



**Councillor Paul Scott (Job Share)**  
Lead for Planning and Regeneration

## **Environment, Transport and Regeneration October 2019**



**Councillor Stuart King (Job Share)**  
Lead for Environment and Transport

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## LATEST NEWS

### Winterbourne School Junior Road Watch

Winterbourne Boys and Girls School took part in Croydon's first Junior Road Watch scheme on Wednesday 10 July. The programme sees council staff and police work with small groups of pupils to educate motorists of the importance of road safety, especially near schools.

The children were equipped with safety equipment and speed cameras set up near their school. They monitored speeds around Melfort Road in the Thornton Heath area. When stopped for speeding, offenders were asked by the children if they realise the consequences of speeding as well as other questions to highlight the danger of speeding.

Kaleem Warren, Year 5, Winterbourne Boys Academy said: "we're here to tell people about road safety and to help to keep local school children safe"

Shania Falaiye, Year 4 from Winterbourne Junior Girls' School said "we are here to ask questions to the drivers like why they are speeding near our school"

If a pedestrian is hit by a car at 20 miles per hour they are about five times more likely to survive than if they're hit at 30 miles per hour. Over the two days, 28 drivers were stopped for speeding and all of them chose to speak to the children instead of other enforcement activity. The average speed for both days was around 30mph yet the limit on the road is 20mph.

Croydon Council will be talking to schools across the borough over the next academic year to see if they would like to take part in the scheme.



### **Bedford Park Cycle Lane**

Two new cycle lanes are being built to make it easier for cyclists to access and move around central Croydon. They form part of the planned Town Centre 'ring route' into which cycle routes to the Town centre will connect.

The segregated cycleway in Bedford Park will allow cyclists to safely travel against the one way traffic, from Sydenham Road to Poplar Walk and on to West Croydon and North End. It links into the surface level crossing on Wellesley Road (implemented in 2015 to make it easier to cross this main road 'barrier'). The most disruptive section of works took place during the school holidays including improvements to the traffic signals at the junction with Sydenham Road.

The delineated cycle track being introduced at the Fairfield Halls / College Green frontage along Park Lane will allow cyclists to travel safely in both directions. It links to the Connect2 cycle route (a new part of the National Cycle Network from Wandle Park through Croydon town centre and on to Lloyd Park). The new cycle track is temporary, and will be replaced as part of the permanent scheme for the Halls' frontage.

Creating joined up and easy-to-use cycle routes is key to helping our residents and commuters make more sustainable and healthy travel choices.

### **London Road Corridor**

Building on earlier investment, which delivered improvements to the highway, public realm and shop and retail units on London Road, the council is now planning ways to deliver the next phase of transformation for this key route into the town centre. We commissioned a study to analyse London Road (from the Croydon borough boundary at Norbury to West Croydon station) using TfL's Healthy Streets indicators alongside an assessment of the current performance of the transport network. The Healthy Streets assessment builds an evidence-based framework to assess whether public spaces and streets are healthy, safe, inclusive and appealing for everyone to enjoy, prioritising walking, cycling and public transport. This reflects the Mayor of London's Transport Strategy which has a target of 80% of all journeys being by public transport, walking or cycling by 2041. The analysis will help us to prioritise regeneration and transport investment priorities for the area under Croydon's town centre Growth Zone programme. Our objectives for future investment along the London Road are to:

- Reduce or mitigate traffic dominance
- Improve active and sustainable travel (public transport, walking and cycling)
- Improve personal safety and road safety
- Improve air quality
- Improve the public realm

- Create a sense of place and local identity

Over the next few months, the council will be commissioning some further traffic and parking surveys in the area, and working with TfL to confirm the timescale for reviewing options for longer term improvements to their major road infrastructure, principally for the Thornton Heath Pond gyratory.

### **New School Streets**

In September the Council introduced new School Street safety schemes, to coincide with the start of the school year. The first 3 of the new schemes cover 4 schools - Norbury Manor Primary School, Downsvie Primary School, Harris Academy Purley and Regina Coeli Primary School. The latter 2 neighbouring schools are covered by a single scheme in Kendra Hall Road. A further 5 new schemes will be installed in the next few months. The 8 new schemes have received strong support from residents in their areas, with 69% responding in favour to the consultations.

A School Street restricts the road to use by pedestrians and cyclists, with most motor vehicle traffic prohibited, between the hours of 08:00 to 09:30 and 14:00 to 16:00 on school days. Children, parents and residents with special access needs are eligible for an exemption to the restrictions. The 8 new schemes being introduced this year means a total of 16 Croydon schools will have School Streets safety schemes in place.

Croydon's Parking Policy 2019-2022 has as an aim that at least 30% of primary schools and 20% of secondary schools will have a School Street by 2022. According to a national survey published this week, ahead of a Parliamentary Group discussing the planned Environment Bill, Croydon's 2022 aim will represent 10% of all School Streets in the UK. Croydon is recognised as a benchmark for other authorities seeking to improve conditions around their schools. The Council has been approached by many local authorities, including from as far as Australia, with requests for information and guidance on how to introduce School Streets.

Government figures estimate that about one-quarter of traffic at rush hour is linked to the school run. The official statistics shows that nearly half (45%) of all primary school children are driven in a car or van and the figure is continually growing. Ironically, the fear of traffic is the biggest barrier to more children walking and cycling. At the same time, pollution from vehicles can cause long term damage to children's lungs and reduces life expectancy in general. The level of air pollution inside a car in congested traffic can tend to be higher than on the pavement. In Croydon, 205 deaths each year are attributed to air pollution.

Walking and cycling to school also benefit children's health and wellbeing, not just in terms of tackling overweightness but it is suggested that children who walk or cycle

arrive at school more alert, happier and ready to work. Head teachers at schools within the original 3 pilot schemes report improved punctuality and an uptake in their breakfast clubs. The School Streets thereby contributes to better learning opportunities and outcomes for the children.

The School Street restrictions are normally enforced by penalty charges. However, the new schemes are issuing fair warning notices to drivers for the first month. There are also additional parking enforcement patrols in the neighbouring roads during school run times, to prevent these other residents being unduly impacted by a development of further bad parking practices. The Council's road safety and travel team is in contact with the school to arrange safe travel training for the children.

As the street near the school entrance gradually clears of threatening traffic conditions, it gives the parent increased confidence that the child can safely walk or cycle to school. The recently introduced 20mph zones in many school neighbourhoods, further help making the journey to and from school a cleaner, calmer and safer walk. This is important in encouraging parents not to drive the school run.

The Council's contact address regarding the scheme is [schoolparking@croydon.gov.uk](mailto:schoolparking@croydon.gov.uk).

### Emission Based Permit Charges

The Council has after an extensive public consultation decided to introduce emission-based parking permit charges from 1<sup>st</sup> October 2019. The differential charges are a response to surveys, in which significant majorities of Croydon residents have said they are concerned about air quality and that there are too many cars on the roads.

The Council has duties under various national, regional and local community policies, to actively address air pollution. This includes a duty under the Road Traffic Regulations Act 1984 to exercise its power to secure the expeditious, convenient and safe movement of traffic and parking, having regard to the requirements from the national air quality strategy. In Croydon an Air Quality Management Area (AQMA) has been declared for the whole of the borough, for failing to meet the EU annual average limit for air pollutants.

The new scheme is designed to help encourage a switch to lesser polluting cars and influence the choices of those who are able to give up a non-essential car. The new charges will be introduced in a phased approach, starting with resident permits and being applied at the point when the annual permit is next up for renewal. Other permit types will follow in April 2020, again on a renewal basis.

The Controlled Parking Zone (CPZ) represents the most parking congested roads and are disproportionally located in the most polluted areas of the borough. The CPZ also

disproportionally coincide with areas where there is high health deprivation and a significantly higher density in the population of 0 to 4-year old.

The new scheme has carefully considered the potential impact on the most vulnerable residents in the borough. The difficulty in accessing homes due to high parking demand, and public health concerns affects all residents, but disproportionately so those who are vulnerable, including the disabled, people with ill-health, the unborn, young and elderly. NHS data confirms that Croydon has the worst rate of childhood asthma admissions to hospital in London. Air pollution is currently contributing to 205 deaths each year in Croydon.

Influencing the overall number of cars parked on the roads in the borough, and in parking congested CPZs in particular, can help improve access for residents with essential car needs. This is particularly important in enabling the participation of disabled residents in public life. The holders of 11,459 individual and 71 organisational blue badges, and their associated companion badges and care charity permits, are therefore exempted from the permit charges.

An analysis and evaluation of the positive and negative impacts from the new charges concludes that the benefits of introducing emissions-based parking charges outweigh the disadvantages of doing so. Any surplus from the new parking charges are ring-fenced and would, for example, contribute to sustaining public transport fare concessions such as the Freedom Pass.

Private car transport is just one aspect of local air pollution and parking charges represents just one of a raft of measures the council is taking to tackle this public health emergency. In combination, the Council is currently in the process of rolling out 400 electric vehicle charging points (EVCP) for public use. It further has an ongoing programme of works with the Mayor, Transport for London busses, Network Rail and Train Operating Companies to improve public transport links to our local high streets, including introducing new routes to better connect Croydon's places and to increase capacity. The local cycling strategy is developing additional cycling routes. The Council's tree planting programme is planting 700 street trees each year and this year alone it is expected to deliver 1,200 trees.

### **Changes to Dockless bike scheme**

Following a review of operations including usage figures, and with Autumn coming and the likely weather and daylight changes, Lime have decided to suspend their e-bike trials in South London in October with the possibility to return afresh later in the New Year. This will be across all south London operations including Bromley, Sutton and Croydon.



From an operational perspective Lime will begin to remove bikes from Friday 11th October and hope to have this completed by the 14th October which will be the suspension date of the trial.

I am obviously disappointed but understand Lime's rationale. I am pleased to report though that council officials have met with Jump, a new entrant into the e-bike market and we welcome their potential interest in our borough.

### **Climate Emergency – Next Steps**

Croydon declared a Climate and Ecological Emergency at July meeting of the Council. As a result of this the Council is drawing up important plans to tackle this urgent priority. The council is showing the leadership required to tackle this emergency. However, we want to work with all our residents to make this happen. As such we are establishing a Citizens' Assembly on Climate Change and a Commission aimed at making Croydon a sustainable city. A report will go to Cabinet later this month setting out how this vitally important agenda will be taken forward.

A citizens' assembly is a group of residents who are brought together to discuss an issue or issues and reach a conclusion about what they think should happen. Using this method would ensure that the actions the Council takes in regards to climate change would be heavily influenced by the voice of Croydon residents. The outcome of the Citizens' Assembly will be both reported to a future Cabinet and help inform the work of the Commission.

The report to Cabinet in October will also be proposing an independent Commission on sustainability to gather evidence, assess the current situation in Croydon and make recommendations back to Cabinet. This method will be supported by an independent advisors to ensure that the Commission is independent and appropriately supported to fulfil its purpose.

By giving evidence to the Commission, young people, residents, voluntary and community sector organisations and businesses will have the opportunity to directly affect the recommendations to Council on what actions to take.

As Croydon continues to work towards a more sustainable future, the Council recognises that the task ahead is monumental and requires the whole borough to work together as a community to bring about lasting change. The above options that will be proposed are geared towards ensuring that local residents, businesses and young people will be a part of the journey every step of the way.

### **Residential Approval and Refusal Rates**

The Council receives unfounded and ill-informed criticisms that it grants planning permission for new homes regardless of other issues and ignores the view of local residents and objectors to such proposals. Whilst there is a development plan focus on housing delivery for which I make no apology and which is closely aligned to the National Planning Policy Framework, it is clear that the evidence does not support such criticisms.

We have interrogated planning decisions taken between 1<sup>st</sup> August 2018 and 31<sup>st</sup> August 2019 for minor and major residential development (in other words all applications which seek to deliver new homes).

Between 1<sup>st</sup> August 2018 and 31<sup>st</sup> August 2019, the Council determined 510 residentially focussed planning applications (in other words, planning applications which sought to deliver new homes). 137 of these planning applications (around 27%) were refused planning permission. The vast majority of these cases (419 planning applications) were determined by officers under delegated authority and of the 91 cases determined by Planning Committee/Planning Sub Committee, 4 planning applications were refused (4%). The reason why the majority of cases determined by Planning Committee were approved was due to the fact that the vast majority of schemes referred to Planning Committee are supported by our professional planning officers – all with a positive officer recommendation. Planning applications recommended for refusal are usually refused without coming before the Planning Committee. In other local boroughs, applications like these are decided in public giving a false impression that they are more cautious about where new homes are built.'

The graphs outlined below help illustrate the refusal and approval rates (for Planning Committee, Officer Delegated and Overall).

In terms of housing numbers, during that same period, the Council granted planning permission for 2,285 new homes. Out of the total residential homes determined, 475 units (17.2%) were refused planning permission. This again helps to dispel any myth that the Council only grants planning permission for new homes. Incidentally, if one excludes three of the large scale major housing schemes granted planning permission during the period from the overall figure (Menta Morello, Dingwall Road and Pocket Living – which collectively proposed 763 residential units) the rate of refusal of housing units increases to around 30%.

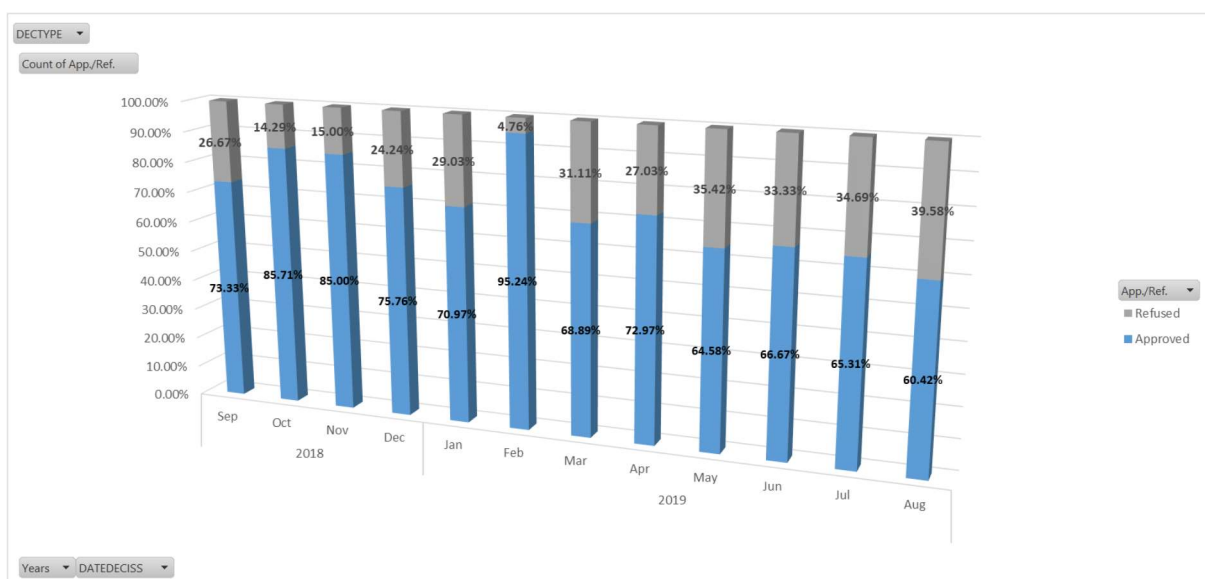
Moreover, where refusals of planning permission for new homes are challenged on appeal, the Council is very successful at defending its position. At the time of writing, out of the 137 planning applications refused, 17 of the cases have been the subject of appeals to the Secretary of State with 14 of the appeals being dismissed (82%). This



is well in excess of average appeal success rates across the Country and gives a firm indication that where we refuse planning permission for new homes, our decisions are suitably sound and robust.

It is therefore critical to see the bigger picture and to fully understand and validate the evidence before reaching ill-informed conclusions on the form and scale of development activity taking place within the borough and the associated decisions being taken by planning officers as well as the Planning Committee.

### The decisions



### Funding boost for South Norwood's heritage

Work is set to begin next year on a Croydon Council plan to revitalise South Norwood's High Street after it successfully bid for major funding from Historic England.

As part of its £1.7m bid, the council plans to restore dilapidated Victorian buildings, improve public open spaces, back community education projects and encourage specialist heritage-related apprenticeships.

The proposals include creating an arts and heritage trail through South Norwood and setting up a planning workshop to encourage better-quality development in the area.

Pop-up exhibitions run by the Museum of Croydon are also part of the plans to teach locals about South Norwood's heritage past and present. In addition, the project aims to encourage young people to explore apprenticeships in the construction and conservation industries and work with community groups to create more public art in South Norwood.

The council will now work on a detailed plan with Historic England to finalise the project, and the exact amount of funding - part of a £95m pot for 69 high streets across the country - will be confirmed in January.

The funding will build on the work of the [Good Growth Fund](#) which is providing £2.3m of investment, with £1.16m from the Greater London Authority being match funded by the council. The initiative, announced last December, involves working with community group We Love SE25 and local residents, businesses and landlords to bring empty premises back into use as retail and workspaces for creative and social enterprises.

South Norwood boomed in the 19th century with the arrival of the railway, and its centre is predominantly composed of original buildings, dating from the 1840s to 1910, many of which retain their original features. The project's heritage action zone focuses on upgrading South Norwood's conservation area which is on Historic England's At Risk Register.

Councillor Paul Scott, Croydon Council's cabinet lead for planning and regeneration, said: "This announcement is really exciting for South Norwood and Croydon. The council is committed to supporting our important and historic local centres.

"South Norwood's High Street retains most of its Victorian and Edwardian buildings, with an abundance of character and fine architecture. However it has suffered economically over recent years and really needs a boost to return it to its former glory.

"We look forward to working with Historic England to finalise plans for the Heritage Action Zone so the area can celebrate its past as it grows and thrives for future generations. In addition to the economic development plans already being developed using funding from the Mayor for London and the council, South Norwood will continue to be regenerated for the benefit of the whole community."

Emily Gee, Historic England's Regional Director for London and the South East, said: "This is fantastic news for the residents and businesses of South Norwood. Historic England is looking forward to working with the local community and stakeholders on this exciting project to help revitalise the historic high street, in turn supporting regeneration of the area."

### **Croydon Local Plan Review - Local Green Spaces and Call for Sites - Update**

As part of the Croydon Local Plan Review, to be eligible for Local Green Space designation, a site must meet certain criteria as set by the National Planning Policy Framework, the most critical of which is understood to be that the site must be 'demonstrably special to the community it serves'. In line with current Croydon Local Plan Planning Inspector's comments, the speciality of the site must go beyond the everyday use of the space. The designation is not designed to be used to protect every space nor discuss the open space needs of an area.

Two online surveys were held in June and July to capture data from the community that could be used as evidence in demonstrating the particular importance of green space to the community. The Council received considerable input from the community with over 7000 responses received, which is welcomed. The data is being analysed in line with the NPPF criteria to determine which sites could be taken forward in the Local Plan Review for Local Green Space designation and also given the Croydon Local Plan Planning Inspector's comments. Those sites that do not meet the NPPF criteria will be considered for a local open space policy designation. The outcome of this work will be available for public consultation during our first period of community engagement on the Local Plan Review in the autumn 2019.

Similarly, in June and July Council invited suggestions on sites that would be suitable for development within the plan period. All suggestions are being analysed for their suitability against local planning policy, the NPPF and deliverability within the plan period. Those sites deemed to be potentially capable of delivering development of all types to meet the borough's needs (from 2019 to 2039) will be consulted on during our first period of community engagement on the Local Plan Review in the autumn 2019.

### **Count down to Croydon Local Plan Review Issues and Options Consultation**

The Council is undertaking a review of the Croydon Local Plan 2018 for the following three key reasons.

1. To plan proactively and have an up to date Local Plan for the borough that plans for the emerging development and policy requirements of the new London Plan, particularly the considerable increase in the borough's housing target.
2. Ensure the borough's Local Plan is reviewed every five years in accordance with government legislation.
3. To review policies in the current Local Plan that are not operating as anticipated as identified by the Council's monitoring.

The Issues and Options consultation (the first stage in the Local Plan Review) period is due to commence shortly after the Issues and Options Local Plan has been considered by Cabinet in the autumn. This consultation period is the first of two statutory community engagement periods and is designed to capture feedback from the community on the big issues and options prior to the drafting of any policies. The information captured and representations received from the consultation will be used to review the Local Plan policies.

This period of consultation has therefore been designed to maximise engagement for all, including those who do not often participate in Planning. The Council will operate an Urban Room pilot within the Whitgift Centre where the Local Plan documents, including interactive exhibition material, will be available Wednesdays – Saturdays. Ahead of the consultation period, a programme of events and activities (both within and outside of the Urban Room pilot) is being finalised. This will allow the community

and stakeholders to be involved. The programme will include exhibitions and a presence on the High Streets of some the borough's 16 Places.

Further detail regarding the Local Plan Review consultation programme and the review itself can be viewed via the link below.

<https://www.croydon.gov.uk/planningandregeneration/framework/localplan/croydon-local-plan---partial-review>

### Update on major projects in the metropolitan centre inc Queens Square in particular –

#### 30-38 Addiscombe Road

Planning permission has been granted for L&Q to deliver 137 homes across a building between 8 and 18 storeys in height. The permission secured 50% affordable housing and was given the green light by the GLA, with the permission issued in August. Since



that time we have heard from L&Q that they are converting 21 additional homes within the scheme to shared ownership, thus resulting in a scheme delivering 65% affordable housing, which is fabulous news for the Borough and its residents.

#### Ruskin Square (R02 and R03)



The reserved matters for the next two residential phases of Stanhope and Schroder's Ruskin Square development, adjacent to East Croydon Station and to the north of Caithness Walk, were approved in August. The next two phases would provide 172 homes across a part two part 21 storey building in R02 and 155 homes across a part 10 part 17 storey building with B1 at part ground, first, second and third floors in R03.



## Queens Square



Demolition of the Queens Square site (opposite the Town Hall) is well underway. A planning application for the redevelopment of the site is expected to be submitted by the end of the year. The new planning application will include, a significant

amount of residential accommodation, ground floor retail uses, make and sell spaces, bring Segas House (a listed building) back into use and deliver a new Town Square

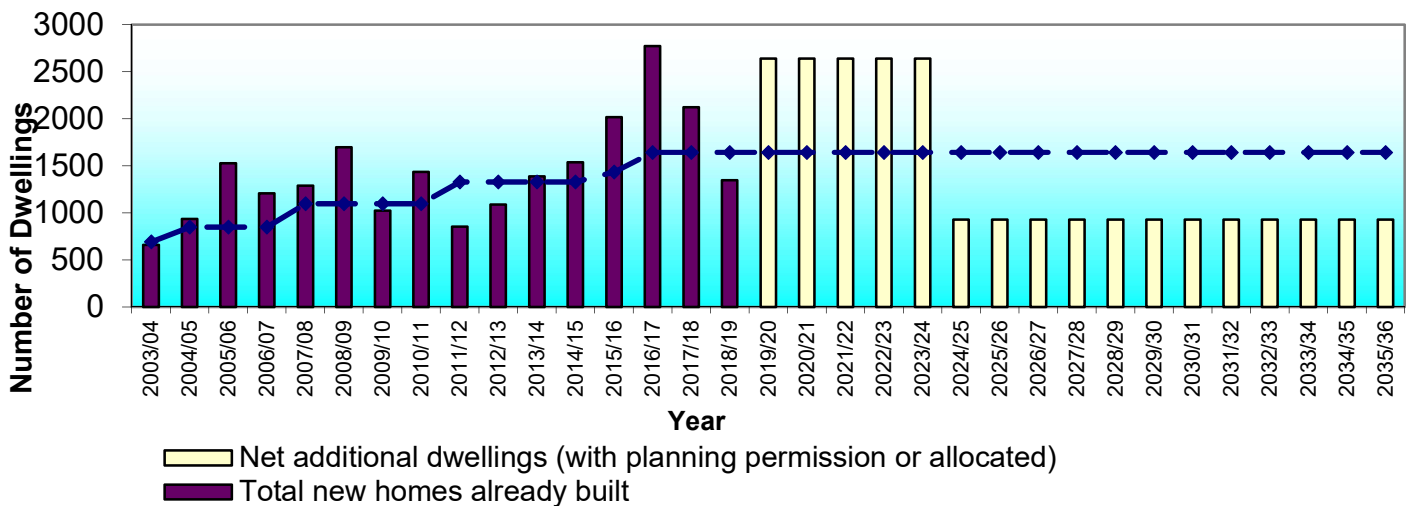
The Croydon Authority's Monitoring Report (AMR) 2017/18, which assesses whether the policies and targets in the Croydon Local Plan 2018 are being met, was prepared and published on the Council's website in August.

The full AMR can be viewed via the link below.

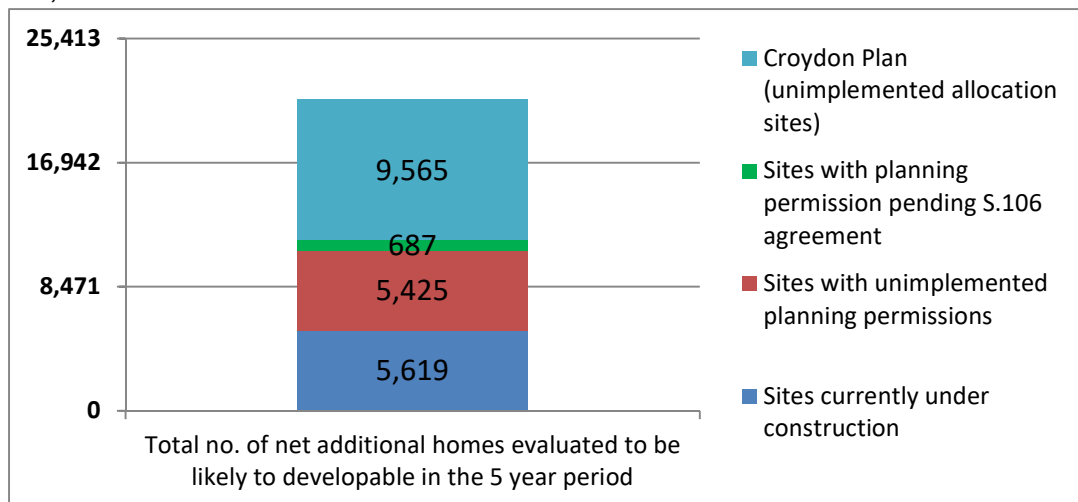
<https://www.croydon.gov.uk/planningandregeneration/framework/localplan/monitoringreports>

The key highlights of the report are as follows:

- In 2017/18 Croydon as a borough exceeded its housing targets of an annual average of 1,645 homes between 2016 and 2036 with 2,123 homes built (as shown in the graph below).



- Croydon currently has a five year supply of housing land so has enough homes with planning permission, allocated in the Local Plan or under construction to meet the current Local Plan target until 2023. The graph below identifies that Croydon currently has a pipeline of 21,296 new homes, which is above the target of 8,471 new homes.





- In relation to affordable housing, for major permissions (10 or more units), 22% of completions were affordable rent, social rent or intermediate homes. However, overall, due to minor residential permissions and permitted development rights (office to residential) have no affordable housing element, just 5% of completions were for affordable rented homes and 5% were for intermediate homes.
- The Council has also collected a total of £244,500 in commuted sums for affordable housing contributions in 2017/18.
- Croydon Metropolitan Centre retail vacancy rate is now 12%, which is slightly up from 11% in the previous year. This is seen as stable year on year.
- The District Centres are generally resilient with stable or falling levels of vacancy. Two centres (Purley and South Norwood) have had consistently high vacancy rates (above 10%) from 2008 through to 2018 with South Norwoods vacancy rate being the highest of any centre in the borough (25%). This year, Purley's vacancy rate has fallen to 8%.
- Office vacancy rates in Croydon Metropolitan Centre have fallen to 28% (largely as a result of permitted development conversions to residential use of some office buildings) after being above 50% for much of the period since 2011.
- Development has continued to provide financial contributions through the Community Infrastructure Levy (CIL). Croydon's CIL was introduced on 1st April 2013 and by 4<sup>th</sup> December 2018 had raised £23.4 million.
- The Council's Infrastructure Finance Group determines which projects will be funded in whole or in part from planning obligations and ensures that the allocated money is in accordance with the terms of the s106 agreement. By December 2018 a total of £7.3 million of funding has been agreed to support necessary infrastructure identified in the Croydon Infrastructure Delivery Plan and the Council's Capital Programme.

### **Growth Zone update – September 2019**

Croydon town centre continues to see rapid change with new buildings under construction and plans for further developments in the pipeline. The Council are working to deliver improvements to the transport network, to upgrade the streets and to provide more facilities for new and existing residents.

The following provides a short update on some of the major projects underway:

### **Brighton Mainline/East Croydon station**

The first stage of public consultation completed and results distributed to local residents in June 2019. Over 90% of people agreed with the concept of unblocking the railway bottleneck at Croydon. The overwhelming support for improvements means that work continues by Network Rail and the Council on developing the project. Further public consultation on the plans is scheduled for early/mid 2020. Detailed consultation regarding Norwood Junction began in June 2019 raising public awareness on potential improvements, these findings will be presented when available.

Network Rail has bought the former Royal Mail sorting office for inclusion in the East Croydon redevelopment. They are proposing to demolish the building as soon as possible. Ideas are being considered for the meanwhile use of the empty site before it becomes a construction works site and ultimately part of the enabling development to help fund the new station.

#### **West Croydon station**

Initial ideas and designs have been discussed with Network Rail and TfL and these are being progressed. Network Rail are working through options for future track alignment through the West Croydon area, taking account of possible future options relating to train services and tram capacity enhancements. The next stage of design work is in the process of being commissioned.

The developers for the St Michaels Square scheme have announced that they intend to commence construction in the New Year on the two towers and the extensive public realm works that will help to transform this currently run down area.

#### **Trams**

The immediate focus is on East Croydon station to maximise platform space and improve pedestrian crossings and safety, better passenger information and wayfinding. Technical work will need to be undertaken to bring the centre platform in to regular service for turning trams back east and west.

#### **High Street**

The street live programme of events and activities is coming to a close, Music City is looking to us this space from Oct – Dec to show case some new entertainment opportunities promoting the CEZ.

#### **Minster Green**

Designs for the area around the Minster have progressed, further dialog continues to be worked through with the diocese and appropriate permissions will be sought. Works are due to start in early 2020.

#### **Walking & Cycling**

Bedford Park to Poplar Walk cycle route construction starting late July 2019, this scheme is due to complete before Christmas 2019

Ampere Way cycle track detailed design progressing, works scheduled to start early 2020.

### Parking

The Council has almost completed its review of the Controlled Parking Zones surrounding the town centre and will consider if any changes are to be made, consulting residents on any proposed changes. Technology solutions are being investigated to improve on the parking experience for drivers

### Fair Field

Temporary works are now completed in time for the official opening, public reaction to these temporary works are highly supportive.

The Council has appointed a world class designer MICA to change the area outside Fairfield Halls and the College to create a space where people will want to come to

relax, play and be entertained. The first inception meeting is scheduled for early October. Design work will start later this year and more information will be available on the emerging designs in Q3/4.



### All the fun at the fair – Fair Field

A world-class public space in the heart of Croydon's new cultural quarter will provide a stunning setting for the newly-refurbished Fairfield Halls and improve links with the rest of the town centre, this ambitious £10m scheme, will be the next phase of the development surrounding the iconic Croydon venue

The new public space – Fair Field – will encompass the area known as College Green between Fairfield Halls and Croydon College, the Fairfield Halls forecourt and Park Lane frontage, along with pedestrian routes linking it to East Croydon and other spaces in the town centre. Historically known as the Fair Field, the site was Croydon's venue for entertainment and social activity, hosting fairs, markets and performances until the arrival of the railways in the 1860. The scheme will restore the site to its former name, and its use as a valued civic space for the community and visitors to enjoy.

The winning team includes MICA Architects, OOZE, Charles Holland Architects, Adam Nathaniel Furman, eHRW, and DHA Design Services Ltd, Gardiner & Theobald and Wasser Werkstatt.

The project will also link up Croydon's new cultural quarter with the rest of the town centre, enhancing the route to East Croydon Station and Wellesley Road, making it more accessible and attractive. Together with new landscaping linking to The Queen's Gardens, it will help to join up the town centre's network of public spaces.

The team will now start work on creating a final design, and it is anticipated work will start on site in 2021. In the meantime, a range of temporary measures including light installations, greenery and seating will ensure visitors still enjoy the space. For those wanting to be active, table tennis tables are installed next to the college and a new cycle path is in place providing a shared use. Wayfinding pavement vinyl's are in place to also help people make their way from East Croydon Station to Fairfield Halls. When the final project is delivered, the materials for these temporary activities will be reused and recycled across the borough.

### **Purley Way – Local Plan Review and Masterplan**

Croydon Council has been awarded funding from the Mayor of London's Homebuilding Capacity Fund to develop a comprehensive design-led masterplan and delivery strategy for the Purley Way area. The project will be part of the review of the Croydon Local Plan 2018 using support in expert fields to deliver a Local Plan Chapter for the future of Purley Way, followed by a masterplan and delivery strategy for realising the ambitions for the Purley Way. The project will facilitate redevelopment along the Purley Way to create a coherent place with at least one successful local centre, and a rich mix of uses that do not prejudice the amenity and operation of each other. The project will help facilitate a step change in housing delivery (including a significant amount of affordable housing) to support the borough's housing need, whilst also ensuring the growth of employment spaces and community facilities are protected and supported. The project and masterplan will also address critical issues around improving the quality of walking and cycling routes and connectivity to public transport and key areas within the borough, such as Wandle Park, Croydon Opportunity Area and Purley District Centre.

The Council will commission a multi-disciplinary consultant team including architects, urban designers, planners, transport engineers, surveyors and socio-economic consultants to develop the Local Plan chapter, masterplan and delivery strategy. At various stages of the project the appointed team will facilitate engagement with a range of stakeholders including local businesses, residents, community groups and landowners. This engagement will directly inform the evidence and the development of the proposals.

The project team will initially develop a comprehensive and well-researched evidence base which will assess the current built environment, the socio-economic needs of local residents and businesses, and current trends for mixed use development and intensification of industrial sites. The Local Plan Chapter will set out a strategic framework for shaping the future of the Purley Way, including planning policy, site allocations, design guidance for new development and public realm design. The masterplan will add further definition to the guidance included in the Local Plan Chapter and will provide an illustrative indication of how new development will come forward. The delivery strategy will ensure proposed redevelopment is co-ordinated and phased appropriately and will be directly informed by partners and conversations with key stakeholders.

### **Kenley Community Plan**

With support from the Mayor of London's Good Growth Fund, the Council has been engaging with residents across Kenley since February 2019. Following five successful engagement events, an online survey that attracted over 200 respondents, c.150 face-to-face interviews, focus groups and a business survey that engaged with over a third of businesses operating in the area; the Community Plan for Kenley is currently being finalised to reflect all the community voices heard over the lifetime of the engagement work so far.

Aiming for publication by the end of the year, the Community Plan will set out the community's priorities for investment to support housing growth as shaped through the consultation process and the programme of possible activities and interventions that will help to underpin that.

Key priorities identified, which will be reflected in the Plan, include:

- Transport connectivity – looking for opportunities to improve public transport accessibility as well as walking and cycling
- Finding ways to improve the offer across the two key community hubs of Kenley Memorial Hall and Old Lodge Lane Baptist Church
- Building a better business network and trading environment and to link the local employment offer with the skills base in the community
- Exploring opportunities to improve the public realm, including the gateways into Kenley and looking potential ways of activating the empty shop units.

In addition, the Kenley Transport Study was commissioned to inform and support the Community Plan, it included a review of the current issues with regards to highways, parking and transport in the Kenley area, as well as assessing the potential impacts of current and future development. The study resulted in a number of recommended interventions that could help to address current challenges in the area and go some

way to mitigating against the impacts of future development. Funding is currently being sought to realise some of the recommendations, including through the Local Implementation Plan.

Based on the emerging priorities identified in the Community Plan, officers are also currently preparing a bid to the Mayor's Good Growth Fund which will be submitted in October.

### **Works commence on the new Fieldway community hub**

Works are about to commence on the construction of a new community building to accommodate the Fieldway Family Centre and Timebridge community centre in Fieldway. The community centre will be located in Fieldway on the location of the existing Fieldway Family Centre. The new proposed Community Centre to replace the existing Timebridge Community Centre and Fieldway Family Centre, has been designed to offer a central community gateway services hub in Fieldway and New Addington where education, health, career and social support services can be accessed.

The centre will be the base for a diverse range of community uses including a nursery, Fieldway food stop, youth and family service and a community café. The family centre in collaboration with the Council's Gateway division will support the residents and help prevent homelessness and build community resilience through providing a range of services such as job club, health wellbeing, benefits advice and personal budgeting support. In addition, the building includes other flexible hire spaces such as a multi-purpose hall, two studio spaces, conference and meeting rooms and social and work space. The community centre will enable the Council and the voluntary and community sector to connect and collaborate to tackle challenges including unemployment, crime and anti-social behaviour, deprivation, poverty and homelessness.

The new centre will replace the existing Timebridge centre which will enable development of a new Special Education Needs school to be built on the site for Sept 2021. This investment into community facilities is part of a wider programme of public infrastructure projects funded by the Council in the New Addington area which includes a new leisure centre, new school and the community and family centre