catchment may be displaced some distance from the source. For heavily exploited aquifers, the final Source Catchment Protection Zone can be defined as the whole aquifer recharge area where the ratio of groundwater abstraction to aquifer recharge (average recharge multiplied by outcrop area) is >0.75 . There is still the need to define individual source protection areas to assist operators in catchment management.

Stakeholder

A person or organisation with an interest in or concern for a particular place; one who affects or is affected by the processes of urban change.

Statement of Community Involvement (SCI)

Sets out when, with whom and how consultation will be undertaken in connection with all documents to be prepared by the council as part of the LDF and in the consideration of planning applications.

Statutory Listed Building

The national list of buildings of special architectural or historic interest maintained by English Heritage on behalf of the government.

Supplementary Planning Documents (SPD)

Documents produced by the council as part of its LDF. These are not subject to independent examination but provide further explanation of policies or proposals in a DPD.

Sustainable Communities

Places where people want to live and work, now and in the future; that meet the diverse needs of existing and future residents, are

sensitive to their environment and contribute to a high quality life. They are safe and inclusive, well planned, built, or modified to promote sustainable living.

Sustainability/Sustainable Development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Sustainable development has three elements: environmental, economic and social sustainability. More generally, it is used as a benchmark for a range of economic, social, political, and environmental initiatives that contribute to the quality of life.

Sustainability Appraisal (SA)

The SA is a process of appraising DPD and SPD policies to ensure that an LDF is economically, socially and environmentally sustainable. The council must carry out an SA process that runs alongside the formulation of all its planning documents.

Sustainable Community Strategy (SCS)

The Local Strategic Partnership creates a long-term vision for the area to tackle local needs. The vision is set out in the SCS. The Local Area Agreement is the mechanism for making the vision a reality. All the SCS outcomes and targets are designed to deliver the vision set out in the SCS. The SCS is the 'plan of plans' in the area. It sits above all the other plans and should be based on evidence and consultation. The SCS should also set out the key tasks that the partners in the area need to achieve to improve its wellbeing. The Local Development Framework, particularly the Croydon Local Plan: Strategic Policies needs to demonstrate how it is delivering the SCS.

Sustainable Drainage Systems (SUDS)

Drainage systems that seek to control and treat surface water run off from a site to reduce risk of flooding and pollution by mimicking

the processes performed by natural drainage systems such as wetlands

Strategic Housing Land Availability Assessment

The primary role of the SHLAA is to identify sites with potential for housing development, assess their housing potential and estimate when they are likely to be developed. Although the Assessment is an important evidence source to inform plan-making, it does not, in itself, determine whether a site should be allocated for housing development.

Transport for London (TfL)

Transport for London (TfL) is the organisation responsible for London's transport system. Its role is to implement the Mayor's Transport Strategy and manage transport services in London, for which the Mayor has ultimate responsibility.

Transport Assessments

An impartial assessment of the transport impacts of a proposed development

Travel Plan

A general term for a package of travel measures tailored to suit the needs of a business, school or other organisation at a given location or site. The aim is to promote greener, cleaner travel choices and reduced reliance on the car.

Urban Blue Corridors

A network of multifunctional spaces and corridors that provide safe routes and storage for flood water within the urban environment.

We are Croydon

This is the title given to the vision for Croydon contained in the Sustainable Community Strategy.

Windfall sites

These are sites which are developed for housing or another use, which were not known to be development sites at the time the development plan was prepared and therefore were not included as allocations in a development plan.

Appendix 2 - Delivery matrix

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP1 - The Places of Croydon	New developments that contribute to an enhanced sense of place and improved local character	Croydon Council Developers Landowners Neighbourhood Forums Public bodies Neighbouring local authorities Businesses Service Providers	A range of policies to promote high quality new development through the pre-application and development management process. Future policies will be guided by the Borough Character Appraisal, other place-based evidence and the LDF, including the Croydon Local Plan: Detailed Policies and Proposals DPD and future Neighbourhood Plans.	2011-31	All Places	Review Croydon Local Plan: Strategic Policies and other policies, implementing policy including the Croydon Local Plan: Detailed Policies and Proposals DPD and Borough Character Appraisal Provide further assistance to Neighbourhood Plans to help implement policy

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Growth in homes, jobs and services	Croydon Council Developers Landowners Service providers Infrastructure providers Neighbourhood Forums Registered Providers Service providers Businesses	Other policies forming part of the Local Development Framework Croydon Opportunity Area Planning Framework	2011-31	Primarily in Croydon Opportunity Area, Waddon, Purley, Coulsdon, and Broad Green & Selhurst, and to a more limited extent in the other Places	Review Croydon Local Plan: Strategic Policies and Croydon Local Plan: Detailed Policies and Proposals and DPDs Provide further assistance to Neighbourhood Plans to help implement policy Work with infrastructure providers to deliver infrastructure necessary to support Places of Croydon

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP2 - Homes	A total of 20,200 new homes between 2011 and 2031, of which 13,300 will be built by 2021	Developers Landowners Registered providers Croydon Council GLA	Allocating land for new homes in the Croydon Local Plan: Detailed Policies and Proposals DPD and to guide development of new homes Working with developers and landowners through the development management process to secure the best use of land in Croydon	2011-2031	All Places	Review policy in Croydon Local Plan: Strategic Policies Review policies of the Croydon Local Plan: Detailed Policies and Proposals DPD Review Community Infrastructure Levy requirements Apply planning obligations requirements more flexibly

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	5,600 homes on allocated sites outside of Croydon Opportunity Area including preferred unit mix (tenure and size)	Croydon Council GLA Developers Landowners	Croydon Council will allocate sites for new homes in the Detailed Proposals of the Croydon Local Plan: Detailed Policies and Proposals DPD in partnership with GLA, developers and landowners	2011-13	All Places except Croydon Opportunity Area	Review timetable for preparing Croydon Local Plan: Detailed Policies and Proposals DPD
	7,300 homes on allocated sites inside Croydon Opportunity Area including preferred unit mix (tenure and size)	Croydon Council GLA Developers Landowners	Croydon Council will allocate sites for new homes in Croydon Local Plan: Detailed Policies and Proposals DPD in partnership with GLA, developers and landowners	2011-13	Croydon Opportunity Area	Review timetable for preparing Croydon Local Plan: Detailed Policies and Proposals DPD
			Opportunity Area Planning Framework will set out approach and preferred unit mix	2011-12		Transfer delivery to Croydon Local Plan: Detailed Policies and Proposals DPD

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	25% of all new homes to be social or affordable rented homes (with a minimum of 4,700 in total) and 10% of all new homes to be intermediate affordable homes for low cost shared home ownership (with a minimum of 1,900 new homes)	Developers and Croydon Council working in partnership with Registered Providers	Planning obligation agreements with developers Croydon Council New Build Programme Registered Providers build programmes	2011-2031	All Places	Review policy in Croydon Local Plan: Strategic Policies and in particular the requirements for on-site provision of affordable homes Apply other planning obligations requirements more flexibly Work with Registered Providers to seek other funding sources for affordable homes
	Mechanism for calculating commuted sums for affordable housing	Croydon Council will determine mechanism	Croydon Local Plan: Detailed Policies and Proposals DPD	2011-13	All Places	Review timetable for preparing Croydon Local Plan: Detailed Policies and

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	<p>Framework for provision of homes including approach to mix of homes across borough</p> <p>Framework for provision of homes including minimum design and amenity standards for family homes</p>	Croydon Council will set framework				<p>Proposals DPD</p> <p>In interim rely on Saved UDP policies</p>
	Provision of affordable homes	Developers and Croydon Council working in partnership with Registered Providers	<p>Planning obligation agreements with developers</p> <p>Croydon Council New Build Programme</p> <p>Registered Providers build programmes</p>	2011-2031	All Places	<p>Review policy in Croydon Local Plan: Strategic Policies</p> <p>Update Affordable Housing Viability Assessment</p> <p>Review Housing Strategy</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	10 new pitches for Gypsy and Travellers	Croydon Council	Croydon Council will allocate land for new pitches in the Croydon Local Plan: Detailed Policies and Proposals DPD. Provision of pitches on a site dependent either on a private development or a Registered Provider.	2011-2021	All Places	<p>Review Croydon Local Plan: Detailed Policies and Proposals DPD</p> <p>Re-appraise availability of land in borough to identify new sites for Gypsy and Traveller pitches</p> <p>Work with Registered Providers and public sector land owners in Croydon to identify other potential for new pitches</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP3 - Employment	Innovation and investment into the borough will be increased	Croydon Council Coast to Capital Local Enterprise Partnership Developers Landowners	Croydon Council will allocate land for employment activities and Enterprise Centres in the Croydon Local Plan: Detailed Policies and Proposals DPD Coast to Capital LEP will assist with promotion	2011-2031	Croydon Opportunity Area and Coulsdon	Review policy in Croydon Local Plan: Strategic Policies Review Economic Development Strategy Apply planning obligations requirements more flexibly
	A network of Enterprise Centres	Croydon Council Coast to Capital Local Enterprise Partnership Studio space providers Landowners	Croydon Council will allocate land Coast to Capital LEP will assist with promotion Studio space providers will provide Enterprise Centres	2011-2021	Croydon Opportunity Area, Purley, Crystal Palace & Upper Norwood and South Norwood/ Portland Road	Review policy in Croydon Local Plan: Strategic Policies Review timetable for preparing Croydon Local Plan: Detailed Policies and Proposals DPD Review Economic Development Strategy

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Protection of industrial and warehousing land and premises	Croydon Council	Croydon Council will use the Development Management process to protect existing industrial and warehousing land and premises from change of use or redevelopment to non Class B uses	2011-2031	All Places	<p>Review policy in Croydon Local Plan: Strategic Policies</p> <p>Review Economic Development Strategy</p> <p>Work with Croydon Council's Economic Development service to promote industrial areas</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Workshop/ studios for Class B industrial uses in town centre locations	Croydon Council Developers Landowners Coast to Capital Local Enterprise Partnership	Policy encouraging development in these locations Coast to Capital LEP will assist with promotion	2011-2031	Croydon Metropolitan Centre and all District and Local Centres	Review policy in Croydon Local Plan: Strategic Policies Review Economic Development Strategy Work with the Croydon Council's Economic Development service to promote workshop space
	Remodelled Fairfield Halls	Croydon Council Fairfield Halls CCURV	Croydon Council Capital Programme College Green Masterplan	2012-2020	Fairfield Halls	Review Croydon Council Capital Programme Seek other sources of funding for remodelling

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Use of empty buildings and cleared sites by creative industries and cultural organisations	Croydon Council CCURV Voluntary sector partners Private sector partners Landowners Property Agents	Where Croydon Council is the land owner it will seek to ensure this happens Where the council is not the land owner, it will use its Development Management function to promote this activity.	2011-2031	All Places	Review policy in Croydon Local Plan: Strategic Policies

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Town centre health checks	Croydon Council GLA	Undertake town centre health checks in partnership with GLA and relevant neighbouring boroughs to consider the vitality of existing town centres and in accordance with Policy 2.15 of the London Plan, also consider the case for identifying new centres.	2011-2031 (every 3 to 5 years)	All Places except Kenley & Old Coulsdon	Review policy in Croydon Local Plan: Strategic Policies
	Define the boundaries of Primary Shopping Areas	Croydon Council	Preparation of a Croydon Local Plan: Detailed Policies and	2011-2014	Croydon Metropolitan Centre and all District and Local	Review timetable for production of Croydon Local Plan: Detailed

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Focus town centre uses in Croydon Metropolitan Centre, District and Local Centres	Croydon Council London Borough of Lambeth London Borough of Bromley	Proposals DPD		Centres	Policies and Proposals DPD
	Reduced levels of vacancy amongst Class A units within Croydon Metropolitan Centre and the District and Local Centres	Croydon Council Retailers Property Agents	Business Improvement Districts stimulating developer interest and promoting the centres Regular town centre 'health checks' and the Croydon Monitoring Report will instigate a boundary review if the number of vacant shops units becomes a sustained and significant issue	2011-2031	Croydon Metropolitan Centre and all District and Local Centres	Review policy in Croydon Local Plan: Strategic Policies

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Up to 95,000m ² of new and refurbished office floor space in Croydon Metropolitan Centre and up to 7,000m ² of new and refurbished office floor space in District Centres	Croydon Council GLA Developers Landowners Coast to Capital Local Enterprise Partnership	The Croydon Local Plan: Strategic Policies promotes a flexible approach to development in Croydon Metropolitan Centre with Opportunity Area Planning Framework promoting conversion of surplus office space to other uses	2011-2021	Croydon Metropolitan Centre	Review policy in Croydon Local Plan: Strategic Policies Review Opportunity Area Planning Framework Review Economic Development Strategy Apply planning obligations requirements more flexibly
			Promoting refurbishment of remaining office buildings and development of new floor space Coast to Capital LEP will assist with promotion	2021-2031	Croydon Metropolitan Centre and all District Centres	Increased promotion of office space in Croydon

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Healthy and vibrant Croydon Metropolitan Centre and the surrounding area	Croydon Council CCURV Retailers Businesses Landowners	Policies to promote a wide range of complementary town centre uses and bring forward the upgrading of retail and office stock. This will be supplemented by the Croydon Opportunity Area Planning Framework, the relevant Masterplans, and Croydon Local Plan: Detailed Policies and Proposals DPD and a Public Realm Framework.	2011-2031	Croydon Opportunity Area	Review Croydon Local Plan: Strategic Policies and Detailed Policies

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP4 - Local Character	High quality new development which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities.	Croydon Council CCURV Developers	A range of policies in the Croydon Local Plan: Detailed Policies and Proposals DPD to promote high quality new development. This will be supplemented by the Croydon Opportunity Area Planning Framework, Public Realm framework and the relevant Masterplans.	2011-2031	All Places	Review policy in Croydon Local Plan: Strategic Policies

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Vacant buildings/sites will be utilised for temporary activities	Croydon Council CCURV Developers Voluntary sector partners Private sector partners Landowners Property agents	Where Croydon Council is the land owner it will seek to ensure this happens. Where the council is not the land owner, it will use its Development Management function to promote this activity.	2011-2031	All Places	Review policy in Croydon Local Plan: Strategic Policies

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Improved quality public realm	Croydon Council Developers Landowners	<p>Croydon Local Plan: Detailed Policies and Proposals DPD will set out a range of policies detailing the standards to which public realm improvements must adhere. This will be supplemented by the Croydon Opportunity Area Planning Framework, Public Realm Framework and the relevant Masterplans.</p> <p>The Community Infrastructure Levy will part fund public realm improvements.</p>	2011-31	All Places	<p>Review Croydon Local Plan: Strategic Policies and Detailed Policies</p> <p>Review Regulation 123 list (identifying infrastructure that Community Infrastructure Levy will fund) and consider funding public realm improvements via planning obligations instead</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Heritage assets will be protected and utilised	Croydon Council Landowners Developers English Heritage Amenity Societies	Croydon Local Plan: Detailed Policies and Proposals DPD will include a range of policies setting out the extent and nature of protection for Croydon's heritage assets as well as guidance on ensuring the continued use of heritage assets. This will be supplemented by the Croydon Opportunity Area Planning Framework, Conservation Area Appraisals and Management Plans and the relevant Masterplans.	2011 - 2031	All Places	Review Croydon Local Plan: Strategic Policies and Detailed Policies and Development Management processes

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP5 - Community Facilities and Education	Developments that provide healthy living by including walking and cycling, good housing design, sufficient open space and opportunity for recreation and sound safety standards, and the retention of existing community facilities.	Croydon Council Developers	Croydon Local Plan: Detailed Policies and Proposals DPD Planning Obligations Community Infrastructure Levy	2011-2031	All Places	Review policy in Croydon Local Plan: Strategic Policies

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	New development will be expected to contribute to the provision of infrastructure needed to support growth in accordance with the priorities identified by the Infrastructure Delivery Plan	Croydon Council Developers Service providers Infrastructure providers NHS	Croydon Local Plan: Detailed Policies and Proposals DPD Planning Obligations Community Infrastructure Levy	2011-2031	All Places	Review policy in Croydon Local Plan: Strategic Policies Review Infrastructure Delivery Plan (including priorities) Work with service providers to promote more co-locating of facilities

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Community Infrastructure Levy	Croydon Council	A mechanism for collecting a Community Infrastructure Levy (in the form of a charging schedule) from new development will be developed alongside preparation of the Croydon Local Plan: Strategic Policies DPD	2011-2013	All Places	Review Community Infrastructure Levy charging schedule
	The provision and improvement of places of worship	Local faith organisations/ groups with the support of Croydon Council	Croydon Local Plan: Detailed Policies and Proposals DPD	2011-2031	All Places	Review policy in Croydon Local Plan: Strategic Policies
	The temporary occupation of empty buildings for community uses	Croydon Council Landowners Developers Voluntary sector Property agents	Croydon Local Plan: Detailed Policies and Proposals DPD	2011-2031	All Places	Review policy in Croydon Local Plan: Strategic Policies
	Burial space to meet burial needs	Croydon Council	Croydon Local Plan: Detailed Policies and Proposals DPD	2011-2013	All Places	Review policy in Croydon Local Plan: Strategic Policies

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Sites for additional schools	Croydon Council Free Schools Academies	Croydon Local Plan: Detailed Policies and Proposals DPD Education Estates Strategy	2011-2013	All Places	Review policy in Croydon Local Plan: Strategic Policies, School Estates Strategy Work with neighbouring local authorities to find school places in areas with spare capacity outside of borough
	Children's Centres and pre school facilities will be enhanced and updated	Croydon Council Private Sector	Capital Funding (Public & Private)	2011-2031	In areas with deficiency in access to these facilities	Review policy in Croydon Local Plan: Strategic Policies Reassess School Estates

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Children's' Centres and pre school facilities will be provided			2021-2031		Strategy
SP6 - Environment and Climate Change	Development of district energy networks in areas of high heat density within the borough	Croydon Council Developers CCURV Energy Providers	Croydon Local Plan: Detailed Policies and Proposals DPD Croydon Council will work with	2011-2021	Croydon Opportunity Area	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
			<p>partners including CCURV and other developers through the development management process to work towards provision of district energy networks in the borough</p> <p>Community Infrastructure Levy could part fund development of network</p>	2011-2031	Places with high heat density or areas where future development will increase heat density	Proposals DPD

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Installation of sustainable drainage systems (SUDs) for all new development, conversions	Croydon Council Developers Freeholders of residential and commercial property Thames Water Sutton and East Surrey Water	Croydon Local Plan: Detailed Policies and Proposals DPD Croydon Council will work with partners and developers through the development management process to work towards provision of SUDs to fulfil the requirements of the Flood Water Management Act 2010	2011-2031	All Places	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Safeguarding groundwater Source Protection Zones	Croydon Council The Environment Agency Thames Water Sutton and East Surrey Water	Croydon Local Plan: Detailed Policies and Proposals DPD Croydon Council will work with the Environment Agency through the development management process to ensure groundwater and aquifers are protected	2011-2031	All Places	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	De-culvert sections of the River Wandle, Norbury Brook and Caterham Bourne	Croydon Council Developers The Environment Agency GLA Thames Water Neighbouring local authorities	Funding and planning obligations have been secured to de-culvert sections of the River Wandle within Wandle Park and the adjoining New South Quarter development. A pre-feasibility assessment has been carried out for sections of the Norbury Brook within Norbury Park, with further assessment required of the initial options. Capital funding, CIL, planning obligations and enabling development required	River Wandle (2011-2013), Norbury Brook and Caterham Bourne (2013-2031)	Norbury, Thornton Heath, Waddon, Croydon Opportunity Area, Purley, Kenley and Old Coulsdon	Review policy in Croydon Local Plan: Strategic Policies

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Enhanced access improvements for the boroughs ponds, open water and water heritage sites	Croydon Council Developers The Environment Agency GLA	Development management process and progress of the Downlands and Wandle Valley Green Grid Area Frameworks	2011-2031	Places with ponds and open water	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD
	Overland flow paths, surface water ponding areas, urban watercourse buffer areas and multi-use flood storage areas	Croydon Council Developers The Environment Agency GLA Thames Water Sutton and East Surrey Water Neighbouring local authorities	Development management process, progress of the London Downlands and Wandle Valley Green Grid Area Frameworks and detailed policy/guidance within the Croydon Local Plan: Detailed Policies and Proposals DPD to fulfil requirements of the Flood Water Management Act 2010	2011-2031	All Places	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Preferred locations in collaboration with the neighbouring boroughs of Merton, Kingston and Sutton to maximise self-sufficiency in managing the waste generated	Croydon Council Royal Borough of Kingston upon Thames London Borough of Merton London Borough of Sutton Developers South London Waste Partnership	Private sector delivery will be guided by the South London Waste Plan DPD Applications made outside of this process will be subject to policy in the Croydon Local Plan: Strategic Policies and South London Waste Plan DPD	2011-2021 (plan period for the South London Waste Plan DPD) and 2021-2031	Broad Green and Selhurst, Waddon, South Croydon, Purley, Coulsdon, Addington	As set out in South London Waste Plan
	Protection and enhancement of aggregates recycling facilities	Croydon Council	The South London Waste Partnership will be guided by the South London Waste Plan DPD Applications made outside of this process will be subject to policy in the Croydon Local Plan: Strategic Policies and South London Waste Plan DPD	2011-2031	Purley	Review policy in Croydon Local Plan: Strategic Policies

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP7 - Green Grid	Improved access and links between and through green spaces. Deliver the All London Green Grid through development of the London Downlands and Wandle Valley Green Grid Area Frameworks Accessible open spaces.	Croydon Council GLA Other local authorities City of London Natural England South London Partnerships London Wildlife Trust Groundwork Wandle Forum Wandle Valley Trust The Environment Agency National Trust Thames Water English Heritage Sustrans Downland Countryside Management Project Developers Landowners	Croydon Local Plan: Detailed Policies and Proposals DPD Croydon Council will work with partners to progress work on the Downlands and Wandle Valley Green Grid Area Frameworks Development management processes, masterplans, capital funding, planning obligations and Community Infrastructure Levy	2011-2031	All Places	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD, Downlands and Wandle Valley Green Grid Area Frameworks, the Biodiversity Action Plan and internal Development Management processes

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	<p>Improve the quality, function and offer of open spaces across the borough</p>	<p>Croydon Council City of London Voluntary Sector Partners Private Sector Partners Landowners</p>	<p>Croydon Local Plan: Detailed Policies and Proposals DPD</p> <p>Masterplans, capital funding, planning obligations and Community Infrastructure Levy</p>	<p>2011-2031</p>	<p>All Places</p>	<p>Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Street tree planting and installation of green roofs/ walls to assist urban cooling and new publicly accessible open spaces	Croydon Council Developers Transport for London Voluntary Sector Partners Private Sector Partners Landowners	Croydon Local Plan: Detailed Policies and Proposals DPD Requirements for Code for Sustainable Homes and BREEAM will assist the delivery of this policy Transport for London Local Implementation Plans Public Realm Framework	2011-2031	All Places	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD Review Design/Landscape Guidance

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	<p>Protection and enhancement of sites of biological and geological diversity.</p> <p>Improved quality of current sites through habitat management.</p> <p>Increase in size of wildlife areas of existing sites.</p> <p>The creation of new areas for wildlife.</p> <p>Reduction in the pressure on sensitive wildlife sites by improving the buffer areas around sites and the naturalisation of landscapes.</p>	<p>Croydon Council GLA City of London Natural England South London Partnerships London Wildlife Trust Groundwork Wandle Forum Wandle Valley Trust The Environment Agency National Trust Thames Water English Heritage Downland Countryside Management Project Developers Landowners 'Friends of' Group British Trust of Conservation Volunteers</p>	<p>Croydon Local Plan: Detailed Policies and Proposals DPD</p> <p>Development management processes, masterplans, capital funding, planning obligations, Community Infrastructure Levy and projects within the emerging Biodiversity Action Plan</p>	<p>2011-2031</p>	<p>All Places</p>	<p>Review Croydon Local Plan: Strategic Policies and Croydon Local Plan: Detailed Policies and Proposals DPD, Downlands and Wandle Valley Green Grid Area Frameworks, the Biodiversity Action Plan and internal Development Management processes</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	<p>Protection and enhancement of allotments, community gardens, green spaces, and woodland.</p> <p>Food growing, tree planting and forestry including the temporary utilisation of cleared sites.</p> <p>Incorporation of growing spaces at multiple floor levels, including edible planting in residential schemes.</p> <p>Flexible landscaping so that spaces may be adapted for growing opportunities.</p>	<p>Croydon Council GLA City of London Natural England South London Partnerships London Wildlife Trust Groundwork Wandle Forum Wandle Valley Trust The Environment Agency National Trust Downland Countryside Management Project Developers Landowners 'Friends of' Groups British Trust of Conservation Volunteers Allotment Societies</p>	<p>Croydon Local Plan: Detailed Policies and Proposals DPD</p> <p>Capital Growth initiative, capital funded projects, Community Infrastructure Levy, the development management process, masterplans and projects within the emerging Biodiversity Action Plan</p>	<p>2011-2012 (Capital Growth)</p> <p>2012-2031</p>	<p>All Places</p>	<p>Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD, Downlands and Wandle Valley Green Grid Area Frameworks, the Biodiversity Action Plan and internal Development Management processes</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP8 - Transport and Communication	Enhancement of the borough's sub-regional transport role	Croydon Council Developers Transport for London Network Rail Landowners Developers Neighbouring local authorities	Croydon Opportunity Area Planning Framework Croydon Local Plan: Detailed Policies and Proposals DPD Local Implementation Plan	2011-2031	Croydon Opportunity Area	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD and Opportunity Area Planning Framework

Capital Funded Projects

Masterplans

Planning Obligations

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
			Input into Rail Utilisation Study			
	Management of urban growth to high PTAL areas and co-locating facilities in order to reduce the need to travel	Croydon Council Transport for London Landowners Developers Neighbouring local authorities	Croydon Opportunity Area Planning Framework Croydon Local Plan: Detailed Policies and Proposals DPD	2011-2031	All Places	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD
	Improvement in the borough's Wi-Fi, fibre optic broadband and mobile broadband	Croydon Council Tele-communications Suppliers Utilities Providers Landowners Developers	In partnership with private investors, utilities providers and tele-communication partners	2011-2031	All Places	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD and Opportunity Area Planning Framework

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Improved permeability, connectivity and way finding with enhanced crossings, footpaths, strategic walking routes and links through green spaces	Croydon Council CCURV Developers Transport for London Neighbouring local authorities	Croydon Opportunity Area Planning Framework Croydon Local Plan: Detailed Policies and Proposals DPD Masterplans Local Implementation Plan Capital Funded Projects Planning Obligations Community Infrastructure Levy	2011-2031	All Places	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD and Opportunity Area Planning Framework

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Accessible, safe, and convenient direct routes to transport interchanges, schools and community facilities	Croydon Council Developers Landowners Transport for London Network Rail Neighbouring local authorities	Croydon Opportunity Area Planning Framework Croydon Local Plan: Detailed Policies and Proposals DPD Masterplans Local Implementation Plan Capital Funded Projects Planning Obligations Community Infrastructure Levy	2011-2031	All Places	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD and Opportunity Area Planning Framework

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Enhanced and expanded cycle network with new routes through development sites Segregated/priority cycle lanes	Croydon Council Transport for London Sustrans CCURV Developers Network Rail GLA Neighbouring local authorities	All London Green Grid Area Frameworks including Green Grid projects Opportunity Area Planning Framework Croydon Local Plan: Detailed Policies and Proposals DPD Local Implementation Plan Capital Funded Projects Planning Obligations Community Infrastructure Levy	2011-2031	All Places	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD and Opportunity Area Planning Framework, East/West Croydon Masterplans, and Downlands and Wandle Valley Green Grid Area Frameworks

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	<p>Cycle alighting and parking at public transport interchanges including cycle hubs at East and West Croydon stations</p> <p>Improved cycle facilities at the borough's schools, colleges and railway stations</p>	<p>GLA Croydon Council Transport for London Developers Landowners Network Rail</p>	<p>Croydon Local Plan: Detailed Policies and Proposals DPD</p> <p>Local Implementation Plan</p> <p>Opportunity Area Planning Framework</p> <p>Capital Funded Projects</p>	<p>2011-2031</p>	<p>All Places</p>	<p>Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	<p>Extra capacity on the Tram network and reduced congestion Promotion of extensions of Tramlink to Streatham, Brixton, Tooting, Bromley, Sutton, and Crystal Palace</p>	<p>Croydon Council GLA Transport for London Neighbouring local authorities</p>	<p>Extra carriage in each tram</p> <p>Working with Transport for London to facilitate extension of tram network including safeguarding of land</p> <p>Additional funding from Planning Obligations and Community Infrastructure Levy</p>	<p>2011-2031</p>	<p>Croydon Opportunity Area, Broad Green and Selhurst, Waddon, Addis-combe, South Norwood & Woodside, Addington, Thornton Heath and Norbury</p>	<p>Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD and Opportunity Area Planning Framework</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	<p>Improved interchange facilities, pedestrian links and increased capacity at East and West Croydon railways stations</p> <p>Access and movement improvements in areas next to rail stations</p>	<p>Croydon Council</p> <p>Transport for London</p> <p>Developers</p> <p>Landowners</p> <p>Network Rail</p>	<p>Opportunity Area Planning Framework</p> <p>Croydon Local Plan: Detailed Policies and Proposals DPD</p> <p>Local Implementation Plan</p> <p>Capital Funded Projects</p> <p>Planning Obligations</p> <p>Community Infrastructure Levy</p>	<p>2011-2031</p>	<p>Croydon Opportunity Area, Norbury, Thornton Heath, South Norwood & Woodside, Waddon, South Croydon, Purley, Coulsdon, Addington, Kenley & Old Coulsdon, and Sanderstead</p>	<p>Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD and Opportunity Area Planning Framework, and East/West Croydon Masterplans</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	<p>New bus stops/standing at West Croydon</p> <p>Improvements to orbital bus routes</p> <p>Improved bus interchange and improvements to bus stops and stands in Croydon Opportunity Area</p>	<p>Croydon Council Transport for London Network Rail</p>	<p>Croydon Opportunity Area Planning Framework</p> <p>Croydon Local Plan: Detailed Policies and Proposals DPD</p> <p>Masterplans</p> <p>Local Implementation Plan</p> <p>Capital Funded Projects</p> <p>Planning Obligations</p> <p>Community Infrastructure Levy</p>	<p>2011-2031</p>	<p>Croydon Opportunity Area, Broad Green & Selhurst, Waddon, Addiscombe, South Croydon, Norbury, Thornton Heath, Purley and Coulsdon</p>	<p>Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD and Opportunity Area Planning Framework, and East/West Croydon Masterplans</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Electric Vehicle infrastructure	Croydon Council Transport for London Neighbouring local authorities	Croydon Local Plan: Detailed Policies and Proposals DPD Croydon Capital Funded Projects Planning Obligations Community Infrastructure Levy	2011-2031	All Places	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD
	Improved taxi ranks/waiting and coach parking interchanges at East and West Croydon	Network Rail Developers Landowners	Croydon Opportunity Area Planning Framework Masterplans	2011-2031	Croydon Opportunity Area	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD Review Opportunity Area Planning Framework

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Improved conditions for pedestrians, cyclists, public transport and freight at pressure points in the street network, including key junctions	Croydon Council Transport for London Sustrans Network Rail	Croydon Opportunity Area Planning Framework Croydon Local Plan: Detailed Policies and Proposals DPD Masterplans Local Implementation Plan Capital Funded Projects Planning Obligations Community Infrastructure Levy	2011-2031	All Places	Review Croydon Local Plan: Strategic Policies and policies of the Croydon Local Plan: Detailed Policies and Proposals DPD

Appendix 3 - Monitoring framework

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
SP1 - The Places of Croydon	Adopted DPDs covering Detailed Policies for development management and Proposals for site allocations	Adoption date of the Croydon Local Plan: Detailed Policies and Proposals DPD	By December 2015	All Places
	New development in the borough to contribute to enhancing a sense of place and improving the character of the area	The percentage of approved applications for major developments in the borough where Policy SP1.2 is cited as a reason for granting permission	100%	
	Growth in homes, jobs and services will be directed to places with good concentrations of existing infrastructure or areas where there is capacity to grow with further sustainable infrastructure investment within the plan period to 2031	Net additional development (either unit or floor space) by use class and by Place	There should be a higher proportion of growth in Croydon Opportunity Area, Waddon, Purley, Coulsdon, and Broad Green & Selhurst	
SP2 - Homes	20,200 new homes between 2011 and 2031	The number of new homes completed in the borough	Annual average of 1,330 homes between 2011 and 2021 and annual average of 690 homes between 2021 and 2031	All Places

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
		Completion of a Croydon Local Plan: Detailed Policies and Proposals DPD	Completion of the Croydon Local Plan: Detailed Policies and Proposals DPD allocating land for at least 5,600 homes outside of Croydon Opportunity Area and 7,300 homes within the Opportunity Area	All Places
	A choice of homes being built in the borough to address the borough's need for affordable homes	The number of new homes completed in the borough by tenure	25% of all new homes to be social or affordable rent	All Places
			10% of all new homes to be intermediate shared ownership	All Places
		The change in the Halifax House Price Index (in London) and the Building Cost Information Service index as of 31st March and 30th September each year in order to apply the dynamic viability model	n/a	All Places

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
		Amount of money from commuted sums received and number of affordable homes provided from this income	The total sum of affordable homes provided on site, on donor sites and via commuted sums should result in the equivalent of the borough-wide minimum provision on all sites with 10 or more new homes	All Places
	A choice of homes being built in the borough to address the borough's need for homes of different sizes	The number of new homes completed in the borough by size of home	60% of homes outside of Croydon Opportunity Area to have 3 or more bedrooms	All Places except Croydon Opportunity Area
			Within Croydon Opportunity Area 20% of homes to have 3 or more bedrooms	Croydon Opportunity Area
	New homes meet the needs of the residents over a lifetime	The percentage of homes achieving the minimum standards set out in the Mayor's Housing Supplementary Planning Guidance	100%	All Places
		The percentage of wheelchair homes completed in the borough	10%	All Places
		The percentage of homes achieving the Lifetime Homes standards	100%	All Places

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	Meeting the need for gypsy and traveller pitches	The number of authorised pitches for Gypsies and Travellers in the borough	29 authorised pitches for Gypsies and Travellers by 2021	All Places
SP3 - Employment	Innovation and investment will be encouraged	The number of Innovation (based on Standard Industrial Classification (SIC) code with exact definition to be developed), jobs in the borough	An increase of 5% by 2021 and 10% by 2031 from the 2012 baseline	All Places
	Strong protection for the borough's stock of industrial/warehousing premises	The amount of floor space in industrial/warehousing use in Tiers 1 to 4 Locations	No net loss of floor space for industrial and warehousing activity across the 4 tiers – greater flexibility in Tier 4 will lead to loss of industrial/warehousing floor space This should be offset by Tier 3 additions, no net loss in Tier 2 and by intensification in Tier 1	All Places
	Growth and expansion of the creative and cultural industries sector in Croydon	The number of Creative & Cultural Industries (detailed SIC code definition to be developed) jobs in the borough	An increase of 5% by 2021 and 10% by 2031 from the 2012 baseline	All Places

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
		Delivery of the Creative & Cultural Industries and Enterprise Centres	All 4 Enterprise Centres to be delivered by 2021 to enable growth needed to reach 2031 target	Croydon Opportunity Area, Crystal Palace & Upper Norwood, Purley, South Norwood & Woodside
	Remodelled Fairfield Halls	Completion of the remodelling of Fairfield Halls	Fairfield Halls remodelled by 2020	Croydon Opportunity Area
	The temporary occupation of a number of empty buildings and cleared sites by creative industries and cultural organisations	The number of empty buildings and cleared sites used by creative industries and cultural organisations in Croydon Opportunity Area	By 2021 and thereafter, at least 10% of vacant commercial floor space and at least one cleared development site to be in use by creative industries and/or cultural organisations	All Places
	Development of new and refurbished office floor space in Croydon Metropolitan Centre and District Centres	Amount of vacant Class B1 floor space within Croydon Opportunity Area and the District Centres	Vacancy level no greater than 12% by 2021 and no greater than 8% by 2031	Croydon Opportunity Area, Addington, Addiscombe, Coulsdon, Crystal Palace & Upper Norwood, Norbury, Purley, Selsdon, South Norwood & Woodside, and Thornton Heath
		Net increase in office floor space by 2031	Up to 95,000m ² new and refurbished floor space in Croydon Metropolitan Centre and 7,000m ² new and refurbished floor space in District Centres	

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	Retail vitality and viability of Croydon Metropolitan Centre, District and Local Centres	Amount of vacant Class A1 to A5 floor space within District and Local Centres	Vacancy level no greater than 12% by 2021 and no greater than 8% by 2031	All Places except Kenley & Old Coulsdon and Waddon
SP4 - Local Character	Development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities	The percentage of approved applications for major developments in the borough where Policy SP4.1 or Policy SP4.2 are cited as a reason for granting permission	100%	All Places
		The percentage of approved applications for major developments in the Croydon Opportunity Area where Policy SP4.4 is cited as a reason for granting permission	100%	Croydon Opportunity Area
	Tall buildings to take account of local area	The percentage of approved applications for tall buildings in the borough where Policies SP4.5 and SP4.6 are cited as a reason for granting permission	100%	All Places
	Establishing a public realm hierarchy to guide delivery of public realm improvements	Completion of guidelines	Completion of public realm framework guidelines setting out hierarchy to direct public realm improvements	

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	Establishing guidelines for materials and layout for the public realm		Completion of guidelines on materials and layouts for public realm improvements	
	Resist the loss of, strengthen the protection of and promote improvements to heritage assets and their settings	Changes to designation of heritage assets	No net loss	
		Change in number of heritage assets at risk in borough	No increase in number of heritage assets at risk in borough	
SP5 - Community Facilities and Education	Burial sites accommodating 10,000 burials	The number of new burial sites	Provide an additional 1,900 burial spaces by 2031 of which a minimum of 400 should be provided by 2016 and a minimum of 900 by 2021	All Places
		Completion of a Croydon Local Plan: Detailed Policies and Proposals DPD	Allocate land for 1,900 new burial places	
	Provision for sufficient places for children's education in the borough	Capacity of pre-school, primary and secondary schools/centres compared to the need for places for children's education	A 5% excess of capacity over need at all times	All Places

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	The temporary occupation of a number of empty buildings and cleared sites by community organisations	The percentage of empty buildings in new developments or changes of use of cleared sites used by community organisations in the borough	Net increase in percentage of empty buildings in use for community organisations	All Places
SP6 - Environment and Climate Change	Reduction in CO ₂ emissions	Development of a district heating network	Development of a district heating network in Croydon Metropolitan Centre	Croydon Opportunity Area
		% of major developments incorporating a site-wide communal heating system and network connection	100%	All Places
	High standards of sustainable design and construction	Percentage of dwellings and commercial buildings meeting Code for Sustainable Homes Level 4 or BREEAM 'Excellent'	100% of new development to achieve at least Code for Sustainable Homes Level 4 or BREEAM 'Excellent'	All Places
	Sustainable drainage systems (SUDs) for all development	Percentage of new dwellings and commercial buildings meeting the requirement for SUDs to be installed	100% of new dwellings and commercial buildings to meet the requirement for SUDs to be installed	All Places
	Clean aquifers and groundwater	Number of developments granted permission against Environment Agency advice per year	All new development to comply with Environment Agency Source Protection Zone policy	All Places

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	Reestablishment of waterways	Metres of de-culverted waterways per year	Net increase in de-culverted waterways	Norbury, Thornton Heath, Waddon, Croydon Opportunity Area, Kenley & Old Coulsdon and Purley
	Improved adaptation to flood events	Number of flood storage schemes and highways improvement schemes implemented per year	Establishment of safe corridors and flood storage space in the borough's Critical Drainage Areas (as identified in the Surface Water Management Plan)	All Places
	Moving towards self-sufficiency in managing waste	Diversion of biodegradable waste from landfill	Working towards the Mayor's zero municipal waste to landfill target by 2025	All Places
	Increased recycling rates	Recycling and composting of household waste and recovery of municipal waste	Working towards the Mayor's zero waste to landfill target by 2031 Recycling targets will be reviewed for the period 2020-2031 to be in conformity with local, regional and national targets	All Places
SP7 - Green Grid	Improved pedestrian, cycle and equestrian access between and through green spaces	Number of new Green Grid links established per year	Net gain each year	All Places

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	Urban greening (including green roofs and walls) to ameliorate the urban heat island effect	Number of new street trees planted in the public highway in Croydon, Square metres of new green roofs/walls installed per year	Reduction in the urban Heat Island Effect by meeting Mayoral targets: Increase tree cover by 5% by 2025 from 2009 levels	All Places
	Enhanced biodiversity and geological diversity Expanded and improved wildlife areas and the creation of new wildlife areas	Percentage of borough designated as deficient in access to nature	Maintain baseline populations/coverage whilst seeking increases	All Places
Populations of selected species/Biodiversity Action Plan priority species				
Plant diversity/Biodiversity Action Plan priority habitats – Total extent and condition				
		Protected areas - Total extent of protected areas and condition of Sites of Special Scientific Interest		
	Enhanced allotments, community gardens, and woodland	New growing spaces provided per year (including new allotment plots and growing areas provided in new development)	All residents to be within 15 minute walk time of good quality provision (Minimum site sizes: 0.4ha or 0.025ha per plot)	All Places
	Increases in local food growing, tree planting and forestry		Total of 198.65ha required over the plan period	

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	Growing areas, edible planting and flexible landscaping designed into new developments to increase food production			
SP8 - Transport and Communication	Reduction in travel through development concentrated in high PTAL areas	Proportion of new development by use class and floor space or unit numbers by PTAL area	Majority of new development to be located in PTALs 4, 5, 6a or 6b	All Places
	Fast and reliable Wi-Fi, fibre optic broadband and mobile broadband	Bandwidth of broadband in Croydon Metropolitan Centre and District Centres	Bandwidth comparable to the City, Canary Wharf and Stratford	Croydon Opportunity Area, Addington, Addiscombe, Coulsdon, Crystal Palace & Upper Norwood, Norbury, Purley, Selsdon, South Norwood & Woodside, and Thornton Heath
	Improved conditions for walking and enhanced pedestrian experience	Mode share (main mode of trip) by borough of residence (% of residents' trips by main mode)	Top 10 of the 33 London boroughs	An increase year on year
Number of improved crossings in Croydon Opportunity Area, District Centres and around schools				

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
		Number of pedestrian streets created from underused side streets and delivery lanes in Croydon Opportunity Area and District Centres	An increase year on year	Croydon Opportunity Area, Addington, Addiscombe, Coulsdon, Crystal Palace & Upper Norwood, Norbury, Purley, Selsdon, South Norwood & Woodside and Thornton Heath
	New and improved cycle infrastructure	Cycling trips as percentage of all London residents' trips by borough origin	Mayor's objective of a 400% increase in cycle journeys	All Places
Mode share (main mode of trip) by borough of residence (% of residents' trips by main mode)				
Establishment of cycle hubs at East and West Croydon stations		New cycle hubs at East and West Croydon stations	Croydon Opportunity Area	
Extra capacity on Tram network and Tram extensions to Streatham, Brixton, Tooting, Bromley, Sutton and Crystal Palace	Tram capacity improvement projects per year	Increase in tram capacity per year	Croydon Opportunity Area, Broad Green & Selhurst, Crystal Palace & Upper Norwood, Waddon, Addiscombe, South Norwood and Woodside, Addington, Thornton Heath and Norbury	
	Tram extensions to Streatham, Brixton, Tooting, Bromley, Sutton, and Crystal Palace	Opening of extension		
	Mode share (main mode of trip) by borough of residence (% of residents' trips by main mode)	Top 10 of the 33 London boroughs		

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	Improvements to bus services in Croydon	New bus stand and stopping facilities at West Croydon	Introduction of new bus stand and stopping facilities	Croydon Opportunity Area
		Estimated total annual vehicle delay on Transport for London's network of interest	Year on year reduction and top 10 of the 33 London boroughs	All Places
		Mode share (main mode of trip) by borough of residence (% of residents' trips by main mode)	Top 10 of the 33 London boroughs	
	Improve air quality and decarbonise private transport	Number of electric vehicle charging points available in the borough	Increase in electric charging points each year	All Places
		Greenhouse gas emissions for transport, showing principal sources and per capita emissions for resident population	Mayor's 60% CO ₂ emissions reduction over 1990 levels by 2025, moving towards the UK target of 80% by 2050	
	Improved conditions for all modes at pressure points in the street network and at key junctions	Average vehicle speeds (flow-weighted) during the weekday morning peak on locally managed 'A' roads by local authority	Top 10 of the 33 London boroughs	All Places

Appendix 4 - Saved Unitary Development Plan policies

Upon its adoption in 2013 the Croydon Local Plan: Strategic Policies will replace some of the saved policies in the Unitary Development Plan. The tables below set out which policies will be replaced by the Strategic Policies.

Sustainable Development

UDP Policy	Title	Retain	Remove	Strategic Policies
SP1	Sustainable Development			All

Urban Design

UDP Policy	Title	Retain	Remove	Strategic Policies
SP3	Design standards			SP4
UD1	High Quality and Sustainable Design			SP4
UD2	Layout and Sitting of New Development			
UD3	Scale and Design of New Buildings			
UD4	Shopfront Design			
UD5	Advertisements			
UD6	Safety and Security			
UD7	Inclusive Design			
UD8	Protecting Residential Amenity			

UDP Policy	Title	Retain	Remove	Strategic Policies
UD9	Wooded Hillside and Ridges			
UD10	High Buildings			SP4
UD11	Views and Landmarks			
UD12	New Street Design and Layout			
UD13	Parking Design and Layout			
UD14	Landscape Design			
UD15	Refuse and Recycling Storage			
UD16	Public Art			

Urban Conservation and Archaeology

UDP Policy	Title	Retain	Remove	Strategic Policies
UC1	Designation of Conservation Areas			SP4

UDP Policy	Title	Retain	Remove	Strategic Policies
UC2	Control of Demolition in Conservation Areas			
UC3	Development Proposals in Conservation Areas			
UC4	Changes of Use in Conservation Areas			
UC5	Local Areas of Special Character			
UC8	Use of Listed Buildings			
UC9	Buildings on the Local List			
UC10	Historic Parks and Gardens			
UC11	Development Proposals on Archaeological Sites			
UC13	Preserving Locally Important Remains			
UC14	Enabling Development			

Open Land and Outdoor Recreation

UDP Policy	Title	Retain	Remove	Strategic Policies
SP5	Metropolitan Green Belt and Metropolitan Open Land			SP7
SP7	Provision of new and enhanced open space in the borough			SP7
RO1	Maintaining open character of Metropolitan Green Belt and Metropolitan Open Land			
RO2	Control of Development Associated with Residential Properties in Metropolitan Green Belt and Metropolitan Open Land			

UDP Policy	Title	Retain	Remove	Strategic Policies
RO3	Changes of Use of Existing Buildings in Metropolitan Green Belt and Metropolitan Open Land			
RO4	Conversions of buildings to residential use in Metropolitan Green Belt and Metropolitan Open Land			
RO5	Land Use Objectives in Metropolitan Green Belt and Metropolitan Open Land			SP7
RO6	Protecting the Setting of the Metropolitan Green Belt and Metropolitan Open Land			
RO7	Cane Hill Hospital Site			
RO8	Protecting Local Open Land			

UDP Policy	Title	Retain	Remove	Strategic Policies
RO9	Education Open Space			
RO10	Education Open Space			
RO11	Improving access to Local Open Land			SP7
RO12	Local Open Land in residential schemes			
RO13	Green Corridors and Green Chains			SP7
RO15	Outdoor Space and Recreation			
RO16	Selhurst Park			

Nature Conservation

UDP Policy	Title	Retain	Remove	Strategic Policies
NC1	Sites of Nature Conservation Importance			
NC2	Specially Protected and Priority Species and their Habitats			
NC3	Nature Conservation Opportunities throughout the Borough			
NC4	Woodland, Trees and Hedgerows			

Environmental Protection

UDP Policy	Title	Retain	Remove	Strategic Policies
SP11	Waste Planning			SP6
SP12	Minerals Planning			SP6
SP13	Energy			SP6
EP1	Control of Potentially Polluting Uses			

UDP Policy	Title	Retain	Remove	Strategic Policies
EP2	Land Contamination – Ensuring land is suitable for development			
EP3	Land Contamination – Development on land known to be contaminated			
EP7	Blue Ribbon Network			SP6
EP8	New Waste Management Facilities			
EP9	Loss of Existing Waste Management Facilities			
EP11	Hazardous Installations			
EP14	Transport of Minerals			SP6
EP15	Renewable Energy			
EP16	Incorporating Renewable Energy into New Developments			

Transport

UDP Policy	Title	Retain	Remove	Strategic Policies
SP14	Transport			SP8
T2	Traffic Generation from Development			
T3	Pedestrians			SP8
T4	Cycling			
T5	Major Developments at or near Public Transport Interchanges			SP8
T6	Development at Railway Stations			
T8	Car Parking Standards in New Development			

Economic Activity

UDP Policy	Title	Retain	Remove	Strategic Policies
EM1	Offices and Other Business Uses			SP3
EM2	Industry and Warehousing in Employment Areas			
EM3	Industry and Warehousing outside Employment Areas			
EM4	Offices outside Croydon Metropolitan Centre and Town Centres			
EM5	Retaining Industrial and Warehousing Uses Outside Designated Locations			
EM6	Redevelopment or Extension for Industrial or Warehousing Uses Outside Employment Areas			

UDP Policy	Title	Retain	Remove	Strategic Policies
EM7	Redevelopment or Extension for Offices outside Croydon Metropolitan Centre and the Town, District and Local Centres			
EM8	Cane Hill Major Development Site			SP3

Housing

UDP Policy	Title	Retain	Remove	Strategic Policies
SP20	The Design of Residential Developments			SP2
SP21	Encouraging Mixed Use Developments			SP2
SP22	Meeting the Housing Needs of Everyone in the Borough			SP2
H1	Retention of Residential Uses			
H2	Supply of New Housing			

UDP Policy	Title	Retain	Remove	Strategic Policies
H3	Planning Commitments and Identifying Housing Sites			
H4	Dwelling Mix on Large Sites			SP2
H5	Back Land and Back Garden Development			
H7	Conversions			
H8	Conversion of Dwellings to Non Self-Contained Units			
H11	Retaining Small Houses			
H12	Residential Care Homes			
H13	Affordable Housing			SP2
H15	Accommodation and Pitches for Gypsies and Travellers			SP2

Shopping

UDP Policy	Title	Retain	Remove	Strategic Policies
SH1	Retail Development in Primary Shopping Areas			SP3
SH3	Control of Retail Units outside Primary Shopping Areas			
SH4	Retail Vitality within Main Retail Frontages and Shopping Area Frontages			
SH5	Retail Vitality within Secondary Retail Frontages			
SH6	Retail Vitality within Shopping Parades			
SH7	Loss of Convenience Shops			

Hotels and Tourism

UDP Policy	Title	Retain	Remove	Strategic Policies
HT1	Visitor Accommodation			

Leisure and Indoor Recreation

UDP Policy	Title	Retain	Remove	Strategic Policies
LR2	Development of Leisure and Indoor Sports, Arts, Culture and Entertainment Facilities outside of Croydon Metropolitan Centre and town and district centres			
LR3	Retaining Existing Leisure and Indoor Sports, Arts, Culture and Entertainment Facilities			

Community Services

UDP Policy	Title	Retain	Remove	Strategic Policies
CS1	Development of New Community Facilities			
CS2	Retaining Existing Community Facilities			
CS3	Community Facilities in Mixed-Use Developments			SP5
CS5	Capacity of Off-Site Service Infrastructure			
CS6	Tele-communications			
CS7	Surplus Land			

Croydon Metropolitan Centre

UDP Policy	Title	Retain	Remove	Strategic Policies
SP28	Regeneration of Croydon Metropolitan Centre			
CMC1	The Croydon Gateway Site			SP1 SP2 SP3 SP4 SP5 SP8
CMC2	The Fairfield Site and Adjacent Area			“
CMC3	The Park Place Site			“
CMC4	The West Croydon Site			“
CMC5	Randolph and Pembroke House site			SP1 SP2 SP3 SP8
CMC6	11-16 Dingwall Road			SP1 SP3 SP8

UDP Policy	Title	Retain	Remove	Strategic Policies
CMC7	The Porter and Sorter Public House, Cherry Orchard Road and 1-5 Addiscombe Road			SP1 SP2 SP3 SP8
CMC8	Land at junction of College Road and George Street			“
CMC9	Primary Shopping Area			SP3
CMC 10	Retail Development in the Rest of Croydon Metropolitan Centre			SP3
CMC 11	Croydon Metropolitan Centre Pedestrian Links			SP1 SP8
CMC 12	Active Frontages for Pedestrian Links			SP4
CMC 13	Improvements to Public Transport			SP1 SP8
CMC 14	High Buildings			SP4

UDP Policy	Title	Retain	Remove	Strategic Policies
CMC 15	Views and Landmarks			SP1 SP4
CMC 16	Croydon Skyline			SP4 SP5

Appendix 5 - Heritage assets in Croydon

It should be noted that the lists below were accurate as of June 2011 however statutory designations are subject to change at any point. Conservation areas, listed buildings and scheduled monuments can be designated at any time and any new designations would be subject to the same policies as those included here.

Conservation Areas

- Addington Village
- Beulah Hill
- Bradmore Green
- Central Croydon
- Chapman Houses, Croham Manor Road
- Chatsworth Road
- Church Road, Upper Norwood
- Church Street, Croydon
- East India Estate
- Harold Road
- Kenley Aerodrome
- Norbury Estate
- Norwood Grove
- Parish Church
- South Norwood
- St Bernard's
- The Waldrons
- The Webb Estate
- Upper Woodcote Village
- Upper Norwood Triangle
- Wellesley Road (North)

Existing Local Areas of Special Character

- Beatrice Avenue
- Ingatestone Road
- Birdhurst Road
- London Road (Broad Green)
- Bishop's Walk
- Brighton Road (Purley)
- Preston Road
- Cheston Avenue
- Pollards Hill South
- St. Helens Road
- Court Avenue St.
- St. Paul's Road
- Dornton Road
- St. Peter's Road
- Ecclesbourne Road
- South End
- Epsom Road
- Station Approach (Coulsdon)
- Henderson Road
- Upper Shirley Road
- Chalfont Road

New Local Areas of Special Character

The following Local Areas of Special Character are new and are being proposed by the Croydon Local Plan: Strategic Policies. The exact boundaries of these areas were approved by the Local Development Framework and Planning Policy Cabinet Committee on 10th October 2008 and 10th December 2008. Maps showing the boundaries of the areas can be found at

www.croydon.gov.uk/contents/documents/meetings/806358/609905/2008/2008-09-25/widereviews1.pdf and
www.croydon.gov.uk/contents/documents/meetings/806358/609905/2008/2008-12-10/reviews2.pdf.

- 15-55 Stanhope Road
- 10-49 Bingham Road
- 59-127 Chipstead Valley Road
- Woodcote Valley Road
- Woodcote Estate
- Laud Street Area
- Campden Road and Spencer Road
- Foxley Lane and Smitham Bottom Lane
- Inglis Road Area, Addiscombe
- 140-158 Melfort Road
- 169-205a Melfort Road
- West Hill
- The Netherlands and Wilhelmina Avenue
- 1-12 Ye Market, Selsdon Road
- Hartley Farm area
- 157-187 Covington Way
- Stuart Crescent, Spring Park
- Huntly Road and Sangley Road
- Portland Road

Historic Parks and Gardens (Statutory List)

- Addington Palace
- Norwood Grove

Historic Parks and Gardens (Local List)

The following Historic Parks and Gardens (Local List) are new designations and are being proposed by the Croydon Local Plan: Strategic Policies. The exact boundaries of these areas were approved by the Local Development Framework and Planning Policy Cabinet Committee on 10th December 2008. Maps showing the boundaries of the areas can be found at www.croydon.gov.uk/contents/documents/meetings/806358/609905/2008/2008-12-10/histappa.pdf

- Addiscombe Recreation Ground
- All Saints Churchyard, Sanderstead
- All Saints with St Margaret's, Upper Norwood
- Ashburton Park
- Beaulieu Heights
- Beulah Hill Pond
- Bradmore Green
- Chaldon Way Gardens
- Coombe Wood
- Coulsdon Manor (Coulsdon Court)
- Coulsdon Memorial Ground
- Croham Hurst
- Croydon Airport, Purley Way West
- Duppas Hill
- Geoffrey Harris House
- Grangewood Park
- Haling Grove

- Hall Grange
- Heathfield
- Kenley Airfield
- Kings Wood
- Lloyd Park
- Millers Pond
- Mitcham Road Cemetery
- Norbury Hall
- Park Hill Recreation Ground
- Pollards Hill
- Promenade du Verdun
- Queen's Gardens
- Queen's Road Cemetery
- Royal Russell School
- St John the Evangelist, Old Coulsdon
- St John's Churchyard, Shirley
- St John's Memorial Garden, Church Street
- St Mary's Churchyard Addington Village
- St Peter's Churchyard, South Croydon
- Sanderstead Pond (And Green)
- Selsdon Park Hotel (and golf club)
- South Norwood Lake & Gardens
- South Norwood Recreation Ground
- The Lawns
- Thornton Heath Recreation Ground
- Thomas Moore School- (frontage)
- Upper Norwood Recreation Ground
- Virgo Fidelis School inc St. Joseph's RC Infant and Junior Schools
- Waddon Ponds
- Wandle Park
- Wettern Tree Garden

- Whitehorse Road Recreation Ground
- Whitgift Almshouses
- Woodcote Village Green
- Woodside Green

Archaeological Priority Zones

- Norwood Grove
- Begin Farm
- Norbury Manor
- Pollards Hill
- London-Brighton Road
- Burtmore Farm
- Bensham Manor
- Sellis Place
- Woodside
- Wandle Gravels
- Broad Green
- Ham Farm
- West Shirley
- Waddon/Beddington
- Croydon (including Park Hill Farm)
- Addiscombe
- Spring Park
- Coombe Farm
- Addington
- South End, Croydon
- Addington Hills
- Haling Park
- Ballards
- Castle Hill, Addington
- Croham Hurst

- Pampisford Road
- Boundary Road south of Rowdown Wood
- Russell Hill
- The Ridgeway, Purley
- Addington Golf Course
- Selsdon
- Woodcote Village
- Sanderstead Village
- Riddlesdown
- Kings Wood, Sanderstead (including linking road)
- Atwood School, Sanderstead
- Hartley Farm
- Deepfield Way, Coulsdon
- Watendone Village
- Cane Hill Hospital
- Kenley Manor
- Whyteleafe
- The Grange, Coulsdon
- Elm Grove Farm
- Starrock Road
- Hooley Farm
- Tauntons
- Tollers Farm
- Windmill Farm, Coulsdon
- Devilsden Wood
- Kenley Aerodrome
- Kent Gateway
- Elmers End

Scheduled Monuments

- Group of four WWII fighter pens at the former airfield of RAF Kenley
- Group of seven WWII fighter pens at the former airfield of RAF Kenley
- Surrey Iron Railway embankment, approx. 130m south west of Lion Green Road, Coulsdon
- St John the Baptist's Church gateway, Howley Road
- Elmers End moated site, South Norwood
- Croham Hurst round barrow
- Round barrows and ancient settlement, Farthing Down, Coulsdon
- Newe (or Wide) Ditch, Riddlesdown

Statutory Listed Buildings

See www.croydon.gov.uk/contents/departments/planningandregeneration/pdf/895926/listedbuildingsMay10

Locally Listed Buildings

See

www.croydon.gov.uk/contents/departments/environment/pdf/local-list-partb.pdf

Landmarks

- NTL Mast, South Norwood Hill
- Ikea Towers
- NLA Tower, George Street
- Park Hill Water Tower
- Clocktower, Katharine Street

Views – Croydon Panorama

- From Addington Hills
- From Pollard Hill
- From Purley Way Playing Field
- From Norwood Grove
- From Farthing Downs
- From Ross Road
- From Biggin Wood

Local Designated Views

- Crown Hill to Parish Church
- High Street, Thornton Heath to Pumping Station
- Brighton Road to Cane Hill
- Farthing Down to Cane Hill
- Portnalls Road to St Andrew's Church
- Selsdon Road to St Peter's Church
- New Addington to Addington Palace
- North End to Clock Tower
- George Street to NLA Tower

Appendix 6 – Croydon Local Plan: Strategic Policies evidence base

Croydon Local Plan: Strategic Policies – general supporting evidence

Supporting evidence	Author	Publication Date
The London Plan	Mayor of London	Jul-2011
National Planning Policy Framework	CLG	Mar-2012
Economic Development Strategy for London	Mayor of London	May-2010
Sustainable Community Strategies	LGID	Apr-2011
Sustainable Community Strategy 2010 - 2015	LBC	Aug-2009
Sustainable Community Strategy 2009 - 2012	LBC	Aug-2008
Borough Character Appraisal Version 4	LBC	Jun-2011
Round Demographic Projections	GLA	Mar-2009
We Are Croydon - This is Our Vision	LBC	Dec-2009
Imagine Croydon - Core Strategy Issues & Options - Initial Report	LBC	Jul-2009
Towards a Preferred Core Strategy	LBC	Feb-2010
Towards a Preferred Core Strategy - Supplement	LBC	Sep-2010
The Core Strategy Equalities Impact Assessment	LBC	Sep-2011
Planning and Climate Change – Supplement to PPS1	CLG	Dec-2007
Delivering Sustainable Development – PPS1	CLG	Jan-2005

A Place of Opportunity

Policy	Paragraph	Supporting evidence	Author	Publication Date
SP2 Homes		Housing Technical Paper	LBC	Mar-2012
		Housing - PPS3	CLG	Jun-2010
	SP2.2 Housing - Quantities & Location	Croydon's Monitoring Report - Appendix 2 Croydon's Five Year Supply of Housing Land and housing trajectory data	LBC	Dec-2012
		Croydon Strategic Housing Market Assessment 2008 - Updated Modelling Outputs	Opinion Research Services	Mar-2010
		Croydon Strategic Housing Market Assessment 2008	Opinion Research Services	Jan-2009
		South West London Strategic Housing Market Assessment	Ecotec	May 2010
		London Strategic Housing Market Assessment	ORS/GLA	Mar-2009
		London's Housing Capacity 2009: Strategic Housing Land Availability Assessment and Housing Capacity Study 2009- Report of Study	GLA	Oct-2009
		Demographic Projections & Housing for Draft London Plan	GLA	Oct-2009
		SP2.4 Affordable Homes	Croydon Affordable Housing Viability Study	Fordham Research
	Affordable Housing Viability Assessment – Additional Analysis		RS Drummond-Hay MRICS ACIH	Oct-2011
	Halifax House Price Index		Lloyds Banking Group	Mar-2011
	Building Cost Information Service		BCIS	Mar-2011

Policy	Paragraph	Supporting evidence	Author	Publication Date	
	SP2.5 Mix Of Homes By Size	Croydon Housing Typologies – Summary	Maccreeanor Lavington Architect / GVA Grimley/Graham Harrington	Aug-2010	
		Croydon Housing Typologies – Full report (draft)	Maccreeanor Lavington Architect / GVA Grimley/Graham Harrington	Aug-2010	
		Housing for Older People in Croydon Strategy 2008 - 2013	LBC	Apr-2008	
	SP2.6 Quality & Standards	Housing Supplementary Planning Guidance	Mayor of London	Nov-2012	
		Sustainable Design & Construction - LDF Evidence Base	LBC	Feb-2010	
		Providing for Children and Young People's Play and Informal Recreation - Supplementary Planning Guidance	GLA	Mar-2008	
	SP2.7 Gypsy & Travellers	London Boroughs' Gypsy and Travellers Accommodation Needs Assessment	Fordham	Mar-2008	
		Croydon Survey Findings - Gypsy and Travellers Accommodation Needs	LBC	Mar-2008	
	SP3 Employment		Employment Technical Paper	LBC	Mar-2012
			Planning For Economic Growth - PPS4	CLG	Dec-2009
Cultural Metropolis			GLA	Jun-2010	
Annual Monitoring Report 2008/9			LBC	Dec-2009	
Annual Monitoring Report 2010/11			LBC	Dec-2011	
Croydon Economic Development Strategy			LBC	Jun-2008	
Croydon Economic Development Strategy Refresh 2010-2012			LBC	Dec-2009	
Employment Densities (2nd Edition)			HCA	2010	

Policy	Paragraph	Supporting evidence	Author	Publication Date
	SP3.2 Industry & Warehousing	Office, Industrial & Warehousing Land/Premises Market Assessment	URS	Aug-2010
		Industry in the City	Urhahn	Aug-2006
	SP3.3 Culture & Creative Industries	Understanding & Shaping the Cultural Sector in Croydon (Final draft)	Tom Flemming Consultancy	Sep-2010
	SP3.6 Town centres - Retail	Borough Wide Retail Needs Study Update 2008	Drivers Jonas	Dec-2008
		Croydon Metropolitan Centre Retail Strategy	Drivers Jonas	Dec-2009
	SP3.13 Town Centres - offices	Office, Industrial & Warehousing Land/Premises Market Assessment	URS	Aug-2010

A Place to Belong

Policy	Paragraph	Supporting evidence	Author	Publication Date
SP4 Local Character		Urban Design and Local Character Technical Paper	LBC	Mar-2012
	SP4.1 General Principles	Planning for the Historic Environment - PPS5	CLG	Mar-2010
	SP4.2 Urban Design	Designing For Community safety – SPD3	LBC	Apr-2007
	SP4.4 CMCOA Design Quality & Local Identity	By Design	CABE	Apr-2000
	SP4.5 & SP4.6 Tall Buildings	Guidance on tall buildings	English Heritage/CABE	Jul-2007
	SP4.14:	SPD 1: Local List of Buildings of Architectural or Historic Interest	LBC	Dec-2006

Policy	Paragraph	Supporting evidence	Author	Publication Date
	Heritage Assets	Local List of Historic Parks and Gardens	LBC	Dec-2008
SP5 Community Facilities & Education		Community Facilities Technical Paper	LBC	Mar-2012
	SP5.1 General Principles	Planning For Open Space, Sport & Recreation - PPG17	CLG	May-2006
		Outdoor Recreation Needs Assessment Final report	LBC/KKP	Aug-2009
	SP5.2 Healthy & Active Neighbourhoods	Improving Health & Well-being Plan 2008 - 2011	Croydon NHS PCT	2008
	SP5.5 Community Facilities Design & Location	Indoor Sports Facilities Needs Assessment	KKP	Aug-2009
		Designing for Community Safety – SPD3	LBC	Apr-2007
	SP5.6 Places of Worship	Faith Communities in Croydon – Findings from the 2006 Mapping Exercise	Faith Together in Croydon	May-2008
	SP5.8 Community Burial Needs	Cemeteries & Burial Sites in Croydon	LBC	Nov-2009
		Burial Land Need & Provision Study	Nathaniel Lichfield & Partners	Jun-2010
		Burial Needs - Appendices	Nathaniel Lichfield & Partners	Jun-2010
	SP5.9 Schools	Children With Special Educational Needs & Disabilities Assessments 2009 - 2010	LBC	Jun-2010
		Report to Cabinet - Education Expenditure	LBC	Dec-2010

A Place with a Sustainable Future

Policy	Paragraph	Supporting evidence	Author	Publication Date
SP6 Environment and Climate Change		Climate Change Technical Paper	LBC	Mar-2012
	SP6.2 Energy & CO ₂ Reduction	Sustainable Design and Construction Evidence Base	LBC	Feb-2010
		Code for Sustainable Homes – Cost Review	CLG	Mar-2010
		Cost Analysis of the Code for Sustainable Homes	CLG	Jul-2008
		Croydon Decentralised Energy Study - 2nd Report	AECOM	Dec 2009
	SP6.4 & SP6.5 Flooding, urban blue corridors and water management	Surface Water Management Plan – Final Report	Capita Symonds/URS Scott Wilson	Sep-2011
		Climate Change Mitigation and Adaptation Action Plans	Croydon Environment and Climate Change Partnership	2010
		Strategic Flood Risk Assessment - Croydon Level 1 - Final report	Scott Wilson	Dec-2008
		Strategic Flood Risk Assessment - Croydon Level 2 - Final report	Scott Wilson	Apr-2009
		Strategic Flood Risk Assessment - Appendix	Scott Wilson	Dec-2008
		Developing Urban Blue Corridors - Final	Scott Wilson/ LBC	Mar-2011
		Thames Catchment Flood Management Plan	Environment Agency	Dec-2009
		River Basin Management Plan Thames River Basin District	Environment Agency	Dec-2009
		Groundwater protection: policy and practice (Part 1 – overview, Part 2 – technical framework, Part 3 – tools and Part 4 - Legislation and Policies)	Environment Agency	2008
Development and Flood Risk – PPS25		CLG	Mar-2010	

Policy	Paragraph	Supporting evidence	Author	Publication Date
	SP6.6 Waste Management	South London Waste Plan DPD	SLWP	Mar-2012
SP7 Green Grid		Green Grid Technical Paper	LBC	Mar-2012
	SP7.3 The Green Grid	Open Space Needs Assessment - Final Report	LBC/ KKP	Aug-2009
		Croydon's Green Infrastructure (v. 1.0.0.)	LBC	Jul-2010
		Open Space Needs Assessment Standards Paper	KKP	Aug-2009
	SP7.4 Biodiversity	Habitat Action Plan	LBC	Sep-2011
		Making Space for Nature: A review of England's Wildlife Sites and Ecological Network	DEFRA	Sep-2010
SP7.5 Productive Landscapes	Good Planning for Good Food	Sustain	Jan-2011	
SP8 Transport & Communication		Transport and Communication Technical Paper	LBC	Mar-2012
		Sub Regional Transport Plan - South	TfL	
	SP8.3 Development Support Plans	Borough Transport Strategy - (final draft)	PBA	May-2010
	SP8.7 Cycling Infrastructure	Biking Borough Study - Final Report	Cycling Star Alliance	Jul-10

The Places of Croydon

Place	Supporting evidence	Author	Publication Date
Croydon Opportunity Area	East Croydon Station & Surrounds Masterplan	LBC	Mar-2011
	West Croydon Station & Surrounds Masterplan	LBC	Jul-2011
	Mid Croydon Masterplan	LBC	Jul-2012

Delivery and Monitoring

Supporting evidence	Author	Publication Date
The Croydon Plan	LBC	July-2006
Infrastructure Delivery Plan	LBC	Mar-2012

Community languages

If you find it easier to read large print, use an audio tape or Braille or need to communicate in a language other than English, please let us know. ☎ 020 8726 6000.

Bengali

যদি বড় বাকী ছাড়া আর অন্য কোনো ভাষায় সহজে ব্রহ্মাযোগ করতে পারেন তবে দয়া করে তাই করবেন। দ্রোতায়ীৰ এক অনুবাদকৰ [ট্রান্সলিটেরের] ব্যবস্থা করা যেতে পারে. সৌভাগ্যক্রমে 020 8726 6000.

Chinese

如果你覺得說用除英語以外的另一種語言能夠更容易溝通的話，可作這樣選擇的。若是需要，你可以得到安排傳譯員及翻譯員的幫助。詳情請打電話號碼 020 8726 6000。查詢。

Français

Vous avez la possibilité de communiquer dans une autre langue que l'anglais, si cela est plus facile pour vous. Des interprètes et traducteurs sont à votre disposition: 020 8726 6000.

Gujarati

અચ્છ સિવાયની બીજી કોઈ એક ભાષામાં તમે આસાનીથી વાતચીત કરવા હો તો એવું કરવા વિનંતી છે. દુભાષિયાની અને ભાષાતરજારની સગવડ તમને પણ મળી શકે છે. આ માટે ટેલિફોન નંબર 020 8726 6000. મેંડુપ્યોગ કરવો.

Hindi

यदि आपको अंग्रेज़ी के अलावा किसी और भाषा में आसानी से बात कर सकते हैं तो कृपया अवगत करें। दोभाषिया और अनुवादक का प्रबन्ध किया जा सकता है। टेलिफोन : 020 8726 6000.

Punjabi

ਜੇਕਰ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਤੋਂ ਇਲਾਵਾ, ਕਿਸੇ ਹੋਰ ਬੋਲੀ ਵਿਚ ਹੱਲ ਕਰਨੀ ਅਸਾਨ ਲਗਦੀ ਹੈ ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਜ਼ਰੂਰ ਕਰੋ। ਦੋ-ਭਾਸ਼ੀਏ ਅਤੇ ਤਰਜਮਾ ਕਰਨ ਵਾਲਿਆਂ ਦਾ ਪ੍ਰਬੰਧ ਕੀਤਾ ਜਾ ਸਕਦਾ ਹੈ। ਟੈਲੀਫੋਨ ਨੰਬਰ ਹੈ: 020 8726 6000.

Somali

Haddii ay kula tahay in si fudud laguugu fahmi karo luqo aan ahayn Ingiriisi, Fadlan samee sidaa. Afceliyeyaal iyo tarjubaano ayaa lagu qaban. Telifoonku waa 020 8726 6000.

Tamil

உங்களுக்கு ஆங்கிலம் தவிர வேறு மொழியில் பேசுவதற்கு எளிதாக இருந்தால், தயவு செய்து பேசவும். மொழி பெயர்ப்பாளர்கள் வழங்கப்படுவார்கள். தொடர். 020 8726 6000.

Turkish

İri yazılmış harfleri okunmay, ses kaseti veya Braille (kör) alfabesi kullanmayı daha kolay buluyorsanız, veya bizimle İngilizceden başka bir dilde iletişim kurmak istiyorsanız bu imkanı sağlayabiliriz. Yazılı ve sözlü tercüman temin edilir. Telefon 020 8726 6000.

Urdu

اگر آپ انگریزی کے علاوہ کسی اور زبان میں بات کرنے میں آسانی محسوس کرتے ہیں تو آواز راہ کمرہ ایسا ہی کیجئے۔ آپ کیلئے ترجمان اور تحریری ترجمہ کرنے والے فراہم کیے جاسکتے ہیں۔ ٹیلی فون نمبر: 020 8726 6000.

