

Scrutiny Streets, Environment & Homes Sub- Committee Supplementary Agenda



4. **SECTION 106 AND COMMUNITY INFRASTRUCTURE LEVY (CIL)** (Pages 3 - 12)
To receive details on the background to the collection and assignment of the borough's Section 106 income Community Infrastructure Levy (CIL).

5. **CROYDON LOCAL PLAN REVIEW** (Pages 13 - 32)
To consider the work done on the Council's review of the Local Plan 2018 and provide feedback that will be fed into the consultation document.

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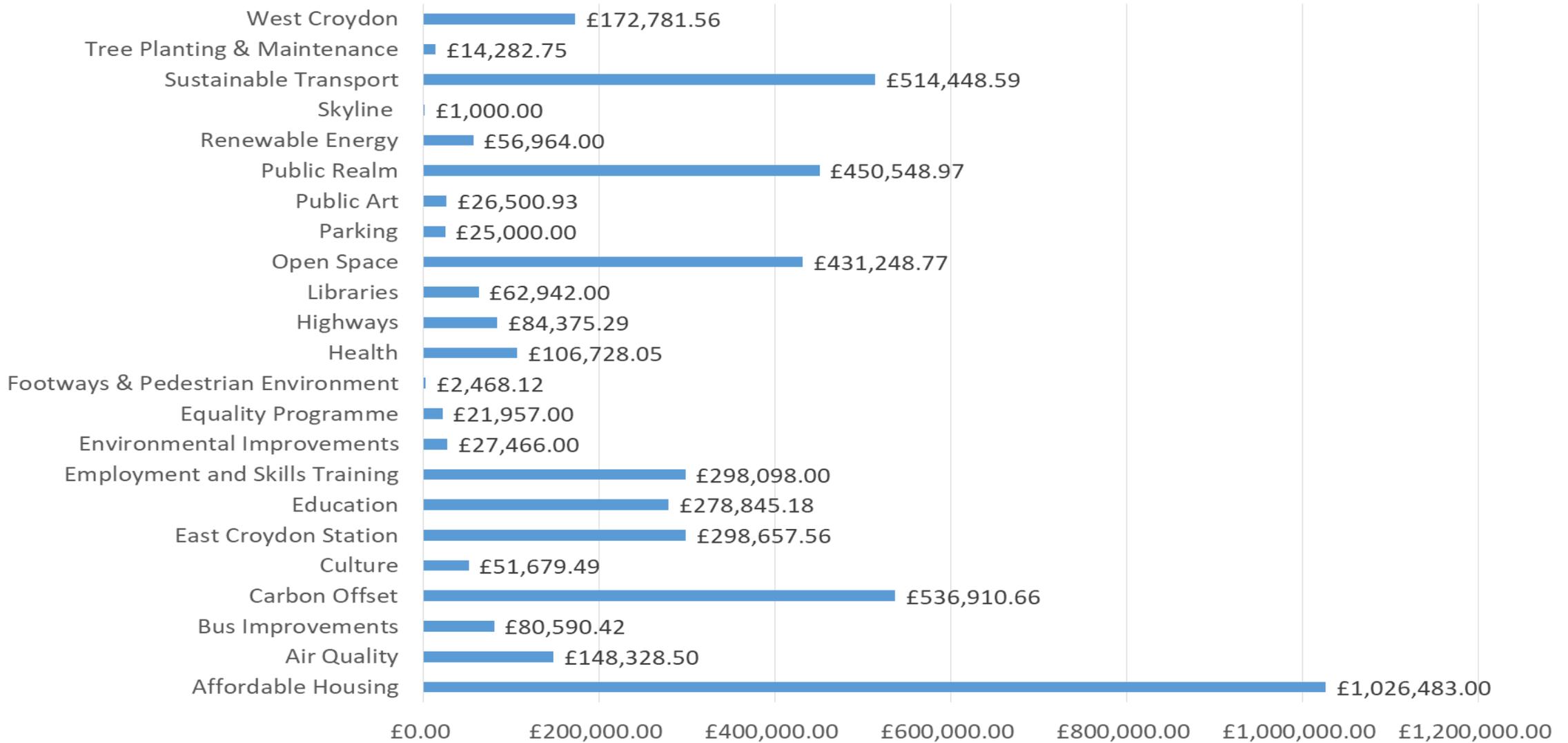
Croydon Local Plan Review

Scrutiny - Streets, Environment and Homes – Sub-Committee Meeting

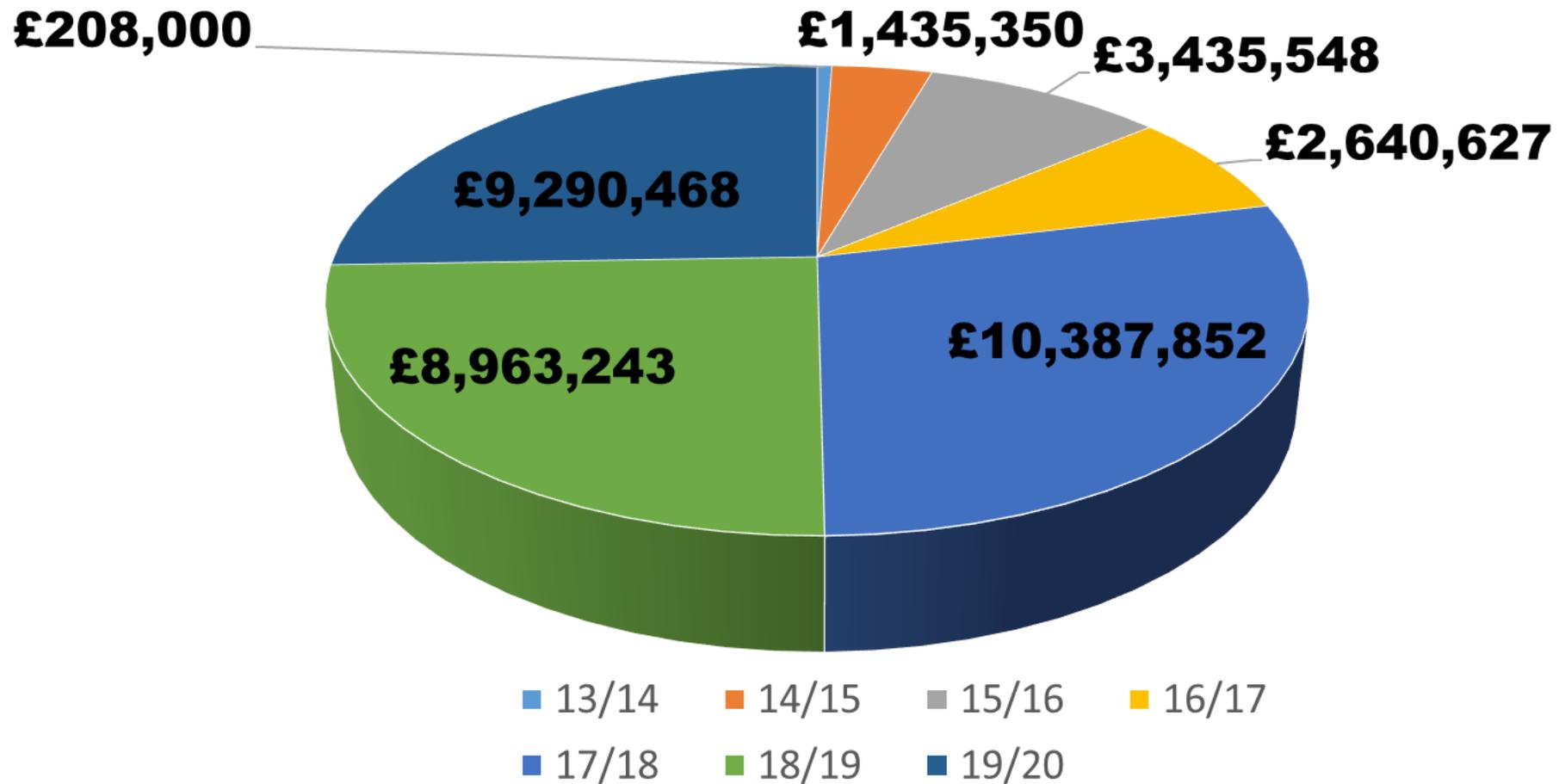
Community Infrastructure Levy and Section 106

- **Section 106**
 - Requirement of the grant of planning permission to secure the mitigation measures necessary to make a development acceptable in planning terms
 - A Section 106 Agreement is specific to the parent development and only addresses mitigation for that development.
- **Community Infrastructure Levy**
 - Levy on development to make a contribution to the infrastructure that is necessary to mitigate the impact of development across a whole area
 - Levied on a much wider range of developments and spreads the cost of funding infrastructure over more developments and provides certainty as to how much developers will have to pay.

Section 106 Balance Sheet 31/12/2021



Borough CIL Collection



Governance and Assignment

- The Council's Infrastructure Finance Group (IFG) was established in July 2012.
- leads on the management, monitoring, collection and recovery of the borough's Section 106 Agreements and CIL income.
- Oversees the processes for providing access to possible funding of projects from Section 106 Agreements and CIL.
- IFG and Capital Board oversee the assignment of Section 106 and CIL income in accordance with the relevant planning legislation, CIL Regulations and the Council's annual budget report.

Section 106 Assignment 2019/20

| Section 106 Assignment 2019/20 | Amount £ |
|--------------------------------|------------|
| Assigned to specific projects | £3,582,344 |
| Spent on specific projects | £775,674 |

Community Infrastructure Levy Assignment (Spend) 2019/20

| CIL Assignment (spent) 2019/20 | Amount |
|-------------------------------------|------------|
| Schools - Special Educational Needs | £4,672,000 |
| Schools - Permanent Expansion | £170,000 |
| Library Buildings | £1,607,000 |

Community Infrastructure Levy Assignment 2020/21 – Forecast

| CIL Assignment (Forecast) 2020/21 | Amount £ |
|--|-------------------|
| Capital programme projects that form part of the Council's CIL Infrastructure List and Infrastructure Delivery Plan | £6,800,000 |
| Education Estates Strategy – 18/01/21 | £2,000,000 |
| Leisure, libraries and open space maintenance | £2,100,000 |

Community Infrastructure Levy Local Meaningful Proportion

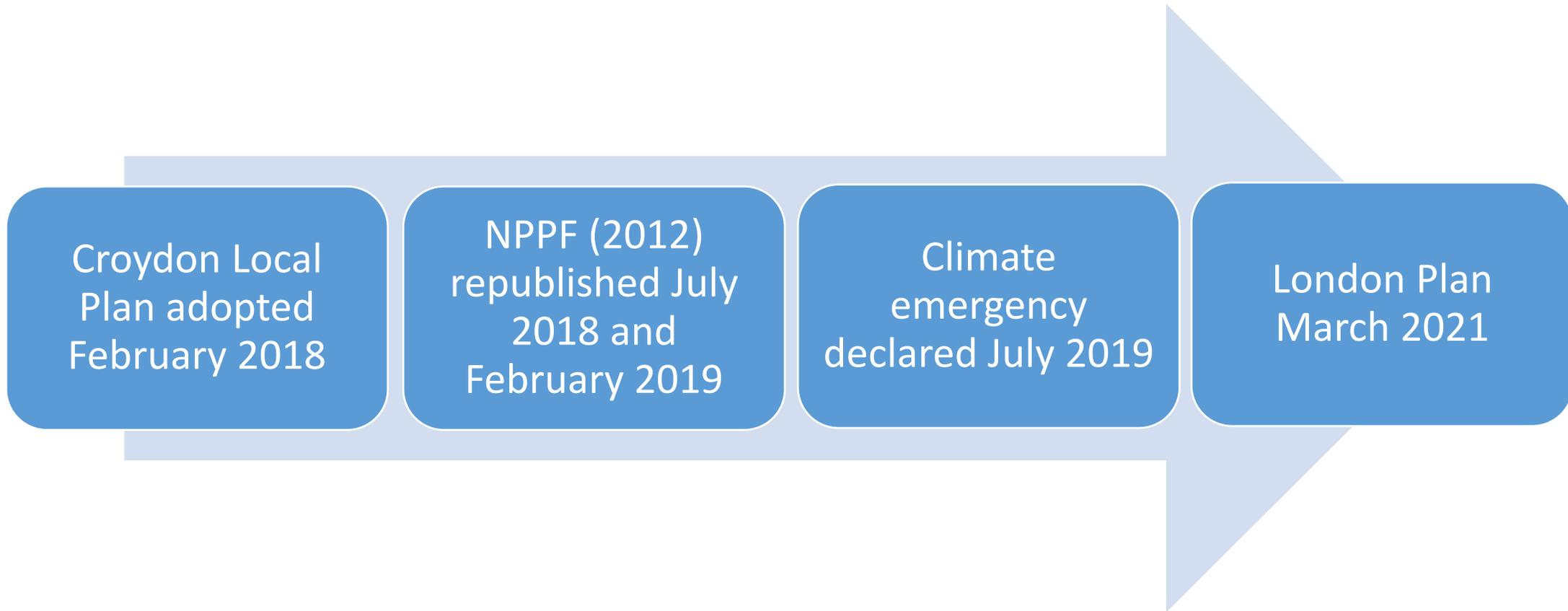
- 15% of CIL income to be spent on the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on Croydon
- Funding Community Ward Budgets
- Will significantly contribute to the costs of the 2020/21 Community Fund Projects - September 2020 Cabinet Emergency Budget Report
- Local Meaningful Proportion balance at 01/04/20 was £3,917,016.
- A number of assignment models exist across London

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Croydon Local Plan Review

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Background to the Local Plan review



Current Planning Policy

Croydon Local Plan 2018

- 32,000 homes by 2036
- $\frac{1}{3}$ in Croydon Opportunity Area
- $\frac{1}{3}$ on small sites across the borough
- $\frac{1}{3}$ already built and on allocations across the borough

SPD2 guides development of evolution of the suburbs

- How to design new development
- How to respond to character
- Growth in small site windfall development

Local Plan Review's Scope

Climate emergency

Housing crisis

Review strategy and policies due

- London Plan 2021
- Needed to align with National Planning Policy Framework
- Changes to other legislation - Use Class Order (E class uses) Permitted development

Update evidence to reflect the current or forecast context

Reflect consultation responses at Issues and Options stage

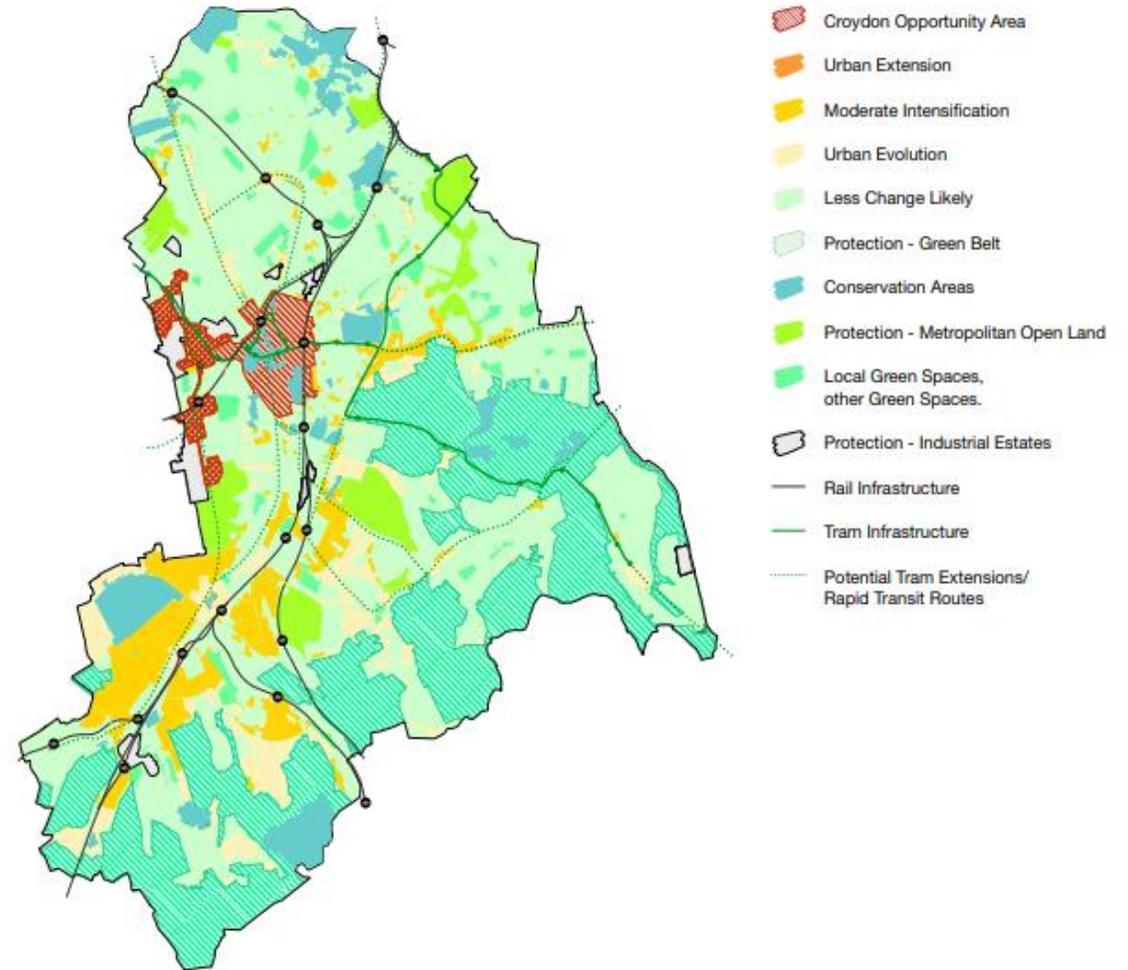
Reflect annual monitoring of the Local Plan 2018

Our strategy

“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 infrastructure”

Proposed Strategic Spatial Option

- Croydon Opportunity Area
- Purley Way
- Allocations
- Small sites
- Areas where
 - Good sustainable transport connections
 - Close to town centres and services



Our developing strategy

Croydon Opportunity Area
“city living” 12,410 homes

The North End Quarter
transformation area – focus
for new and renewed
retailing and leisure within
Croydon Town Centre

East Croydon Station
/Selhurst Triangle
transformation area – major
new transport infrastructure
enabling growth across the
borough

Purley Way transformation
area 2,000 - 7,445 homes
(subject to infrastructure),
intensified light industry and
warehousing

The New Town, East
Croydon area and the North
End Quarter – location of up
for new office floor space

Protection of industrial land
and premises

Transformation Areas (Chapters)

- Stand alone as areas for change with the Place policies underneath
- Needed to drive and steer significant change
- Will set out the objectives, framework, location, phasing and delivery approach for each area
- Clear policy context for infrastructure requirements associated with the significant change

Purley Way

- Supported by the Purley Way Masterplan
- Transformation of unprotected industrial land to provide a step change in residential and mixed use development
- Ability to connect to and complement Croydon town centre
- Intensification of industrial land encouraged
- Build upon being a Croydon gateway - physically, economically and socially
- Urban design opportunity to transform a hard traffic corridor and enable successful mixed use development
- Opportunity for a new community and centres
- Development growth supported by commensurate physical and social infrastructure

East Croydon Station & Brighton Main Line Upgrade

- Address the East Croydon bottleneck and Selhurst Junction capacity
- Proposed new station building and station square
- Framework for a sustainable transport hub
- Realise the project's benefits through development, inward investment and improved public realm as a gateway to Croydon

North End Quarter

- Covers the area that forms the retail core of the Croydon Opportunity Area.
- The transformation policies will update the Opportunity Area Framework.
- The chapter will provide a framework for the transformation of the area as a destination to suit the modern needs of residents, workers and visitors by providing a vibrant and successful centre.

A Place of Opportunity

Homes

- Housing crisis and new targets (homes and affordable housing) and changing needs for housing
- Quality of housing
- Taking account of ageing population
- Other types of housing

Retail

- Changes to respond to the new Use Classes
- Clarity to the town centre hierarchy
- Removing the distinction between primary and secondary retail frontages - GPDO consequence

Employment

- Industrial land protection
- Creative economy, affordable workspace and benefits to the local workforce including training
- Changes to the Use Classes Order
- Tier 4 employment sites

Housing need/London Plan targets (2019-2039)

41,800 homes - 2019 – 2039

- Nearly 100% need to low cost rented homes
- 30-45% need to be 3-bed family homes or larger

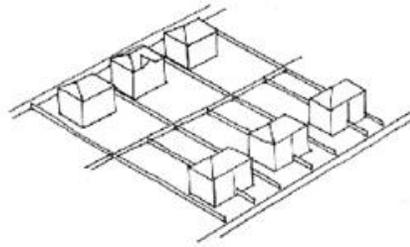
London Plan target

- Min 20,790 by 2029
- Min 641 units per annum on small sites

Conservation Areas & Local Heritage Areas

1. Respect and protection of heritage assets

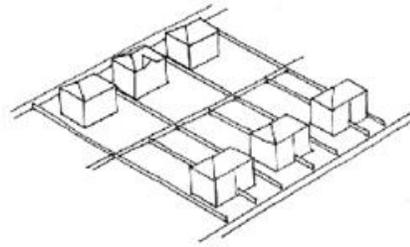
Conservation Policies DM18



Urban & Suburban Evolution

2. Evolution without significant change

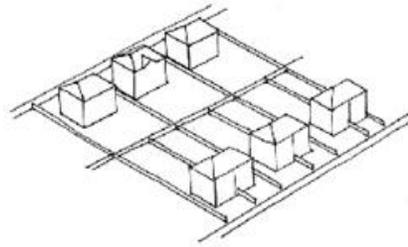
Evolution of Character Policies DM10A.6 (TBC)



Moderate Intensification

3. Developing an area's local character associated with increasing density within the area's local character

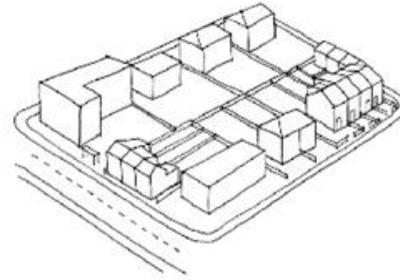
Moderate Intensification Policy DM10A.6 (TBC)



Focused Intensification

4. Areas of Focused Intensification created by an increase in density and a gradual change in character

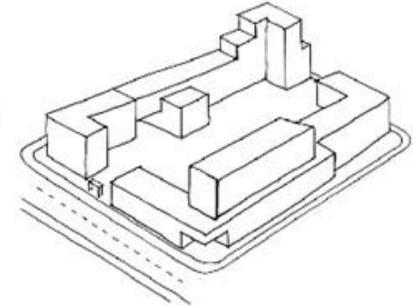
Focused Intensification Policy (TBC)



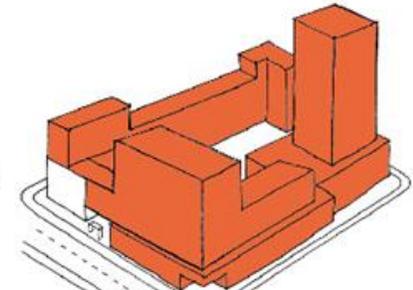
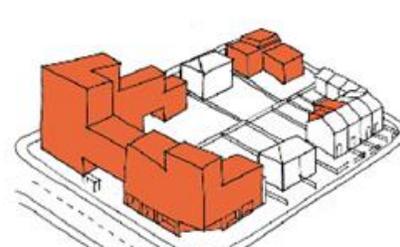
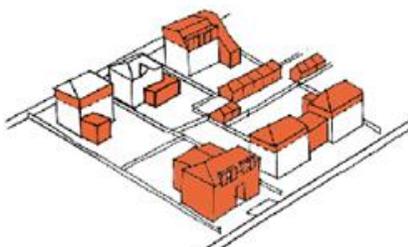
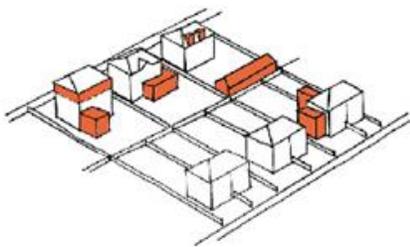
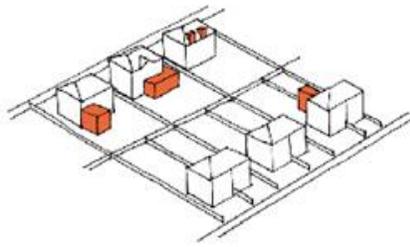
Regeneration Areas

5. Redevelopment

Masterplans / Design Codes (TBC)



PROTECT EVOLVE CHANGE



Urban and suburban evolution

Redevelopment
of garage
courts

Mews
developments on
backland sites

Re-use of empty
spaces above
shops

Sub-division
of houses to
flats

Place to Belong

Urban Design

- Optimising capacity through a design led approach - focussed areas of intensification
- Policies and guidance aligned as a result of SPD2 Suburban Design Guide
- Existing Character Appraisal
- Climate emergency
- Tall buildings guidance
- Stronger link between heritage and character

Community Facilities

- Infrastructure Delivery Plan updated
- Housing crisis – need to match facilities with new development

Place with a Sustainable Future

Environment and Climate Change

- London Plan – new targets for carbon and air quality
- Reflect current government policy on national technical standards
- Climate emergency and the need to align with London Plan
- Circular economy

Green Grid

- Role in delivering solutions to address the Climate change emergency
- Sustainability and green travel options
- Green and Blue grid – value and optimisation of water bodies
- Seeking to join up and deliver more of the Green Grid network
- Local Green Space designation
- Biodiversity net gain

Place with a Sustainable Future continued

Transport and Communication

- Reflect the Mayor's transport strategy
- London Plan – parking standards
- Climate change – promote development in sustainable locations (overall strategy)
- Climate change - sustainable travel
- Clear policy context for the delivery of sustainable transport measures

16 Places of Croydon

- Spatial vision for each of the 16 Places
- Development contribution to the proposed strategic spatial option
- Amended structure to emphasise placemaking around character
- Support for each Place's centres
- Allocations

Next steps (current programme)

