

Croydon Local Plan Review – Issues and Options consultation
document

Foreword:

We have declared a climate emergency, to tackle climate change and improve the environment for residents now and for future generations. A global temperature increase of just 1.5°C will have wide-ranging and damaging impacts to the environment and the council is looking to lead from the front, recognising the climate emergency and working to address it, including through this review. We need more carbon neutral buildings, and we need new developments to be less reliant on the private car than ever before. Also, the importance of trees and green spaces in the borough has never been higher, both as a source of capturing carbon, and reducing temperatures across the borough.

Croydon, as with the rest of the country, is experiencing a housing crisis. Not enough homes have been built over a considerable period to meet the needs of people today. The result is that homes have become increasingly unaffordable for many people, particularly in Croydon, and many families live in homes too small for them, or that are not even permanent. We believe everyone should have a decent home they can afford in a pleasant neighbourhood where they like to live and feel part of the local community

To do this we need a 20-year plan to address climate change, and tackle the housing crisis. The emerging London Plan sets out how London is going to do this for the next ten years, setting higher standards for new buildings, protecting open spaces and planning for 64,935 homes a year to be built across the capital. This is a rate of building not seen since the 1930s. Every borough in London will need to step up to the

challenge of delivering high-quality new homes. As part of that it has given Croydon a target of 29,490 homes by 2029. To take the borough beyond 2029, up to 2039, we know, from the government's standard methodology for calculating housing need, that we need to plan for another 16,550 homes on top of the London Plan target. This means we have to build 46,040 new homes.

We also know there is an overwhelming need for more affordable homes in the borough, and this Local Plan review will set out how the planning system can be used to deliver more, desperately needed, affordable homes.

Croydon, as a council, is committed to delivering these homes in a sustainable manner to help address the housing crisis in Croydon and London in accordance with national, London and local policy. New homes cannot be at the expense of the borough's economy, health and wellbeing of its residents, valued character and future vibrancy and vitality as a place. Valued and important green spaces need protecting and improving. Physical, social and cultural infrastructure, including schools and healthcare, need to be provided to meet the demands of development. Public transport and sustainable modes of travel to serve all the existing and new residents are needed too. This also means continuing to improve our open spaces to enable and encourage walking and cycling throughout the borough.

We will need to do this whilst respecting, enhancing and celebrating the borough's unique character and heritage, creating vibrant civic spaces and public spaces that are

accessible and welcoming to all, and future proofing emerging developments with consideration of digital infrastructure and impact on climate change.

The Croydon Local Plan review is the document that sets out how, through the planning process, we will do this. It outlines three potential strategies on how to tackle climate change, achieve the increase to our housing supply between now and 2039, and it provides an indicative view on how this growth could take place across the 16 Places of Croydon for each option.

We recognise that our current planning policies are still new and many may not need to be reviewed. Therefore, we are asking throughout this consultation how effective our existing Local Plan policies would be at delivering the potential spatial strategies set out in this consultation.

This council believes in people focussed planning, making Croydon a better place to live, work and visit. People focussed planning is about when you step out of your front door to go to the local shop, community hall or school or visiting your Neighbourhood Centre. It is also about when you visit the borough's town centres to work, shop, eat and play; or when you enjoy our diverse cultural and entertainment offer, or our fantastic open spaces.

We are particularly keen on reaching all parts of the community that make up Croydon and are therefore providing a range of consultation and engagement activities. With a richly diverse borough and a multitude of cultures and communities, as well as mix of ages including the largest

number of young people in London, we are creating activities and tools to make the consultation process as accessible and productive as possible. We hope this will allow everyone to participate in this consultation and give us their thoughts on the future of Croydon and work towards producing a Local Plan that continues to seek to eradicate inequalities and to ensure that Croydon is a place where all have the opportunity to live, work and flourish.

I'd like to thank you for getting involved with our review of the Croydon Local Plan, and taking part in the consultation. Together, we can tackle the climate emergency and the housing crisis.

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Introduction

What is the aim of the Local Plan Review?

Croydon needs to review its existing Local Plan to rise to the challenges facing the borough and its communities over the next 20 years and beyond. Planning is critical to ensuring that Croydon meets the needs of all its residents, workers and visitors. This Local Plan review sets out how Croydon might contribute to meeting its own housing needs, including the need for affordable homes; whilst tackling the causes of climate change in the borough, and ensuring it is developing vibrant places for people to live, work and visit. The review sets out the possible spatial strategies, sites and planning policies necessary to meet these needs, over the period from 2019 to 2039.

Croydon is already one of the most populous boroughs in London and also one of the most diverse in its physical, social and cultural landscape. In addition to its rich diversity, it also has one of the largest youth populations in the capital alongside an increasing elderly population. The Croydon Local Plan 2018 already recognises the diverse population and talent of Croydon. This review seeks to build upon the existing policy framework through planning for older people, accessible homes and the promotion of new housing models to address our changing needs including inter-generational living and community led housing.

Every borough in London will need to step up to the challenge of delivering high quality new homes. Croydon, as with all outer London Boroughs, will need to play a significant role in

providing new homes to address the housing crisis facing us and meet housing need.

The borough has a need for new homes (including affordable homes), jobs and the infrastructure to support them, whilst respecting and enhancing its characteristics and the local context. The Croydon Local Plan 2018 already uses an approach that identifies firstly 16 Places that have been identified by their character heritage and community. How each Place addresses each of these needs and how Croydon will plan to meet them up to 2036 is set out.

In order to adopt this Local Plan review difficult decisions will need to be made as to how Croydon will tackle these issues. Failing to review the Local Plan is simply not an option as, apart from failing to tackle the borough's housing crisis and addressing the causes of climate change, it would mean planning decisions would be taken away from the borough, with the Planning Inspectorate determining an increasing number of planning applications.

About the Issues and Options consultation

The Issues and Options consultation uses the 16 Places of Croydon to explain how the climate emergency can be addressed and how each place can contribute to tackling the housing crisis in the borough.

At this stage, new policies themselves have not been drawn up; the Issues and Options consultation simply suggests what policies and allocations might be required to deliver the higher levels of growth in the borough.

Sustainable growth of the suburbs is essential in delivering the housing growth we need and will need to be delivered across the 16 Places of Croydon. The necessary physical, social, cultural and economic infrastructure to mitigate the impact of growth will need to be delivered to enable the development of a vibrant and successful borough.

This document sets out three strategic options for meeting housing need. All of them involve some degree of windfall development in the suburbs as this type of development will always form part of the borough's housing supply. However, the options the council is consulting on set out differing amounts of windfall development, and how the overall need for homes can still be met. Each of the options have their own strengths and challenges, as there is no perfect solution to the housing crisis, maintaining economic growth and the climate emergency.

For each strategic spatial option, the proportion of new homes to be built in each of the 16 Places of Croydon is set out in this document. In the final adopted version of the Local Plan review (which will be published in 2022 following an examination of the Plan by an independent planning inspector), it is intended that each of the 16 Places of Croydon will have its own target for the number of homes to be built. With each of the strategic spatial options some areas in the borough are likely to see less growth than envisaged by the Croydon Local Plan 2018, whilst other areas with better accessibility to public transport and local services, as well as the capacity to evolve and change, will see higher levels of

growth. This approach is in conformity with the emerging London Plan.

The council also seeks to protect and enhance green spaces throughout the borough, as well as the green links that connect these spaces, and are therefore trying to identify the most special green spaces, as well as other green spaces that also need protection. This consultation sets out the green spaces that residents have said are the most special to them, and proposes that they be designated as Local Green Spaces, the highest protection that small spaces can get in national planning policy. However, more evidence is required to support the designation of these proposed Local Green Spaces to demonstrate how special they are.

[How to use this document:](#)

The Croydon Local Plan Review – Issues and Options consultation document is provided over three sections, all of which can be commented on:

- The Strategic Spatial Options
- Policy areas
- Place Specific Policies

For each section, the key facts, where we want to be, the issues, and they could be addressed through planning policy are provided. A number of questions are then posed for each area. The answers you provide will help us create revised policies.

You do not need to answer questions in each section or answer all questions in a section if your comments have already been addressed.

Answers to questions can be sent to us as follows:

e: ldf@croydon.gov.uk

p: Spatial Planning
Bernard Weatherill House, Zone 6B
8 Mint Walk
Croydon
CR0 1EA

v: Visit us at the Croydon Art Store in the Whitgift Centre every Wednesday, Thursday, Friday and Saturday during the consultation period

The consultation runs from 1 November to 20 December 2019 (inclusive).

Next Steps

The council is currently consulting on this document, as part of the issues and options consultation, which seeks to review the Croydon Local Plan 2018. The issues and options consultation is your first chance to comment on the review of the local plan and is where the council sets out the issues that it is facing and proposes strategic options as to how to address this. This is a key opportunity for feedback and engagement as part of the plan-making process.

You have the opportunity to comment on the strategic spatial options set out in this document, as well as the policy areas

and place specific policies, which follow on in the document. To assist, questions have been posed at the end of the each section.

After the consultation has concluded, the council will review the submissions received to develop a preferred strategic option and draft wording of the proposed local plan. This will be published in autumn 2020, at which point you will be able to comment on the draft plan. All those comments will be sent to a Planning Inspector appointed by the Secretary of State for Communities and Local Government. The Planning Inspector will decide what changes need to be made to the Local Plan review in order for the council to adopt it.

The council is aiming to adopt the Local Plan review in winter 2022.

Did you know

- Every council has to have a Local Plan and carry out regular reviews – if not the Government can intervene. Additionally, without a Local Plan, development would have no local guidelines to abide by and the council would have limited power to negotiate with applicants.
- Reviewing a Local Plan is a three year process, with two separate periods of public consultation.
- Once a council has written a plan, or review, it must go through an examination. This is where a Planning Inspector appointed by the Secretary of State analyses the document to ensure it accords with the national policies and the London Plan. The Planning

Inspector can approve or reject sections of the council's plan or the plan in its entirety.

- The Local Plan must prove that the council has sufficient land for the future housing need.

Setting the scene

Historical context

Croydon historically was a market town, providing key trading links between London and the south coast. The presence of the Archbishop's of Canterbury – with a residence in the Old Town since medieval times - provided additional status. Outlying medieval villages were located at Woodside, Addington, Sanderstead, and Coulsdon, supplemented by Broad Green, Woodside and Thornton Heath in the prosperous 18th century.

Construction of the Croydon Canal (1802-9) and pioneering Surrey Iron Railway (1801-3) created new links for thriving manufacturing industries such as those along the Wandle Valley. It was however the arrival of railway connections to London and Brighton in the mid 19th century which fundamentally changed the borough's character, as it became possible to commute to central London. New railway stations and tramlinks following this promoted rapid development of town centres and surrounding residential suburbs at Thornton Heath, Norbury, South Norwood, Purley and Coulsdon.

Croydon was incorporated as a borough in 1883 and with subsequent civic enthusiasm rebuilding took place across its towns, including new buildings and parks. By 1914, the borough had become contiguous with central London.

The world's first international airport terminal was built in 1920 at Croydon Airport on Purley Way (the original London airport); resulting in the subsequent development of industry to the west of the town. The suburbs also expanded further to

the south and south eastern edge of the borough, which became 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 in 1955.

The town experienced its most dramatic transformation following the Croydon Corporation Act of 1957, with a post-war 'Modernist' vision of a spacious, efficient, transport-led city. 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. The Whitgift Foundation relocated their school between North End and Wellesley Road to allow development of a large new shopping centre. Wellesley Road itself was transformed into an urban motorway.

From the 1970s, however, Croydon Town Centre suffered a period of gradual decline as the Modernist vision fell out of favour and with the launch of a new office district at Canary Wharf. Central government's increased emphasis on out of town shopping areas through the 1980's and 90's resulted in a new retail area growing along the A23 (Purley Way).

Croydon is changing the reputation it received as a result of its post-war development endeavours. As it became clear that the vehicular transport system previously central to the modernist vision was unsustainable, new public transport infrastructure was developed as part of a new vision. The new East Croydon railway station was opened in 1992 and the Croydon Tramlink (introduced 2000) provided improved east-

west links. A series of detailed masterplans have already been drawn up for Croydon Town Centre and support the current Croydon Local Plan 2018. These lie at the heart of a new wave of transformation across the Town Centre.

Croydon in 2019

Croydon is unique. From historic market town and residence of the Archbishops of Canterbury to dynamic Victorian County Borough and booming 60s commercial centre, a strong sense of civic identity and ambition runs through Croydon's history. By 2019, Croydon as a borough had many strengths and opportunities. It also had its challenges, including that of accommodating significant residential growth, whilst respecting local character.

Croydon already has all the right ingredients. It is London's biggest borough and has the largest youth population in London. It is one of the top retail and commercial centres in London and enjoys some of the best transport connections in the UK, with London's only tram system; 15 minute rail connections from East Croydon Station to central London, only 20 minutes to Gatwick and connections to London Overground at West Croydon.

The borough is renowned for its long and rich cultural history, including fostering the birth of Punk, Dubstep and Grime. Institutions such as The Fairfield Halls, Croydon Art College, and the Brits School have fostered and showcased world class creative talent including David Bowie, Amy Winehouse, Kirsty MacColl and Bridget Riley. Croydon plays host to an increasing number of festivals and events, celebrating its

diverse mix of cultures; in December 2018, Croydon was named as one of the Mayor of London's first Creative Enterprise Zones (CEZ) to further establish it as a place where creative industries flourish and grow. The newly refurbished Fairfield Halls lies at the centre of the emerging Cultural Quarter acting as a further catalyst for culture within the borough.

In Croydon's Town Centre, the borough has more shops in one location than anywhere else in London apart from the West End itself. However, in 2019 they faced stiff competition from other centres such as Bromley, Wimbledon, Kingston and Bluewater. The Town 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. The challenge for the Croydon Local Plan includes rejuvenating a dated Croydon Town Centre and growing a new residential community and jobs. Improvements to the public realm in the Town Centre to attract shoppers, employers, workers and new residents are vital to its regeneration and future vitality. Significant progress has begun for example the Ruskin Square development around East Croydon Station which will deliver up to with almost 400,000m² of Grade A office space complemented by over 600 new homes and associated retail and dining space. Currently this development is partly occupied is just under a quarter the size of Canary Wharf alone. Additionally, in 2014, Croydon's Town Centre was designated only the second Growth Zone nationally. This released over £500M to finance and deliver a major

regeneration programme to unlock further growth in the centre and beyond.

The Purley Way faces new challenges. The employment areas along it are prime locations, owing to their accessibility to the M25 and the rest of London. The Mayor of London's London Plan recognises the demand for industrial premises in Croydon by designating Purley Way and Marlpit Lane as Strategic Industrial Locations¹, and by categorising Croydon as a borough where the loss of industrial land should be resisted. The challenge for the Local Plan is to protect and enhance these sites whilst providing a mix of uses that work successfully together. This mix must include substantial residential development along the Purley Way to help address the borough's urgent housing need. Traffic congestion remains an issue and so development will need to create welcoming places that are not dominated by traffic.

In 2011 the borough ranked as the 14th least deprived borough in London², (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. 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.

By 2019 Croydon was the second largest borough in London in terms of population³. Croydon is home to 396,837 people⁴ and this is expected to increase to just under 500,000⁵ by 2050. They will need to have homes in which to live.

Demographically, Croydon is a young borough and in 2019 just under a quarter of its residents were under the age of 17 (Source: PHE Profile and ONS, MYE, 2016). 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%. This will impact the types of homes needed in the borough and the infrastructure required to support an aging population. In contrast, the population aged between 20 and 64 will have increased by just 2.5%⁶. By 2031, Croydon will also be a more diverse borough with over half of the population being a member of a black and minority ethnic community, compared to 36% in 2016⁷. The challenge for the Strategic Policies is to meet the needs of the population growth, the aging population and the cultural diversity.

¹ Strategic Industrial Locations are the most important industrial areas in London as identified by the Mayor of London in the London Plan. There should be strong protection for industrial and warehousing uses in Strategic Industrial Locations.

² Index of Multiple Deprivation 2010 - Local authority summaries

³ GLA, London Area Profiles

⁴ Housing led projection age range creator 2016 incorporating data from the 2016 SHLAA

⁵ GLA Central Trend-based projections, 2016

⁶ GLA 2010 Round Population Projections

⁷ GLA 2009 Round Ethnic Group Population Projections

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

Vision

The Croydon Local Plan Review vision builds upon the Croydon Corporate Plan 2018-2022 which identifies what success will look like and what the council will do to implement this. The Corporate Plan has been used as, compared to the Croydon Community Strategy 2016-21, this is the most up to date document to refer to.

Croydon's vision is to be:

Objective	What does success look like?	What we will do
People live long, healthy, happy and independent lives	<ul style="list-style-type: none"> • Croydon becomes a more equal place that celebrates its rich diversity • Happy, healthy and independent lives are lived by as many as possible, for as long as possible • Access to effective health services and care services when needed 	<ul style="list-style-type: none"> • Support the development of a culture of healthy living with high quality public realm that facilitates sustainable transport, walking and cycling • <i>Support and delivery high quality, sustainable design and placemaking for the built environment</i> • Improve and reduce differences in life expectancy between communities
Our children and young people thrive and reach their full potential	<ul style="list-style-type: none"> • Children and young people in Croydon are safe, healthy and happy, and aspire to be the best they can be • Every child and young person can access high quality education and youth facilities • Getting more young people involved in taking part in local democracy and in tackling the issues that matter most to them 	<ul style="list-style-type: none"> • Ensure there are high quality school places for Croydon's increasing numbers of children and young people
Good, decent homes, affordable to all	<ul style="list-style-type: none"> • New homes are well designed, built for all needs, including genuinely affordable, well designed homes • Quality homes – more existing homes are decent and meet people's needs • Homes for everyone – all have the opportunity to access a suitable home and 	<ul style="list-style-type: none"> • Build 2,000 homes that give priority to Croydon residents • Return at least 100 vacant properties back into use • Renew the landlord licensing scheme beyond 2020 and increase the number of properties registered

Objective	What does success look like?	What we will do
	<p>avoid homelessness, with no one forced to sleep on the streets</p> <ul style="list-style-type: none"> Standards are improved in the private rented sector 	<ul style="list-style-type: none"> Purchase 250 street properties for families in need with truly affordable rent and security of tenure Develop our Homelessness Prevention Strategy and assist and enable our residents to secure accommodation, supporting vulnerable residents to increase resilience and independence Work with the Mayor of London to ensure affordable housing in new developments Raise design quality and sustainability
Everyone feels safer in their street, neighbourhood and home	<ul style="list-style-type: none"> Working in partnership to reduce crime; including serious youth violence, domestic and sexual violence, and hate crime. Anti-social behaviour is reduced throughout the borough, through work with partners and local community involvement. Public protection to ensure that residents and visitors are safe and that businesses are operating effectively to minimise risks 	<ul style="list-style-type: none"> Ensure that licensing and regulation systems are effective and reduce the risk of harm to the public
A cleaner and more sustainable environment	<ul style="list-style-type: none"> Increase education and information to improve individual responsibility for waste, and to encourage reports of fly-tipping Improved air quality, especially at or near schools Croydon's recycling rate is increased and the use of plastics is reduced Improve design and quality of public realm 	<ul style="list-style-type: none"> Delivery of our Air Quality Action Plan to tackle idling vehicles, in particular around schools Plant 3,500 new trees by 2023 in streets and open spaces Continue to improve the design and quality of public spaces, integrating sustainable transport, walking and cycling and links to the green grid

Objective	What does success look like?	What we will do
		Create guidance to facilitate and enhance the Green Grid
Everybody has the opportunity to work and build their career	<ul style="list-style-type: none"> • More businesses pay the London Living Wage, employ local and buy local • More residents and businesses benefit from the regeneration and investment being made in Croydon • More residents can develop their skills through apprenticeships, academic and technical courses 	<ul style="list-style-type: none"> • Create the environment for thousands of new job opportunities to be made available to local people • Increase apprenticeships and learning opportunities for all of our residents, particularly young people, the homeless, care leavers and people living with a disability or long-term condition • Work towards establishing a university campus in Croydon
Business moves here and invests, our existing businesses grow	<ul style="list-style-type: none"> • Transport, digital and social infrastructures are effective and support economic growth • Small and medium enterprises and entrepreneurs thrive in an open and supportive environment • Local communities and high streets benefit from economic growth and flourish 	<ul style="list-style-type: none"> • Promote 'Croydon is Open' to realise more investment into Croydon • Deliver the new town centre with new retail, jobs and homes • Ensure excellent broadband is available to Croydon businesses • Develop plans relevant to every local high street along with our Business Improvement District partners • Increase the number of businesses in the borough and support existing business for sustainable economic growth.
An excellent transport network that is safe, reliable and accessible to all	<ul style="list-style-type: none"> • A reliable public transport system that ensures safe and convenient travel • Easy, accessible, safe and reliable, making it more convenient to travel between Croydon's local Places 	<ul style="list-style-type: none"> • Partner with Transport for London and Network Rail to improve public transport links to our local high streets, including introducing new bus routes to better connect Croydon's Places

Objective	What does success look like?	What we will do
	<ul style="list-style-type: none"> • Less reliance on cars, more willingness to use public transport, walk and cycle 	<ul style="list-style-type: none"> • Lobby for the expansion of the tram up to Crystal Palace and tram extensions to other parts of the borough and beyond • Invest in 400 electric vehicle charging points across the borough • Expand 20mph zones and tackle congestion around schools • Invest in safe cycle lanes between central Croydon and local centres
We value the arts, culture, sports and activities	<ul style="list-style-type: none"> • Croydon's cultural offer enhances our town and creates places where people want to live, work and visit • Good, affordable and accessible arts, sports and leisure facilities enable people to be as active and healthy as they want to be • Our parks and open spaces are safe, pleasant, thriving places where everyone can exercise and have fun 	<ul style="list-style-type: none"> • Reopen Fairfield Halls with a diverse year-round programme • Open a new leisure centre in New Addington • Develop a Creative and Cultural spatial masterplan to facilitate infrastructure for all parts of creative and arts industries including learning, production, exhibition and business development • Develop more outdoor active gyms and other sports facilities in parks

Strategic Options:

Did you know?

- Croydon is currently meeting its existing housing target set in the Croydon Local Plan 2018 of 1,645 per annum.
- In the current Croydon Local Plan, 54% of all the proposed housing, is on just 1% of the borough's land.
- However, the current 2018 housing target of 32,890 homes by 2036 is less than the need for new homes in Croydon, which is 46,040 homes between 2019 and 2039
- 46,040 new homes equates to one new home for every three existing homes in the borough. Another way of looking at it is that it would require 85 towers of the size of that being constructed on the site of the former Essex House opposite East Croydon station to deliver the same number of homes.
- The emerging London Plan sets housing targets for the next ten years for all London boroughs, that combined will meet the need for new homes in London (66,000 per annum).
- In Croydon the target for new homes between 2019 and 2029 set by the emerging London Plan is 29,490 new homes.
- There is 2,847ha of protected open space in the borough (which is almost a third of the entire borough)
- However, many of these open spaces are disconnected from other open spaces in the borough
- There are currently 0.89 cars per household in Croydon, and only 51% of journeys in the borough are made on foot, by cycle or using public transport
- The existing tram network in Croydon spans 17.26km in the borough, and overall the tram network is the fourth busiest light rail network in the UK. To date it has never been expanded since it first opened in May 2000 unlike many other tram systems across Britain, Ireland and mainland Europe.

How can we deliver 46,040 homes between 2019 and 2039

This consultation presents three strategic options for delivering 46,040 homes in Croydon between 2019 and 2039. They each represent a particular, and distinct way of meeting housing need. Subject to the responses to this consultation it may be that the solution to the problem of meeting the borough's housing need lies in a combination of two or all three of these options rather than one option in particular. Through this consultation the council is trying to establish what local residents, businesses and developers think the opportunities and challenges are for each option. The aim is to then develop a preferred option to be presented as part of the draft Local Plan review when it is published in autumn 2020.

Key aims across all 3 strategic options

Below are a set of key aims which are applicable to all three strategic options:

- Promote and facilitate sustainable and active modes of travel;
- Develop a high quality public realm that is welcoming, safe and accessible to all;
- Protect the borough's most special green spaces as Local Green Spaces, and apply policy protection to other green spaces as well; facilitate their enhancement;
- Seek to create a connected network of green spaces and biodiversity corridors (a Green Grid including but

not limited to a biodiversity network, walking network and cycling network) from north to south in the east of the borough, and another in the west (including along the Purley Way);

- Develop more detailed guidance to facilitate the green grid;
- Supporting Network Rail to deliver the Croydon Area Remodelling Scheme which seeks to increase rail capacity through East Croydon by removing one of the most challenging bottlenecks on the British rail network (at Selhurst Triangle); and
- Promote the expansion of Croydon's tram network to help reduce dependence on the use of the private car in the borough, improve connectivity and quality of life and to support the growth in homes including finding a site for a new tram depot to support expansion of the network and seeking the following potential tram extensions/rapid transit routes to the existing network:
 - New Addington from its current terminus towards the southern end of New Addington and Biggin Hill;
 - Croydon Town Centre – Brighton Road – Purley;
 - Purley – Coulsdon;
 - Ampere Way – Purley Way – Purley;
 - Croydon Town Centre – London Road – Norbury;
 - Croydon Town Centre – Crystal Palace
 - Sandilands – Sanderstead;
 - South Croydon – Selsdon – Addington Village – Hayes;

- Sandilands – Bromley; and
- Croydon Town Centre – Sutton;
- Through the delivery of increasingly carbon neutral homes, that promote the use of alternatives to the private car, in order to address the Climate Emergency in the borough;
- Promoting more digital connectivity and faster broadband to enable more home working;
- Continue to promote the redevelopment and regeneration of Croydon's Town Centre, and in particular the development of its retail core;
- Protecting and future proofing Croydon's industrial areas, through resisting the loss of quality floor space, and promoting the redevelopment and intensification of lower quality spaces; and
- Protecting the highest quality office spaces in Croydon Town Centre, and seeking the provision of new Grade A offices in developments around East Croydon station.

How do the three strategic options differ?

Strategic Spatial Option 1 is an environmentally and economically sustainable option but would have the greatest impact upon existing residential neighbourhoods. In it all

residential growth takes places in the existing urban area with growth delivered as follows:

- There are 5,370 homes already under construction in the borough;
- A third of all new homes will be in Central Croydon, mostly on larger developments;
- A sixth of all new homes will be on 'allocated' sites or sites with an existing planning consent away from Central Croydon and the Purley Way;
- About 10% of new homes will be in the Purley Way area as part of a comprehensive regeneration of the retail parks along the Purley Way;
- No Green Belt release except for supporting infrastructure (such as schools or a new tram depot);
- Continued protection for Conservation Areas, Local Heritage Areas and all other heritage assets and their settings; and
- Smaller 'windfall' sites will accommodate about 40% of all new development in the borough, achieved through a combination of 'evolution of character'⁸ in most areas of the borough; and intensification of development in areas where homes are built on large plots and are within 800m of a train station or tram stop, resulting in a gradual change of character⁹.

⁸ Meaning that whilst houses might be replaced by flats, for example, the new buildings will still be in keeping with the character of the area

⁹ Meaning that new buildings will be of a different character to the area at present to allow for a more intensive form of residential development. Note

that there will be no change of character in Conservation Areas or Local Heritage Areas, and neither would the council permit a change of character where this would affect Listed Buildings or their settings.

Strategic Spatial Option 2 is an environmentally and socially sustainable option but would probably be the hardest to deliver as it is the most reliant on large, complex development sites to deliver. In it more growth is focussed on the Purley Way area to reduce the pressure on the suburbs of Croydon. It differs from Option 1 as follows:

- There are 5,370 homes already under construction in the borough;
- A third of all new homes will be in Central Croydon, mostly on larger developments;
- A sixth of all new homes will be on 'allocated' sites or sites with an existing planning consent away from Central Croydon and the Purley Way;
- The development of a radical vision and delivery focussed masterplan for the Purley Way transformation area to accommodate up to 12,000 homes along the Purley Way through high density residential and commercial/retail developments, whilst ensuring that:
 - The borough's most valued and protected commercial locations are respected;
 - Wider infrastructure is developed to enable good growth¹⁰ and a vibrant place; and
 - A jointed up, welcoming and accessible public realm is created that delivers a shift away from a car-led place towards a more pedestrian and cyclist friendly collection of neighbourhoods;

¹⁰ Includes reducing car dominance, providing inclusive access to public transport, creating well connected communities and uses the "Healthy Streets" approach (Mayor of London, Good Growth by Design 2017).

- No Green Belt release except for supporting infrastructure (such as schools or a new tram depot);
- Continued protection for Conservation Areas, Local Heritage Areas and all other heritage assets and their settings; and
- Smaller 'windfall' sites will accommodate about a quarter of all new homes in the borough. Mainly this will be through evolution of existing character, although some areas close to services with good public transport accessibility may see some intensification.

Strategic Spatial Option 3 is an economically and socially sustainable option but with the greatest impact on green spaces in the borough as it involves a limited release of Green Belt land for residential development to reduce the pressure on the suburbs of Croydon. It differs from Options 1 and 2 as follows:

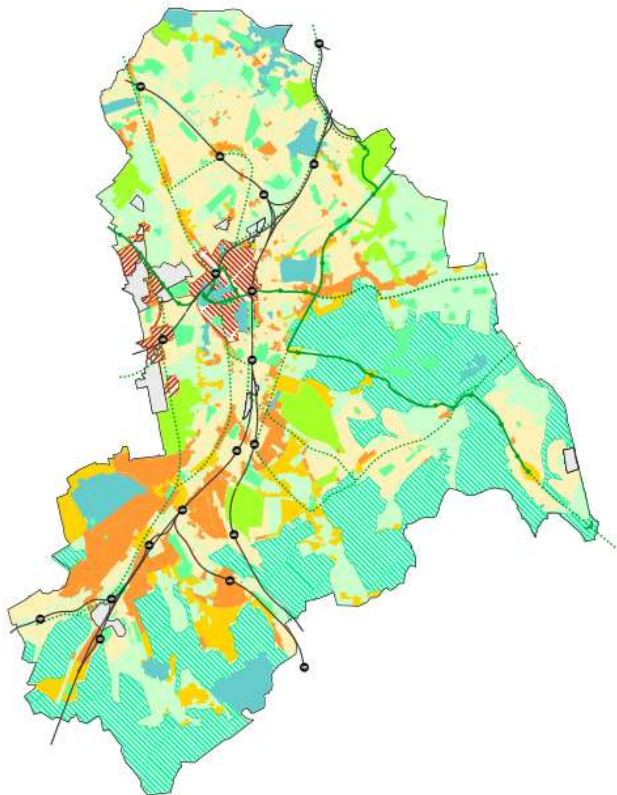
- There are 5,370 homes already under construction in the borough;
- A third of all new homes will be in Central Croydon, mostly on larger developments;
- A sixth of all new homes will be on 'allocated' sites or sites with an existing planning consent away from Central Croydon and the Purley Way;
- Limited release of Green Belt in New Addington, Selsdon and Sanderstead for 5,300 homes (including

masterplans for each site), in place of a radical redevelopment of the Purley Way;

- 10% of new homes will be in the Purley Way area as part of a comprehensive regeneration of the retail parks along the Purley Way; and
- Continued protection for Conservation Areas, Local Heritage Areas and all other heritage assets and their settings; and
- Smaller 'windfall' sites will accommodate about a quarter of all new homes in the borough. Mainly this will be through evolution of existing character, although some areas close to services with good public transport accessibility may see some intensification.

Strategic Spatial Option 1: An environmental and economically sustainable option

Strategic Options 1.



Opportunities:

- This option is the would probably deliver more homes, in the shortest space of time as it is not wholly reliant on large and complex developments to meet the borough's housing need.
- It complies with national and regional planning policy.
- It is not overly reliant on large volume housebuilders to deliver homes (meaning there is less risk in Croydon falling behind on its housing targets and needs).
- No loss of Green Belt except for supporting infrastructure.

Challenges:

- It will result in changes in character in some parts of the borough where existing homes are built on large plots of land, particularly where they are located in accessible locations (within 800m of a Town Centre, train station or tram stop, or with higher levels of public transport accessibility).
- With higher density forms of housing in some areas of the borough than currently exist there, some areas will change more significantly.
- This option would disperse the pressure on roads and transport infrastructure, which may make it more difficult to deliver the infrastructure needed to support growth as it new infrastructure would be required in many more locations in the borough.
- This option would present challenges for the council's development management service (who determine planning applications).
- There might limited demand for the type of housing produced by this option (flatted developments in suburban locations).

Homes by Place (2019-2039)

<u>Place</u>	<u>Total</u>
Addington	280 to 350
Addiscombe	1,480 to 1,880
Broad Green & Selhurst	950 to 1,140
Coulsdon	2,050 to 2,490

<u>Place</u>	<u>Total</u>
Central Croydon	12,830 to 14,510
Crystal Palace & Upper Norwood	480 to 670
Kenley and Old Coulsdon	2,000 to 2,480
Norbury	540 to 670
Purley	7,260 to 9,390
Purley Way transformation area	2,900 to 4,470
Sanderstead	1,670 to 2,070
Selsdon	870 to 1,070
Shirley	360 to 460
South Croydon	890 to 1,070
South Norwood & Woodside	460 to 520
Thornton Heath	1300 to 1,620
Waddon	550 to 680
Already under construction	5,370
Borough totals	<u>At least 46,040 new homes across the borough</u>

How Places will change between now and 2039

Places will change depending on their local character, their accessibility to services and public transport, the ability to respect and protect the significance of heritage assets and the ability to deliver commensurate physical and social infrastructure to mitigate growth. The drawings below explain how places will change.

Protect

Respect and protection of heritage assets in Conservation Areas and Local Heritage Areas.



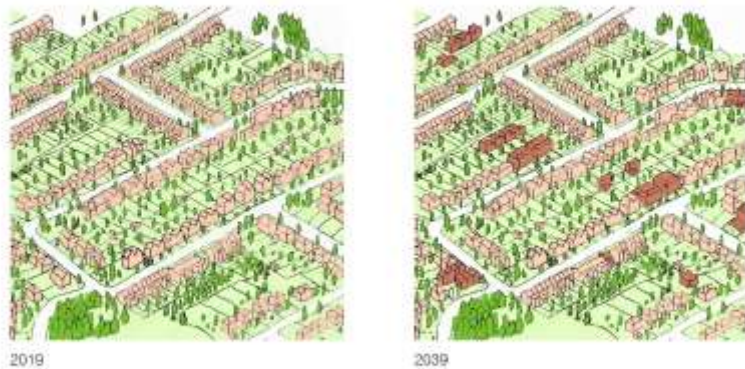
2019



2039

Evolution

Applies to most residential areas in the borough except Conservation Areas, Local Heritage Areas and those areas on large plots of land. These areas that are farther from public transport or a Town Centre will see less change than more accessible and sustainable locations. Under evolution it is expected that up to 1 in every 1,000 homes would be redeveloped in any given year.



Moderate intensification (Developing an area's local character)

Applies to areas with inconsistent character (which have their own Place Specific Policy in the Croydon Local Plan 2018); or to suburban areas with large plots of land, but farther than 800m from a train station, tram stop or Town Centre. Under moderate intensification in residential areas it is expected that about 1 out of every 285 existing homes, on average, would be redeveloped in any given year.



Focussed intensification (Intensification created by an increased efficiency in use of resources and the expansion of existing and new higher density character types)

Applies to suburban areas with large plots of land and within 800m of Croydon Town Centre, other Town Centres, a train station or a tram stop, or with a PTAL of 3 or above. Also applies to existing areas of Focussed Intensification in the Croydon Local Plan 2018 (excluding Forestdale). Under focussed intensification in residential areas it is expected that 1 out of every 130 existing homes, on average, would be redeveloped in any given year.

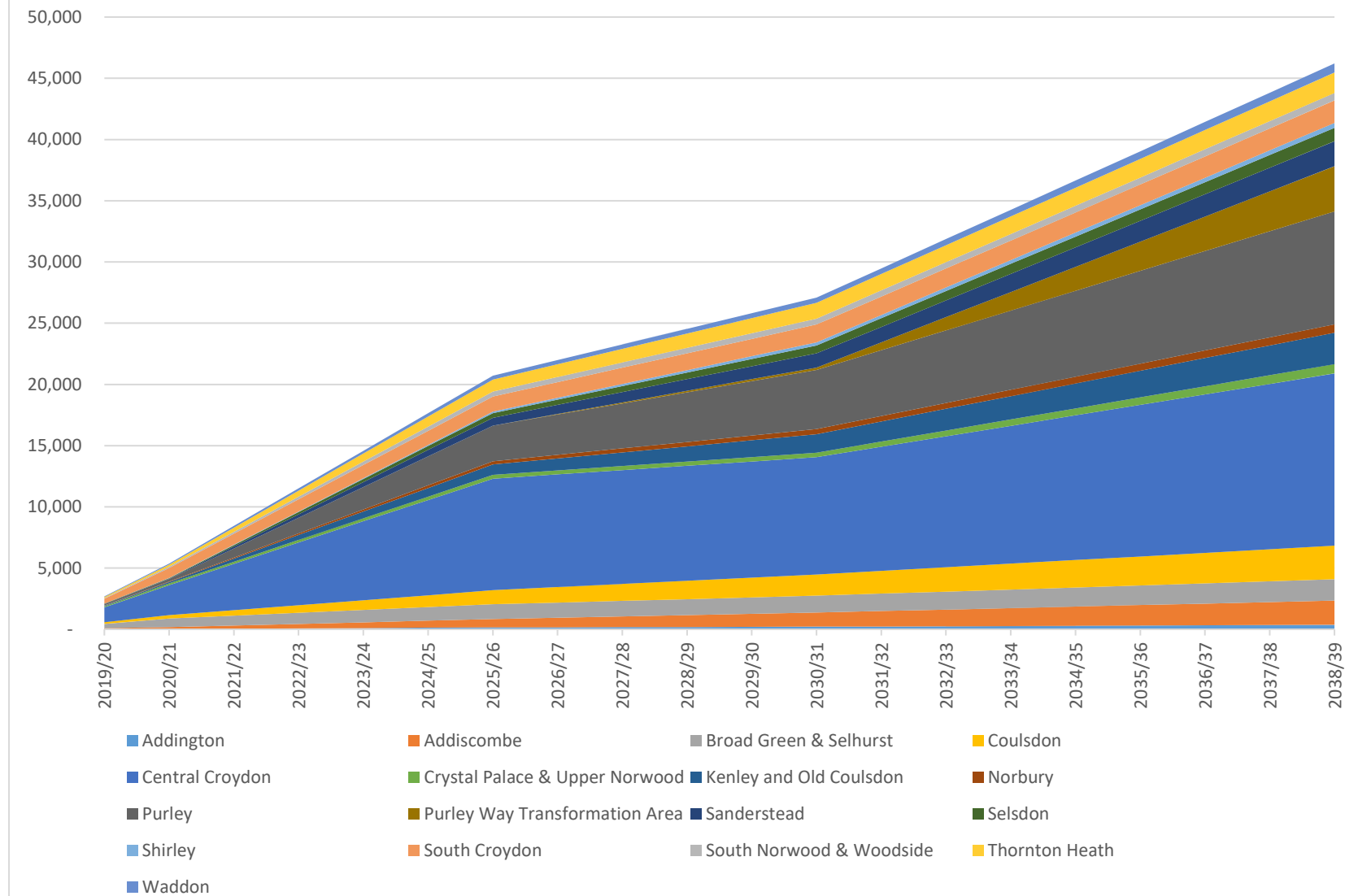


Transformation

Applies to Central Croydon and the Purley Way.

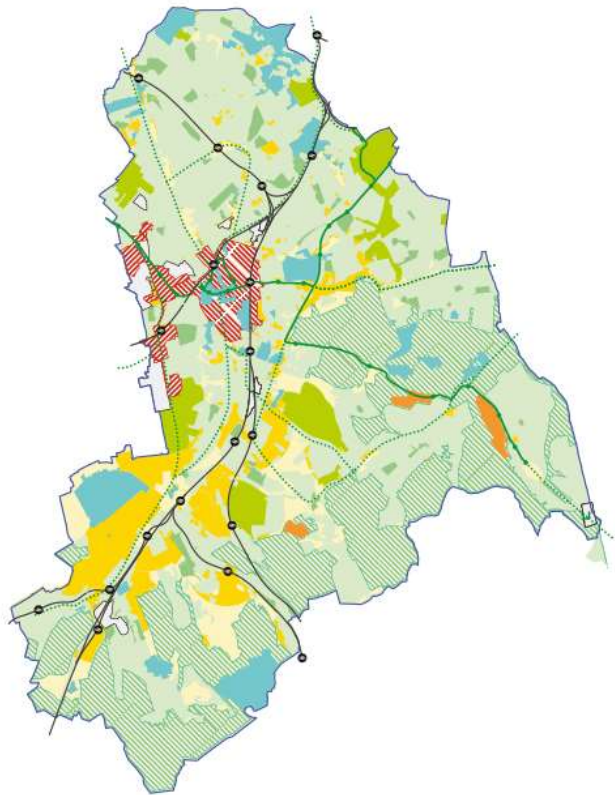


Strategic Option 1 - housing trajectory



Strategic Spatial Option 2: An environmentally and socially sustainable option

Strategic Options 2.



Opportunities:

- This option also has the potential to reduce the pressure for development on many of the borough's existing suburbs.
- The Purley Way has the potential to deliver a significant number of homes and mixed use development if a very high density form of development is taken forward.

Challenges:

- This level of development along the Purley Way could impact on the important functions of the adjacent strategic industrial areas, although this impact will need to be managed/mitigated given the economic importance of the strategic industrial areas.
- Both Central Croydon and Purley Way would be redeveloped using a similar form of development and it is unknown if there is a big enough market for over 20,000 homes of similar types in Croydon.
- Developers and landowners may not want to develop 20,000 homes of the types found in Central Croydon and would be expected in the Purley Way area. New typologies of high density mixed use developments and places will need to be developed which may not be fully tested.
- Changing a major road to a residential neighbourhood with the consequential impacts on traffic and cost of mitigating against air quality issues.
- Developing infrastructure that allows both pedestrian and cyclist focused residential development and HGV reliant industry to successfully coincide in the same area.
- There is a significant risk that if developers did not build at the required rate, then Croydon's suburbs could still be under great pressure from development.

Homes by Place (2019-2039)

Place	Total
Addington	190 to 230
Addiscombe	1,030 to 1,310
Broad Green & Selhurst	890 to 1,070
Coulsdon	1,460 to 1,760
Central Croydon	12,830 to 14,510
Crystal Palace & Upper Norwood	420 to 600
Kenley and Old Coulsdon	1,380 to 1,710
Norbury	360 to 450
Purley	5,400 to 7,060
Purley Way regeneration area	9,430 to 12,000
Sanderstead	1,170 to 1,450
Selsdon	580 to 710
Shirley	360 to 450
South Croydon	680 to 810
South Norwood & Woodside	350 to 380
Thornton Heath	1,190 to 1,490
Waddon	440 to 550
Already under construction	5,370
Borough totals	<u>At least 46,040 new homes across the borough</u>

the ability to deliver commensurate physical and social infrastructure to mitigate growth. The diagram below explains how places will change. Overall there will be less change to the existing urban area with this strategic option compared to Strategic Option 1.

How Places will change between now and 2039

Places will change depending on their local character, their accessibility to services and public transport, and their ability to respect and protect the significance of heritage assets and

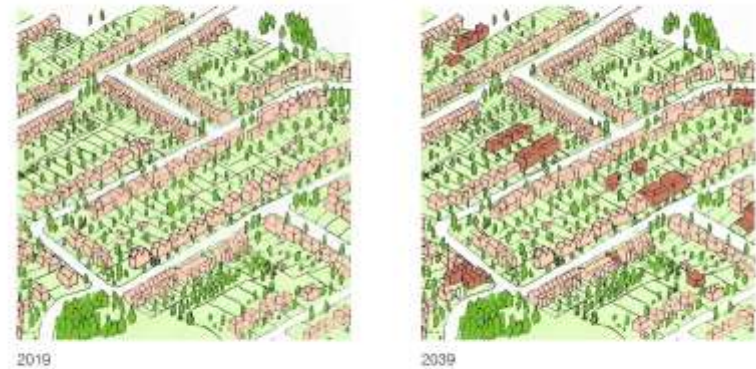
Protect

Respect and protection of heritage assets in Conservation Areas and Local Heritage Areas.



Evolution

Applies to most residential areas in the borough except Conservation Areas, Local Heritage Areas and those areas on large plots of land with good accessibility. Those areas that are farther from public transport or a Town Centre will see less change than more accessible locations. Under evolution it is expected, in the most accessible locations, that between 1 in every 2,000 homes would be redeveloped in any given year (where existing homes are on smaller plots), rising to 1 in 400 when existing homes are on larger plots.



Moderate intensification (Developing an area's local character)

Applies to areas with inconsistent character (which have their own Place Specific Policy in the Croydon Local Plan 2018); or to suburban areas with large plots of land and within 800m of Croydon Town Centre, other Town Centres, a train station or a tram stop, or with a PTAL of 3 or above. Under moderate intensification in residential areas it is expected that about 1 in every 200 homes, on average, would be redeveloped in any given year.



Focussed intensification (Intensification created by an increased efficiency in use of resources and the expansion of existing and new higher density character types)

Applies to existing areas of Focussed Intensification in the Croydon Local Plan 2018 (excluding Forestdale) and along the Brighton Road and London Road corridors.



Transformation

Applies to Central Croydon and the Purley Way.

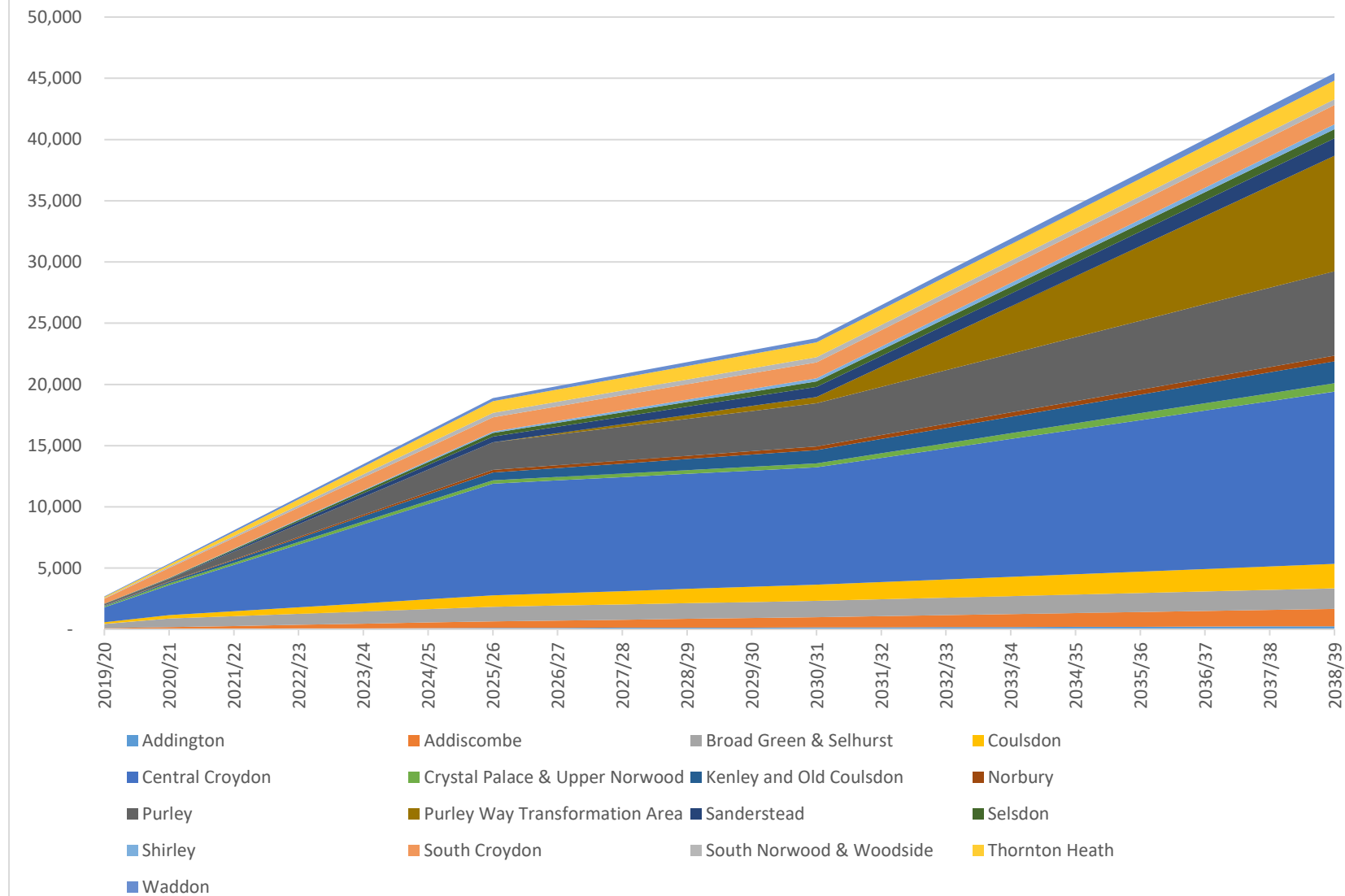


2019



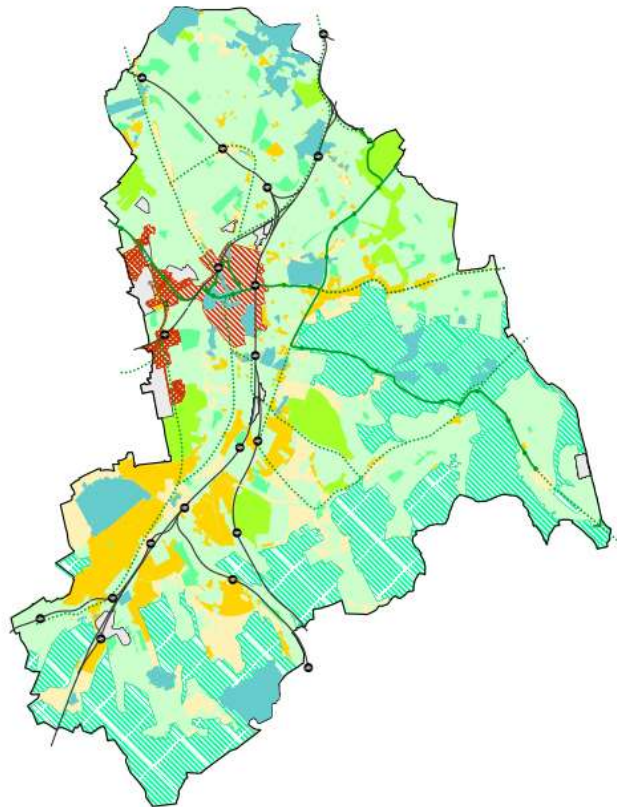
2039 - 9000 homes

Strategic Option 2 - Higher density development in the Purley Way Regeneration Area



Strategic Spatial Option 3: An economically and socially sustainable option

Strategic Options 3.



Opportunities:

- This option has the potential to reduce the pressure for development on many of the borough's existing suburbs.
- It is potentially easier to provide family homes on Green Belt sites than on intensification sites in suburban areas, or through redevelopment of Central Croydon and Purley Way.
- More affordable housing can be provided on Green Belt sites as their existing financial value is low, there are fewer costs associated with preparing a site for development, but the value of homes is not any lower, so developers can make more 'profit' on Green Belt sites which can be used to provide affordable homes.
- The Green Belt sites suggested already have good access to current utilities, public transport and local services.
- Other areas of Green Belt could be improved and have better public access in compensation for the loss of some Green Belt land with little or no public access.

Challenges:

- The emerging London Plan does not support the loss of Green Belt for residential development.
- Although the Green Belt sites are the most sustainable sites (in terms of access to services and public transport), they are not the sites which would cause the least harm to the borough's Green Belt if they were released. As such there would be harm to the borough's Green Belt caused by this option when considered against the purposes of Green Belt defined in the National Planning Policy Framework.
- By releasing Green Belt for residential development it may make other parts of the borough, in particular Central Croydon and Purley Way, less attractive places to develop, inadvertently increasing the pressure to redevelop the suburbs.

Homes by Place (2019-2039)

Place	Total
Addington	190 to 230
<i>Urban extension (Green Belt) of New Addington</i>	<i>2,560 to 3,030</i>
Addiscombe	1,030 to 1,310
Broad Green & Selhurst	890 to 1,070
Coulsdon	1,460 to 1,760
Central Croydon	12,830 to 14,510
Crystal Palace & Upper Norwood	420 to 600
Kenley and Old Coulsdon	1,380 to 1,710
Norbury	360 to 450
Purley	5,400 to 7,060
Purley Way regeneration area	2,900 to 4,470
Sanderstead	1,170 to 1,450
<i>Urban extension (Green Belt) of Sanderstead</i>	<i>680 to 780</i>
Selsdon	580 to 710
<i>Urban extension (Green Belt) of Selsdon</i>	<i>1,300 to 1,540</i>
Shirley	360 to 450
South Croydon	680 to 810
South Norwood & Woodside	350 to 380
Thornton Heath	1,190 to 1,490
Waddon	440 to 550

Place	Total
Already under construction	5,370
Borough totals	<u>At least 46,040 new homes across the borough</u>

How Places will change between now and 2039

Places will change depending on their local character, their accessibility to services and public transport, and their ability to respect and protect the significance of heritage assets and the ability to deliver commensurate physical and social infrastructure to mitigate growth. Overall there will be less change to the existing urban area with this strategic option compared to Strategic Spatial Option 1.

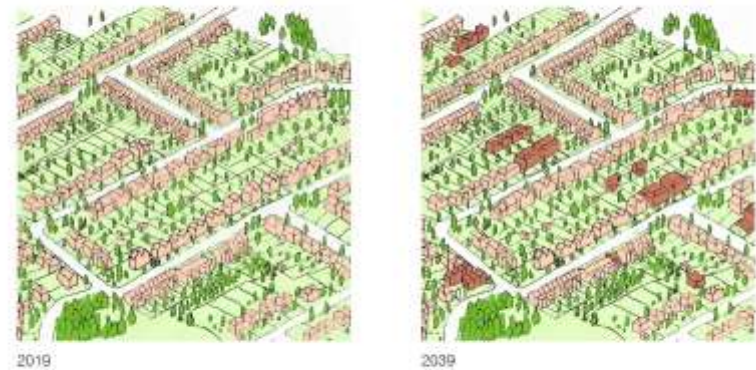
Protect

Respect and protection of heritage assets in Conservation Areas and Local Heritage Areas.



Evolution

Applies to most residential areas in the borough except Conservation Areas, Local Heritage Areas and those areas on large plots of land with good accessibility. Those areas that are farther from public transport or a Town Centre will see less change than more accessible locations. Under evolution it is expected, in the most accessible locations, that between 1 in every 2,000 homes would be redeveloped in any given year (where existing homes are on smaller plots), rising to 1 in 400 when existing homes are on larger plots.



Moderate intensification (Developing an area's local character)

Applies to areas with inconsistent character (which have their own Place Specific Policy in the Croydon Local Plan 2018); or to suburban areas with large plots of land with large plots of land and within 800m of Croydon Town Centre, other Town Centres, a train station or a tram stop, or with a PTAL of 3 or above. Under moderate intensification in residential areas it is expected that about 1 in every 200 homes, on average, would be redeveloped in any given year.



Focussed intensification (Intensification created by an increased efficiency in use of resources and the expansion of existing and new higher density character types)

Applies to existing areas of Focussed Intensification in the Croydon Local Plan 2018 (excluding Forestdale) and along the Brighton Road and London Road corridors.



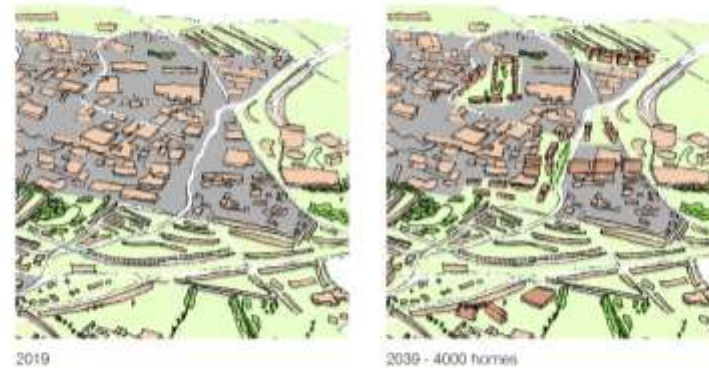
Urban extension in Green Belt

Three urban extensions in Green Belt near Sanderstead, Selsdon and New Addington.

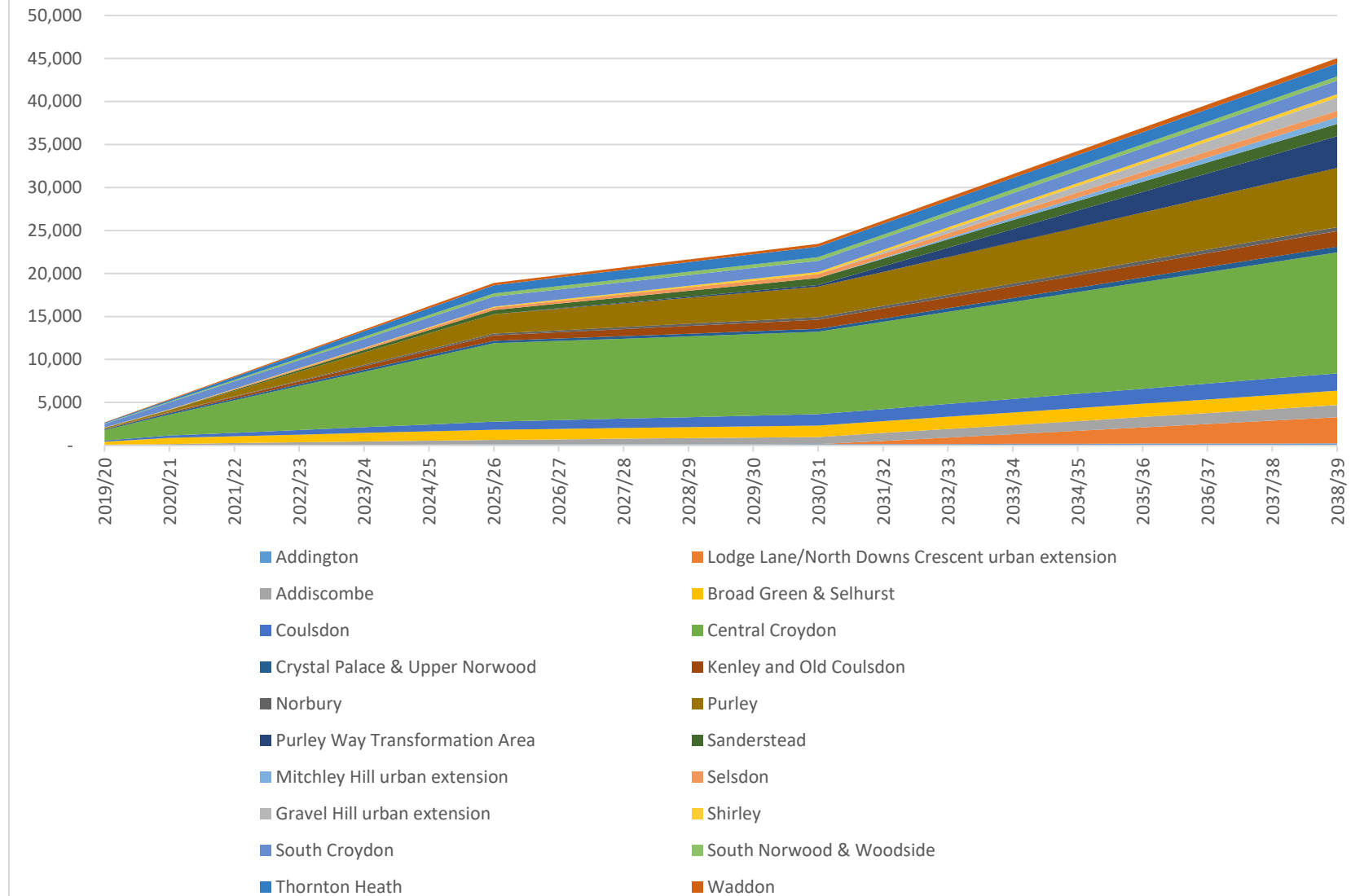


Transformation

Applies to Central Croydon and the Purley Way.



Strategic Option 3 - Green Belt release after 2031/32



Help shape the strategy of the Croydon Local Plan review

Option 1

1. What are the strengths of Option 1?
2. What are the weaknesses of Option 1?

Option 2

3. What are the strengths of Option 2?
4. What are the weaknesses of Option 2?

Option 3

5. What are the strengths of Option 3?
6. What are the weaknesses of Option 3?
7. If Green Belt were to be released for development, should the focus be on finding the locations with the best access to services and infrastructure, or the locations that cause the least harm to Green Belt and those that can be developed most sustainably?

All options

8. What infrastructure needs to be provided to support each option?
9. Which option provides the greatest potential to improve conditions/facilities for existing communities, and why?
10. Which option provides the most environmentally sustainable growth, and why?
11. Which option will help address the causes of climate change most effectively, and why?
12. Which option best helps to address some of the borough's existing environmental challenges, and why?

Other options

13. If you think that none of the strategic options would deliver 46,040 homes in a sustainable manner, what other options are there for meeting Croydon's housing need?

Topic Areas

This section of the consultation document looks in detail at spatial planning topics providing some key facts, vision, what the main issues are and the policy options that may be used to address these issues. As well as declaring a climate emergency it is recognised that trees and green space that make up the Green Grid are important in Croydon. For this reason these topic areas are explained first in this section. Next the topic of housing as with the rest of the country, Croydon is experiencing a housing crisis. New homes cannot be at the expense of the economy so this is presented alongside housing, retail and the Purley Way Transformation are that combines all there of these topics. As we need to provide for this new development whilst respecting, enhancing and celebrating the borough's unique character and providing for social infrastructure, how may need to do this is presented. As explained already all of the sections follow the same format so they can be read separately but ultimately the bigger picture will be new Local Plan that is produced using your views on these topic areas. The next sections are as follows;

- Addressing the climate emergency
 - Environment and Climate Change;
 - Green Grid;
 - Transport, (Parking and Brighton Mainline upgrade and East Croydon Station)
- Tackling the housing crisis
 - Housing and Affordable Housing;
 - Employment and Retail;
 - Purley Way Transformation Area;
- The borough's character and social infrastructure
 - Housing Design;
 - Urban Design, Heritage and Local Character;
 - Community Facilities – Health and Education; and
 - Community Facilities – Social Infrastructure.

A series of questions are posed at the end of each policy area to prompt responses on the key issues and potential policy changes needed.

Each topic area should be considered having regarding to the three strategic spatial options presented above.

Environment and Climate Change

Did you know?

- In 2016, more than half of all CO₂ emissions emitted from within the borough originated from domestic properties
- Croydon is the 4th most susceptible town in the UK for surface water flooding
- Croydon Council declared a Climate Change Emergency in July 2019 and established a target for the council to become carbon neutral by 2030

Where we want to be

Croydon will be the greenest borough in London, where flood risk and emissions are minimised, buildings are constructed to the highest sustainability standards and approaches to mitigate against and adapt to the threat of climate change are treated as a holistic part of the planning process and corporate policy.

What are the key issues about the environment and climate change to consider?

- Climate change is a global issue with many local impacts, such as flooding, biodiversity losses and extreme temperatures.
- Some parts of Croydon are within the highest tier of land at risk of river flooding, while other areas are vulnerable to surface water flooding. Sustainable Urban Drainage Systems (SUDS) are an effective method of preventing rainwater joining the main sewers and helping to prevent flooding – yet they are considered complicated or

expensive by developers/domestic property owners and are infrequently used in new small or large-scale developments.

- With the need to deliver many thousands of new homes in the borough over the next 20 years, the environmental quality of the homes and impact on the planet needs to be considered.
- New developments can be built with up to date methods but conversions, and the existing building stock especially heritage buildings are difficult to make energy-efficient.
- The London Plan sets a target for the capital to manage the equivalent of 100% of its waste within London, as well as a target for London to be a zero-carbon city by 2050. The emerging London Plan seeks to ensure any and all development is zero-carbon and adheres to an updated energy hierarchy which will inform the design, construction and operation of new buildings.
- In July 2019, Croydon Council also set aims to boost the borough's recycling rate, plant 3,500 street trees by 2023, reduce energy use, create School Streets¹¹, create spaces to rest and recover along walking routes and make cycling safer and easier for all.

How could these issues be addressed through planning policy?

Policy options include:

- Push developers to meet the highest standard of sustainable design and construction for new builds, conversions and refurbishments, such as those set out in

¹¹ A school street is a street or part of a street outside a school, which during the start and end of the school day is reserved for

pedestrians/cyclists and most vehicular traffic is prohibited. This results in improved road safety around the schools and improved air quality.

the emerging London Plan and Building Regulations (2013) for energy, water and emissions efficiency, and achieving minimum BREEAM standards for sustainability.

- Encourage and enable sustainable refurbishment of our existing housing stock, including insulation and the addition of renewable technologies.
- Apply the thrust of the emerging London Plan climate change strategy.
- New development to enhance even further than in the existing Local Plan improved public realm spaces to embrace exemplar uses of sustainable design, including enhancing biodiversity, incorporating integrated SUDS and sourcing sustainable materials, otherwise the additional homes needed to address the housing crisis will not be able to be delivered.
- Introduce typology specific policies for the provision of green infrastructure in places like busy streets and areas around schools, to tackle air pollution.
- Facilitate reforestation, especially through the extension of existing woodland
- Protect important ribbons of woodland running through gardens and other open spaces that provide wildlife habitats and link other areas that are important in allowing wildlife to migrate
- Creation of designated green routes through the borough.
- Facilitate opportunities for urban farming, growing and enhancing the borough's biodiversity.
- Enhance public realm to promote sustainable and active modes of travel, including civic spaces and pocket parks to rest, water re-filling points and other public facilities.

Help us to create policy which supports the Environment and mitigates against Climate Change in Croydon

14. Thinking about the environment and climate change in Croydon, what's the most important thing to you?
15. What can we do to support our communities to be greener and more sustainable?
16. Have we missed anything important about the environment and climate change?
17. How can new developments support a reduction in surface water flooding?
18. Are there any other policy options that we should be focussing on? Please explain your answer.

Green Grid

Did you know?

- One third of Croydon is green space, made up of mixture of Green Belt, Metropolitan Open Land, recreation/sports grounds and other open spaces
- Thousands of our ancient and important trees are protected by more than 1800 Tree Preservation Orders
- The South London Downs was designated a National Nature Reserve in July 2019, and is only the third of its kind in Greater London
- In July 2019 London was also announced as the world's first National Park City.
- The council has published masterplans for six of our parks, with recommendations for their improvement
- Many of Croydon's parks have the Green Flag Award
- The council will be implementing a new grass verge management routine to encourage wildflower growth, creating a better environment for bees and other insects.

Where we want to be

Create a series of connected, accessible and inclusive, high quality green spaces across the borough, from north to south, east to west, enabling biodiversity¹², walking and cycling corridors and networks. High quality public realm and integrated facilities will encourage walking and cycling along these links, with further detailed guidance to be developed to foster the Green Grid networks.

¹² The variety of plant and animal life

¹³ Landscape Institute - Public Health and Landscape: Creating Healthy Places (2013)

What are the key issues for Croydon's Green Grid to consider?

- Our Green Grid consists of a network of parks, green spaces, gardens, woodlands, paths, bridleways and cycleways, rivers and wetlands, as well as urban greening features such as street trees, parklets and green roofs. It will also include gardens and green roofs that help facilitate biodiversity corridors. The Council will work towards producing guidance for private and public developments to help facilitate the Green Grid including enhancing the biodiversity network.
- Green spaces improve health and wellbeing, and access to nature can be peaceful and restorative¹³, increasing diverse social interactions and helping to minimise isolation. In our local neighbourhoods, simply the presence of trees and vegetation has been shown to have a positive impact on resident's wellbeing and perception of an area¹⁴. Many residents choose to walk or cycle through green spaces, as part of their daily journeys to work or school and as part of a healthy lifestyle. Further, Croydon's Green Grid acts as a 'green lung', helping to mitigate some of the impacts of climate change and improve local air quality.
- Our green spaces are under an ever-increasing pressure from population growth, and previous urban development means that our borough's Green Grid has become fragmented. Furthermore, access to green and open space is not evenly distributed across Croydon, with many

¹⁴ Natural England – Health and Natural Environments: An evidence based information pack (2012)

residents in the north of the borough living over 400m away from their nearest green space. There is limited potential to create large new open spaces, both in terms of available land and money, so we need to protect and enhance our important spaces and maximise their use and value. In addition, biodiversity, urban greening and productive landscapes can be vastly increased through high-quality, landscape-led developments. These can enhance and establish further links between our green spaces for biodiversity, walking and cycling through high quality and inclusive public realm design.

- Smaller interventions like pocket parks and parklets along with walking and cycling networks also reduce car use and encourage active and sustainable modes of travel through provision of resting spaces. This is enhanced further when coupled with facilities such as drinking fountains and accessible toilets.
- Delivering more homes in our already built-up borough means that we have needed to consider the potential for development in limited areas of the Green Belt (in Strategic Option 3), and there could be the potential to increase public open space through such development.

How could these issues be addressed through planning policy?

Policy options, in addition to those already included in the Croydon Local Plan 2018, include:

- Continuing to protect and improve access to Metropolitan Green Belt and Metropolitan Open Land.
- Designating the most demonstrably special open spaces in the borough as Local Green Space with the support from, and a leading role from, the local communities they serve.

- Protect other Green Spaces in the borough from development and seek to increase access to and quality of these spaces.
- Support urban farming, productive landscapes and growing to diversify the green networks and biodiversity; this can include bee-keeping.
- Including the intended borough's Green Grid in planning policy and on the Local Plan policies map.
- Requiring all new developments to; provide a net-gain in biodiversity, and; maximise opportunities for green corridors, green infrastructure, urban greening, urban farming, and high quality public realm and landscape design.
- Require new developments to increase access to open space for residents and improve the quality of existing open space.
- Publish guidance on Croydon's Green Grid including how it can act as corridors for wildlife, and to encourage more sustainable journeys on foot or by bike through high quality public realm design and interventions.
- Protecting and planting new trees.
- Empowering local communities to take ownership of their parks, open spaces, streets to create pocket parks, parklets, urban farms and community gardens.
- Establishing a clear policy link between the air quality benefits of the Green Grid and actions to mitigate and adapt to climate change.
- Integrate smart and digital infrastructure to facilitate and enhance the green grid objectives.

Local Green Space and other green spaces

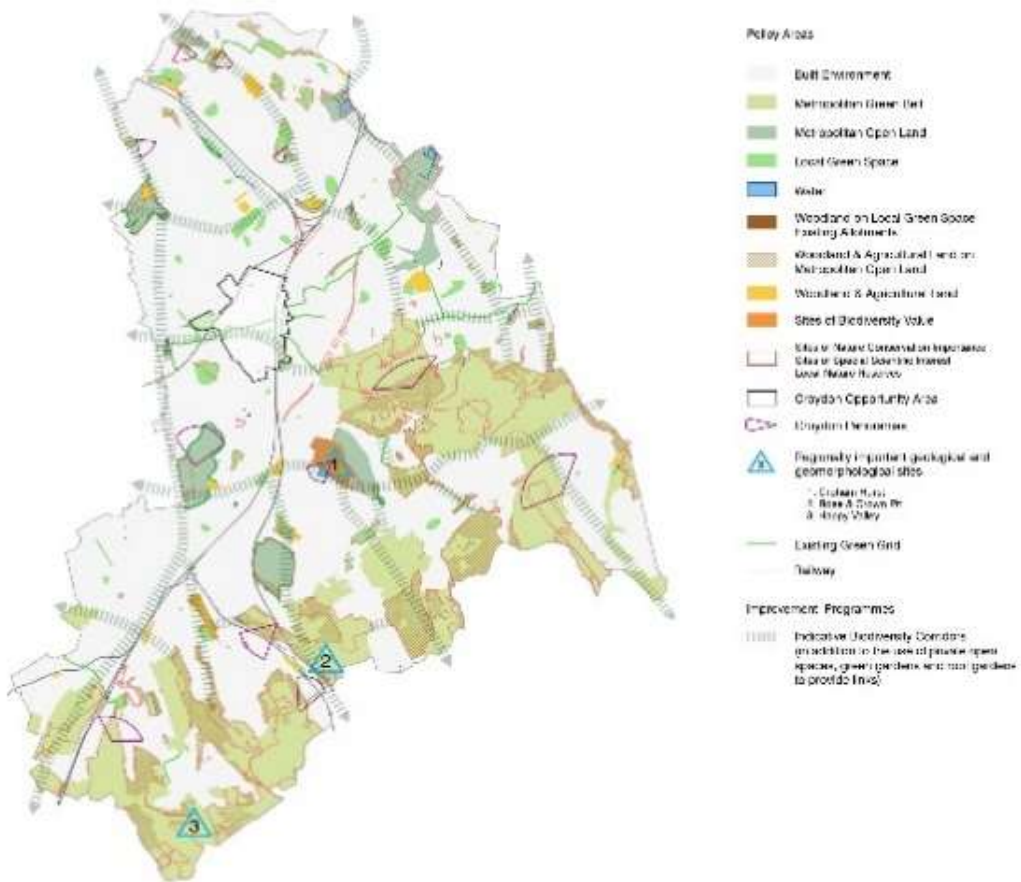
Details about Local Green Space, including what the designation is, and which spaces are considered to be

possible Local Green Spaces can be found in the Places of Croydon section of this consultation document.

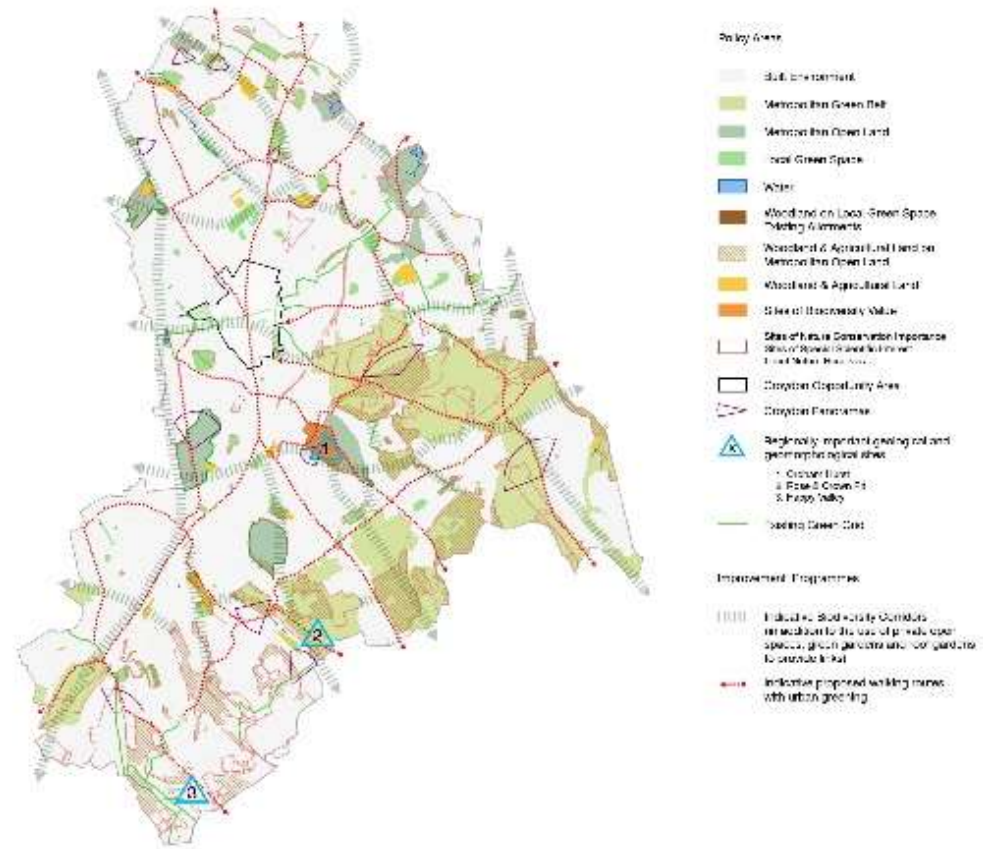
Help us to create policy which Croydon's Green Grid

19. How can we make it easier for people to walk and cycle more?
20. How can we make our town centres greener?
21. What could be improved in your local park and any other green spaces to increase biodiversity?
22. How can the Green Grid be made accessible to all parts of Croydon's diverse communities, of all ages and abilities?
23. What facilities would need to be provided along the Green Grid to encourage as many people as possible to use them?
24. Are there any other policy options that we should be focussing on? Please explain your answer.

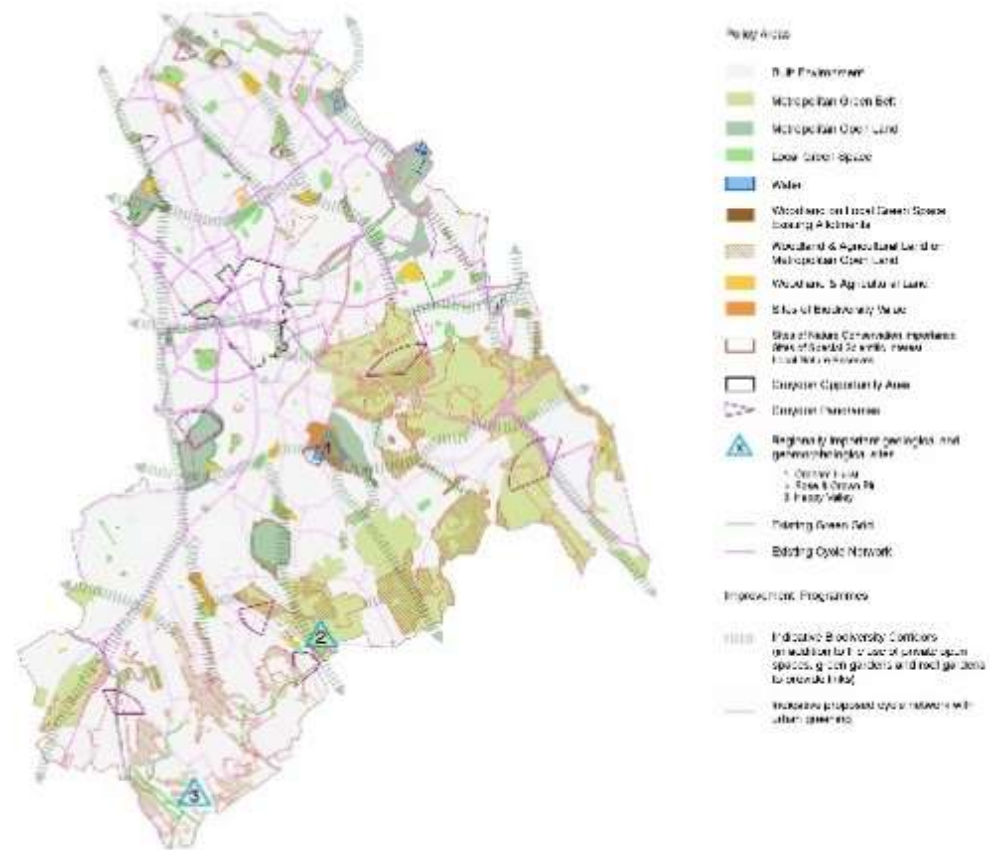
Green Grid – Biodiversity



Green Grid – Walking



Green Grid Cycling



Transport

Did you know?

- The tram network system within Croydon spans 17.26km and is a vital way to move large numbers of passengers into Central Croydon
- 51% of all transport journeys in the Borough are made by walking/cycling and/or public transport – known as Active Travel
- Projects are working to transform the road network in Central Croydon to improve connectivity and public realm

Where we want to be

Croydon will be a vibrant borough with sustainable connections to places and communities, locally and regionally. Croydon communities will walk, cycle and use public transport at an increasing rate so that traffic congestion is much reduced and local air quality improved. We will be well on our way to helping resolve our planet's climate emergency.

What are the key issues about Transport to consider?

- As Croydon grows, we need to cut the amount of private car use, traffic and congestion and resultant pollution in our streets.
- We need to help people be more active (to walk and to cycle more) as part of their daily travel routine. We need to make more of our streets 'Healthy Streets', as defined by Transport for London, and facilitate high quality public realm and landscape design where people can enjoy walking, cycling or just spending time. The good news is that Croydon is the London borough with the greatest potential for walking and cycling. This is because so many

of us are using the car to travel distances that could be cycled or walked.

- Growth is happening all over Croydon, including in suburbs without much public transport. This means that increasing walking, cycling and public transport use borough-wide can be challenging. However, growth brings transport benefits as well as challenges. The many thousands of homes being built in Croydon Town Centre mean even more thousands of people living within walking distance of jobs, schools, libraries, shops and other services they need.

How can this transport vision be addressed through sustainable planning policy?

Policy options include:

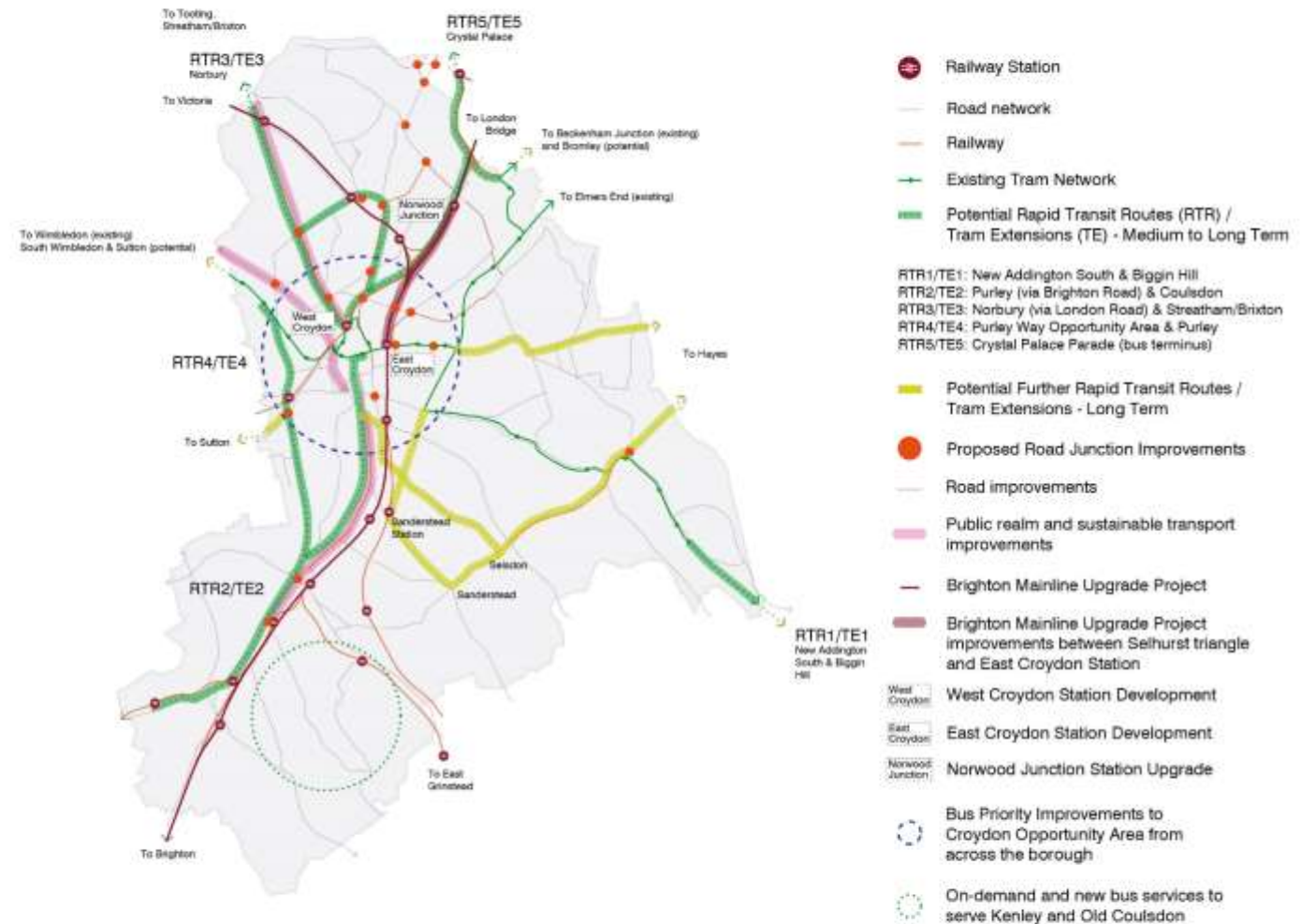
- New pedestrian and cycle routes, including the expectation that new major developments connect to the pedestrian/cycle network and public transport stops and stations.
- Continue to improve and enhance the design of streets and walking/cycle networks. Street design should integrate facilities such as public toilets, pocket parks, generous and safe crossings to prioritise people over cars, and as a result encourage the uptake of walking, cycling and public transport.
- Enhancing the bus and tram network to link new and growing places, such as Coulsdon, Norbury Purley, Purley Way, Sanderstead, Selsdon, , beyond the current terminus at New Addington and other routes heading out of the borough towards both Bromley and Sutton.

- Safeguarding land needed for major rail and tram upgrades, extensions and supporting facilities.
- Scope and test the feasibility of new types of public transport that can serve the growing suburbs, such as on-demand bus services.
- Enabling and supporting integration of new smart technologies and digital infrastructure to improve navigation and facilitate electric vehicles.
- Intensify development in parts of the borough to provide the critical mass of new residents and businesses for there to be a business case for new transport infrastructure.

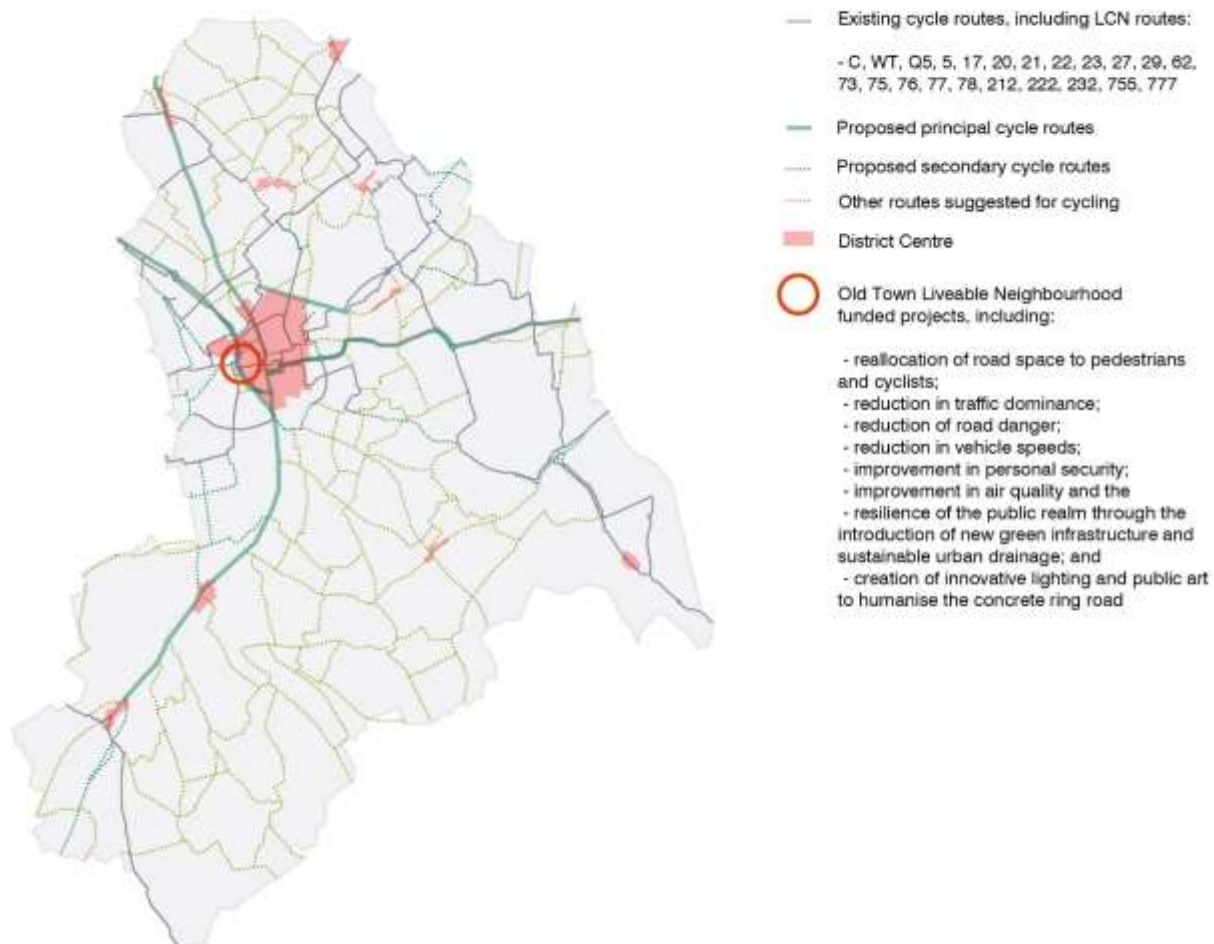
Help us to create policy which supports sustainable transport in Croydon

25. What issues do you experience relating to transport in Croydon?
26. What would encourage you to use your car less and either walk, cycle or take public transport?
27. Which walking or cycling routes would you like to see improved?
28. Do you think tram extensions within Croydon are a good idea? If so, where and why?
29. To provide the homes and infrastructure for our future Croydon we have to build in every place in the borough, what can be done to minimise congestion on the borough's roads?
30. Are there any other policy options that we should be focussing on? Please explain your answer.

Public Transport Vision and Opportunities



Cycling Routes Vision and Opportunities



Parking

Did you know?

- Croydon's car ownership per household is around 10% higher than the London average¹⁵ although a third of households do not have access to a car
- The journey to work is dominated by the car for those that live and work in the Borough (2011 Census)
- Currently there are only 37 car club vehicles available on and off street across the borough
- Only 19% of Croydon's roads are covered by controlled parking zones which restrict local parking to residents or discourage people taking cars to busy locations such as around train stations

Where we want to be

A well connected borough with a choice of sustainable transport options that embrace non-car travel. This will support well-being, improving air quality and tackling climate change. This is all achieved through sustainable transport improvements and options where growth is planned, more car borrowing schemes and a more efficient use of land by restricting car parking provision.

What are the key issues about parking to consider?

- The climate change emergency means that the planning system must now look to a future where, alongside improved public transport and healthier lifestyles, there is much reduced need to provide parking for cars.

- There needs to be a “major shift” in how people view car ownership and use of the private car for short journeys, especially in the light of the new housing target, the need to tackle climate change, carbon reduction and improve air quality (as set out in the council's Air Quality Action Plan 2017-22).
- The north of the borough is well connected and people have access to good levels of public transport, but in the south of the borough there are areas with relatively limited public transport coverage and challenging topography, means currently there is a greater reliance on cars. This is exacerbated further by the fact that commercial car club operators, are currently not operating from sites in suburban locations.
- The choice of leaving the car behind or not owing one at all, to do every day journeys by an alternative means such as walking or cycling, needs to be a lifestyle choice. This will enable people to live healthier lives with health benefits.
- Car parking is also about where people park their cars when they go to work, go shopping or undertake leisure activities. Land for cars, often in busy locations, needs to be available multiple times if they are used for these journeys.
- In addition to a climate change emergency there is a housing crisis with more homes needing to be built, so

¹⁵ London Travel Demand Survey (LTDS 2011/12: London 54%, Croydon 64%)

using land for excessive car parking results in an inefficient use of land at the cost of high quality reasonably priced housing, private amenity space and green space.

- A balance is required between meeting the on-going needs for some private cars and the need to reduce reliance on them in order to ensure 'good growth'¹⁶.
- If we do not address car parking for new developments both on site and off site for all land uses, this may lead to parking overspill and more clogged streets; affecting pedestrian movement, traffic flows, highway safety, cycle movements, bus journey times and amenity of the surrounding area.
- On-site parking provision should be designed as an intrinsic part of a development proposal, meeting high design and landscaping standards and making provision for disabled persons parking.
- The Mayor of London sets new maximum parking standards in the London Plan, meaning in areas with good or average public transport accessibility such as within 800 metres around Town Centres and public transport stations, on-site parking is capped. This means parking provision within developments has to be minimised even if there is existing parking stress on street. The most effective way of managing the impacts on parking from new developments is through parking controls and restricting access to on-street parking permits.

¹⁶ Includes reducing car dominance, providing inclusive access to public transport, creating well connected communities and seeking to improve

How could these issues be addressed through planning policy?

Policy options include:

- Policies to meet all (including non-residential) evolving parking needs, including the delivery of cycle parking, cycle lanes, car clubs, electrical vehicle charging points, highway safety, business deliveries and managing parking stress (e.g. car free or permit free developments); alongside non land use planning mechanisms to manage car parking provision, such as controlled parking zones in residential areas and in town centres.
- Policies to support improvement of walking and cycling infrastructure that will promote healthier lifestyles and support well-being. A well established Green Grid will also support this policy approach.
- Consider applying lower maximum parking standards than those set out in the London Plan, using Public Transport Accessibility Levels (PTALS) to inform provision.
- Seek ways for developers to support the development of car clubs in the suburbs.
- Consider applying minimum parking standards in locations with very limited accessibility to public transport to prevent severe overspill parking onto local streets.
- Designate specific local plan housing allocations as 'car free' or 'permit free'.

health and reduce health inequalities (Mayor of London, Good Growth by Design 2017).

Help us to create a sustainable parking policy for
Croydon

31. Thinking about parking, what's the most important thing to you?
32. Do you have any thoughts on new development proposals being car free or permit free?
33. What is preventing people from using alternatives to the private car?
34. What are your ideas for how Croydon could make more use of car clubs, particularly in the suburbs?
35. Are there any other measures which could be rolled out?
36. Would you make any changes to the council's current car parking policies, to make them more effective?
37. Do you have any ideas how the Local Plan review can address the parking needs of new development proposals?
38. Should Croydon produce parking standards that are different to those set out in the London Plan? Please explain why?
39. Should the council set a minimum level of parking in areas with very limited accessibility to public transport, and why?
40. Are there any other policy options that we should be focussing on? Please explain your answer.

Brighton Mainline Upgrade and East Croydon Station

Did you know?

- Croydon Area Remodelling Scheme (CARS) is the largest and most complex part of Network Rail's longer-term Brighton Main Line upgrade project.
- CARS would remove the most operationally challenging bottleneck on Britain's railway network, located in the 'Selhurst triangle', the junctions north of East Croydon, and through East Croydon station.
- Adjacent to East Croydon Station 554 homes and 27,015m² of office space has been constructed over recent years
- Adjacent to East Croydon Station 2,126 homes and 92,863m² of office space has planning consent
- East Croydon is a critical sustainable transport hub, providing access to the train, tram, bus, walking and cycling networks.

What are the key issues about the Brighton Mainline Upgrade and East Croydon Station to consider?

- The project is undertaken without significant disruption to existing residents, businesses and development proposals.
- The CARS project cannot take place unless land currently outside of Network Rail's ownership is tied in with the project.
- Some proposals may have to be timed and designed to ensure the bigger picture of the proposed upgrade to the Brighton Main Line is able to be delivered.
- The CARS project will result in the loss of and impact business space in some Industrial Estate locations, including Tait Road Industrial Estate.
- The CARS project requires additional land outside of Network Rail's ownership, temporarily to support construction.
- Ensuring the project and adjacent station development is a catalyst to inward investment in the East Croydon Station area, to improve the economy of area and borough.
- Cement the borough's position as an outer London strategic economic location to the benefit of Croydon, London and wider South East.

Where we want to be

Timely and effective operational rail improvements (CARS Project), through the delivery of a high quality new East Croydon station, a successful sustainable transport interchange and 'adjacent station' development that makes a transformational contribution to the borough's growth. This will result in East Croydon Station area being a destination and transport hub of regional connectivity.

How could these issues be addressed through the Local Plan review, East Croydon Masterplan, TWA Order and a Strategic Regeneration Framework?

Policy options include:

- Ensuring that the development in the Local Plan is timed and delivered alongside the need to deliver the CARS project so that it is delivered.
- The Local Plan, East Croydon Masterplan, TWA Order and a proposed Strategic Regeneration Framework are persuasive to the Department of Transport to approve the outline and final business case for the CARS project.
- The Local Plan review, TWA Order and proposed Strategic Regeneration Framework are used as a clear planning framework setting the requirements and design parameters for a successful East Croydon Station, sustainable transport interchange, improved public realm and appropriate 'adjacent to station' development.
- Ensuring that the CARS project supports the operational feasibility of metroisation of the suburban rail network.
- The vision, CARS project and the above will only be delivered by meaningful and successful collaborative working through the CARS governance, including all key stakeholders.
- The Local Plan review provides the policy and allocation framework for the successful protection of the land required for the CARS project, including scheme construction.
- The Local Plan review provides the policy and allocation framework to enable the appropriate re-provision of impacted Industrial Estate locations, including Tait Road Industrial Estate.

Help us to make the CARS project a success

41. What do you consider to be a successful train station and transport interchange and how could these successes be applied to a redeveloped East Croydon Station?
42. On the basis East Croydon Station is to be a major destination, what facilities and services would you hope to see?
43. Beyond housing and offices, what other forms of development do you think would contribute to the area surrounding East Croydon station?
44. What improvements would you like to see to the spaces around East Croydon station?
45. What is missing from the vision that you consider essential to the successful delivery of the CARS project?

Homes

Did you know?

- Croydon's population is gradually getting older and household sizes are getting smaller
- Although higher housing growth will make Croydon slightly less unaffordable and encourage younger adults to move to the borough due to the supply of housing
- Currently 69% of owner occupied homes in Croydon have 3 or more bedrooms, but 78% of 3-bedroom owner occupied homes and 90% of 4-bedroom owner occupied homes are statistically under-occupied
- Together this means that Croydon will not need so many new 3-bedroom homes in the future, just 35 to 45% of new market homes will need to have 3 or more bedrooms
- In contrast due to the ability to manage tenancies, under-occupation of affordable housing and private rented homes is much less of a problem
- There is currently a shortfall of owner-occupied supported living (or sheltered) accommodation for the elderly in Croydon, but a surplus of rented supported living homes
- In the London Borough of Croydon, there are currently 60 individuals and 1 association on the custom and self-build register

Where we want to be

An integrated place and community focussed approach to high quality housing delivery, sustainably meeting housing needs with targets. Regeneration, placemaking objectives, 'active travel'¹⁷ provision, quality public realm and commensurate physical and social infrastructure at the heart of delivery. Developments to also respect and enhance the heritage and character of the place.

What are the key issues about housing to consider?

- The need for and delivery of high quality market, private rented, affordable rented and intermediate housing, creating integrated communities across the borough with adequate physical and social infrastructure.
- The need to ensure that dwelling size, tenure, provision of affordable housing, specialist housing (including supported living for the elderly and community-led housing) meets the known requirements for Croydon.
- To balance housing provision with other uses including business, retail, community facilities¹⁸ and the natural environment to ensure Croydon is a sustainable place.
- Maintaining high design quality standards, including in areas of focussed housing delivery (Central Croydon and Purley Way) and in areas of suburban intensification.

¹⁷ Includes walking, cycling and public transport use.

¹⁸ As included in the topic areas Community Facilities - Health and Education and Community Facilities - Social Infrastructure.

- Designing new housing around cycling, walking and sustainable public transport, in accordance with ‘Healthy Streets’¹⁹ and ‘Good Growth’²⁰ initiatives.
- Providing a steady housing supply of ‘allocated’ housing sites. The recently completed ‘call for sites’ exercise ensures we are aware of potential sites, which could be ‘allocated’ in the Local Plan.
- The contribution of specialist housing models including but not limited to self-build, custom-build and community led housing projects, intergenerational housing and student accommodation; to housing delivery at the local level.
- High rise developments are providing a large number of homes and we could continue to do this in sustainable locations with good transport links and facilities.
- The need to free up those under occupied 3-bedroom homes and add to the supply as well, to provide family housing reflecting Croydon’s attractive outer London location.

How could these housing issues be addressed through planning policy?

Policy options include:

- Finding enough housing sites and a strategy to meet the housing needs of the borough.

- Setting out the mix of homes to be achieved on sites around the borough, including setting out where studio homes and larger units are best provided.
- Encouraging mixed tenure, mixed size development to enable the provision of balanced new neighbourhoods.
- Supporting high quality build to rent homes in Croydon.
- Promoting self-build, custom-build, community-led housing schemes, co-living, intergenerational housing and other positive specialist models.
- Supporting developments that include supported living accommodation for the elderly and those with physical or learning disabilities.
- Promoting and guiding high quality design of new homes including amenity, public realm, and enhancing local character and vitality of a place.
- Ensuring new developments are attractive for households wishing to downsize in the borough.
- Promoting and guiding the development of accessible, lifetime homes and wheelchair accessible homes.
- Setting out requirements to design in high quality affordable homes.

¹⁹ Includes improving health and reducing health inequalities, with less car use and more walking, cycling, use of public transport and better freight management (Mayor of London’s Transport Strategy 2018).

²⁰ Includes reducing car dominance, providing inclusive access to public transport, creating well connected communities and uses the “Healthy Streets” approach (Mayor of London, Good Growth by Design 2017).

Help us to create policy which supports a managed and sustainable approach to housing provision in Croydon

46. Thinking about housing, what's the most important thing to you and why?
47. Croydon has to increase the amount of housing it currently provides. Do you have any ideas how we can achieve this?
48. If you live in a property that is bigger than you need, what would make moving to a new development with smaller properties attractive to you?
49. What is preventing more self-build homes (where you design your home) being built in Croydon?
50. What is preventing more custom-build homes (where a developer provides a shell but the purchaser specifies the layout and fit out of the home) being built in Croydon?
51. What is preventing more community-led housing (where groups of residents build their own affordable homes) being built in Croydon?
52. How can the Local Plan support the delivery of high-density family homes across the borough, and meet the need for this type of housing?
53. How can the Local Plan review support purpose built private rental schemes in Croydon?
54. Are there any other types of home that the Local Plan review should be supporting that will help to meet housing need in Croydon?
55. Are there any other policy options that we should be focussing on? Please explain your answer.

Affordable housing

Did you know?

- There are 5,500 households on the council's housing register, far more than the number of affordable homes becoming available to let
- Average house prices in Croydon are over 11 times average incomes
- Over 3,500 people approach the council each year for assistance with homelessness and there are 650 homeless households currently in bed and breakfast accommodation
- 17% of the borough's homes are affordable homes
- Affordable housing is usually owned and managed by the council or housing associations (known as Registered Providers of Social Housing)
- Affordable housing can include affordable homes for rent and homes for low cost ownership (e.g. shared ownership)
- From 2016 to 2018, 11% of housing completions were affordable homes
- A large proportion of new homes come from developments on which the council cannot ask for affordable housing, including sites under 10 homes and developments that the government has made 'permitted development' such as most conversions of offices to homes
- On sites where the council can ask for affordable housing 22% of new homes were affordable

Where we want to be

A choice of homes that will contribute to addressing the borough's need for affordable homes. These homes will need to be robust and high quality, genuinely affordable, offer a

range of tenures, sizes and locations to address local needs and be designed into developments at an early stage, with key amenities and a consideration of best practice and urban design principles

What are the key issues about affordable housing to consider?

- The recently commissioned Strategic Housing Market Assessment for the borough estimates a need for 2,254 affordable rented homes a year in Croydon over the next 20 years.
- This means that the overwhelming need for new homes is for more affordable homes, particularly affordable homes for rent.
- Ways to viably maximise the level of affordable housing on new developments, whilst ensuring that developers are not deterred from bringing forward new sites for housing.
- Minor developments (under 10 homes) do not currently make any contribution towards affordable housing, which creates a 'cliff edge' which discourages developers from building schemes of 10 to 15 homes because of the requirement for affordable housing.
- Affordable housing policies need to be grounded in a good understanding of local housing needs to ensure that the right mix of housing is delivered providing a range of tenure types and property sizes for different households.
- Specific Croydon policy on what is affordable for different households is needed to reflect the Mayor of London's drive towards genuinely affordable tenures and rents for residents across London.

How could these issues be addressed through planning policy?

Policy options include:

- Setting minimum requirements for affordable housing based on testing of common development typologies at plan-making stage.
- Reducing or removing viability assessments for developments that meet the minimum affordable housing requirements.
- Adopting London Affordable Rent levels in place of affordable rents at up to 80% of market rents²¹.
- Seeking the maximum affordable rented accommodation possible on developments whilst also delivering other types of affordable homes (such as shared ownership and London Living Rent).
- Introduction of viability credits.
- Review how to encourage developments of 10-15 homes without the 'cliff edge' impact of exceeding 9 that currently exists.
- Introducing a simple and transparent system of financial contributions towards affordable housing for developments of under 10 homes, which are currently exempt from providing any affordable housing, to fund additional affordable housing in the borough.
- Reviewing existing policies on the affordable housing tenures, types and mix needed whilst ensuring developments create mixed and sustainable communities.
- Introducing more robust policies to ensure that sufficient wheelchair accessible homes for people in need of affordable housing are developed.
- Tightening up the existing policy on Vacant Building Credit so that only genuinely vacant buildings benefit from it.
- Updating existing Local Plan policies to cover additional design and place making principles such as tenure blindness.
- Adopting the emerging London Plan threshold approach which aims to incentivise developers to deliver minimum levels of affordable housing by offering a fast track route through planning.

²¹ London Affordable Rents are based on benchmark rent levels set by the GLA which reflect what the majority of Londoners can afford.

Help us to create policy which supports the delivery of affordable housing in Croydon

- 56. Tell us any ideas you have for increasing the number of high quality affordable homes in the borough.
- 57. What types of affordable housing are most needed?
- 58. How can the council make sure there are enough affordable homes for people with disabilities or long-term health conditions?
- 59. Should the council set minimum affordable housing percentages that apply to every housing site, and why?
- 60. Do you think developers of smaller sites (under 10 homes) should make a financial contribution towards affordable housing, and why?
- 61. Should all affordable rented homes be provided at London Affordable Rents (which are lower level of rents), even if this reduces the number of affordable homes delivered?
- 62. Are there any other policy options that we should be focussing on? Please explain your answer.

The following questions are aimed at the planning and development sector. However, any interested person is welcome to answer them:

- 63. Should viability assessments be undertaken at the plan-making stage to inform affordable housing requirements, rather than at application stage, in line with national planning policy and why?
- 64. Is the current requirement for an affordable housing mix of 60% affordable/social rent and 40% shared ownership/intermediate housing appropriate or should it be changed in line with the new London Plan?
- 65. Would adoption of the London Plan threshold approach to viability help deliver more affordable homes?

Employment

Did you know?

- Croydon is the largest town centre in London and one of only two strategic office centres outside central London
- Many Croydon residents commute to jobs in Westminster, the City and Canary Wharf
- A higher proportion of Croydon's population is economically active compared to that in London or England
- Croydon central has been identified as a Creative Enterprise Zone²²
- The location of Fairfield Halls, Croydon College and the Brit School in the borough, alongside a large diverse youth population, means that there are already facilities and talent for the creative and cultural employment sector
- Across the borough there are a wide range of businesses, many unique and reflective of the diversity, culture and enterprising nature of Croydon residents

Where we want to be

Croydon should be the premier business and office location in South London supporting existing businesses and encouraging diverse and innovative exciting new local businesses and job opportunities for the borough's population.

What are the key issues about the economy to consider?

- There are considerable pressures on industrial and office premises for them to be used for residential development.

In light of the new housing target, this will only continue as our need to build housing increases.

- Demand for industrial spaces is currently outstripping supply which is resulting in rent increases for local businesses.
- Small and medium businesses employ local people but they find it hard to find suitable premises to grow into locally.
- Supporting the growth and success of the Creative Enterprise Zone.
- It is important to support the economy to contribute to social wellbeing and provide employment opportunities to the borough's population.

How could these issues be addressed through planning policy?

Policy options include:

- Protecting, upgrading and encouraging intensification of the borough's existing employment areas, especially the most valuable and protected employment areas.
- Exploring opportunities for intensification of employment space according to local demand, supported by interesting urban design and landscaping, promoting innovative communication and making urban areas more accessible through encouraging short cuts and better ways to get around, which will ensure the employment areas are pleasant places to work.

²² Creative Enterprise Zones are a Mayor of London initiative to designate areas of London where artists and creative businesses can find permanent

affordable space to work; are supported to start-up and grow; and where local people are helped to learn creative sector skills and find new jobs.

- Encouraging new and innovative workplaces in urban locations where employees can live nearby.
- Encouraging creative and cultural businesses through the provision of affordable flexible spaces, studio spaces, display spaces.
- Provide affordable workspace, production spaces, studios and maker spaces, creative workspaces/workshops.
- Improve skills through the location of education facilities associated with existing local youth talent.

Help us to create policy which supports the economy in Croydon

66. What can be done to encourage residents to work in Croydon rather than commute out of the borough?
67. How can we encourage and support youth talent?
68. Do you have any ideas for how more businesses can operate in our existing industrial estates?
69. How can the council encourage more creative industries to come to Croydon?
70. How can we create and encourage affordable workspaces in the borough?
71. How do we support our independent businesses to survive as competition for land increases?
72. How might new homes be developed alongside industrial uses and still be spaces that work for both residents and businesses?
73. Are there any other policy options that we should be focussing on? Please explain your answer.

Retail

Did you know?

- Croydon Town Centre is the largest town centre in London
- There are 9 other Town Centres, 9 Local Centres and 18 Neighbourhood Centres in the borough – see map
- Numerous Shopping Parades in the borough provide for local shopping and service needs
- The Whitgift Shopping Centre is due to be redeveloped
- During the 1980s and 90s, increased emphasis on out of town shopping areas resulted in a new retail area growing along the A23 (Purley Way)
- In 2011, Croydon Town Centre had more shops in one location than anywhere else in London apart from the West End itself, however, has faced stiff competition from other centres and the increasingly online and experience focused nature of retail
- There is a variety of retail offer from destination retail, out of town and big box retail, to local and neighbourhood centres and parades; all facing different challenges and opportunities

Where we want to be

Central Croydon will be the premier retail and town centre location in South London and sub region, enabling innovative and adaptive retail processes and experiences, supporting existing businesses and encouraging new retail and town centre offers. The retail offer will be future-proofed, and be one step ahead to adapt and service a rapidly changing industry and customer demands.

What are the key issues about retail to consider?

- Croydon faces competition from other areas of London and the South East for inward investment in new and improved retail space.
- There are concerns surrounding the increase of vacant retail premises across the borough, the long term future of retailing as a sector and rapid changes in the industry on a global scale.
- Shops are increasingly being converted to housing. This is an issue, particularly where it occurs on ground floors
- The increasing need for housing will place pressure on current retail areas, particularly on local and neighbourhood centres and provide opportunities for new retail in mixed use developments.
- Some of the borough's shopping areas are not easy to use or get to as they are not pedestrian or cycle friendly.

How could these issues be addressed through planning policy?

Policy options include:

- Protecting and improving existing successful retail areas.
- Encourage diversity in the offer of centres to meet modern and future needs; researching the changing nature of retail and its various typologies (both retail and industry) to inform emerging masterplans, and provide insight and guidance for future development plans
- Encourage the use of sustainable modes of transport; cycling, walking and public transport to increase customer footfall through retail hubs.
- Encouraging more living above shops to make centres safer and more vibrant, as well as create a diverse place

- Improve and create an active, engaging and high quality public realm along the high streets to attract new businesses and increase customer footfall. Diversification of high street offer is also needed in a changing retail landscape.
- Research, test and integrate the broader industry lifecycle from production, display, exhibition and sales; both in retail centres and digital space
- Support development of local and regional business networks along high streets.
- Improve employment and skills training and opportunities for local residents including business support for start ups; precursors and testing of new retail models and typologies.
- Protect and enhance commercial/retail spaces in high streets, Local and Town Centres that provide essential services as there will be an increasing number of homes and residents.
- Consider integrating wider 'retail' and commercial offerings in smaller struggling centres that include services, coffee shops, workshops, and small studios.
- Integrate affordable units for creative and cultural uses and social infrastructure within town centres.

Help us to create policy which supports retailing in Croydon

74. What is working well along your high street?
75. Do you have any ideas as to how we can create more affordable space for independent retailers?
76. What type of businesses would you like to see in your local town centre?
77. Are there any other policy options that we should be focussing on? Please explain your answer.

Purley Way

Did you know?

- Purley Way is the borough's primary employment location and includes two Strategic Industrial Locations²³
- The area also includes the borough's primary out of town retail location including Ikea and other large retailers
- Improvements to the Fiveways Junction are scheduled to be completed by 2023/24 which will relieve congestion and also improve walking and cycling connections in the area
- This is a significant area of largely occupied commercial premises and out-of-town retail outlets within close proximity to Croydon Town Centre, Purley Town Centre, Wandle Park and accessible from central London and wider South East

What are the key issues about the Purley Way to consider?

- There is a need to facilitate considerable growth in residential and mixed use development along the Purley Way which must be delivered without undermining Purley Way's industrial land and occupiers.
- New commercial development has been very limited since 2008, yet the demand for commercial space is outstripping current supply and as a result commercial rents have significantly increased.
- In depth research is needed to understand what form of commercial development and activity is likely to be attracted to the Purley Way in the future.

- Out of town retail and leisure activity is likely to change in the future which will influence planning policy and how development comes forward.
- There is a need to ensure mixed-use development provides appropriate spaces for commercial uses to thrive whilst also providing high quality living spaces and amenity for residents.
- The street environment of Purley Way is unpleasant owing to the dominance of the heavy traffic which causes severance.
 - The green, social and physical infrastructure required to support considerable development growth needs to be carefully considered and planned to ensure existing and future communities are well supported. This will include a full exploration of funding options to ensure the successful delivery of the necessary infrastructure.
- Wandle Park should be an asset and somewhere to use in conjunction with a visit to Purley Way and Croydon Town Centre but it does not happen as it is difficult to move between these three areas as a pedestrian or cyclist.

Where we want to be

A comprehensive masterplan and planning framework will facilitate the transformational redevelopment of the Purley Way to create a series of new quarters of high quality design, coherent place with a rich mix of uses including a residential, community, and increased more intense economic activity, supported by social infrastructure, improved public realm, green infrastructure and sustainable transport.

²³ Strategic Industrial Locations are the most important industrial areas in London as identified by the Mayor of London in the London Plan. There

should be strong protection for industrial and warehousing uses in Strategic Industrial Locations.

How could these issues be addressed through planning policy?

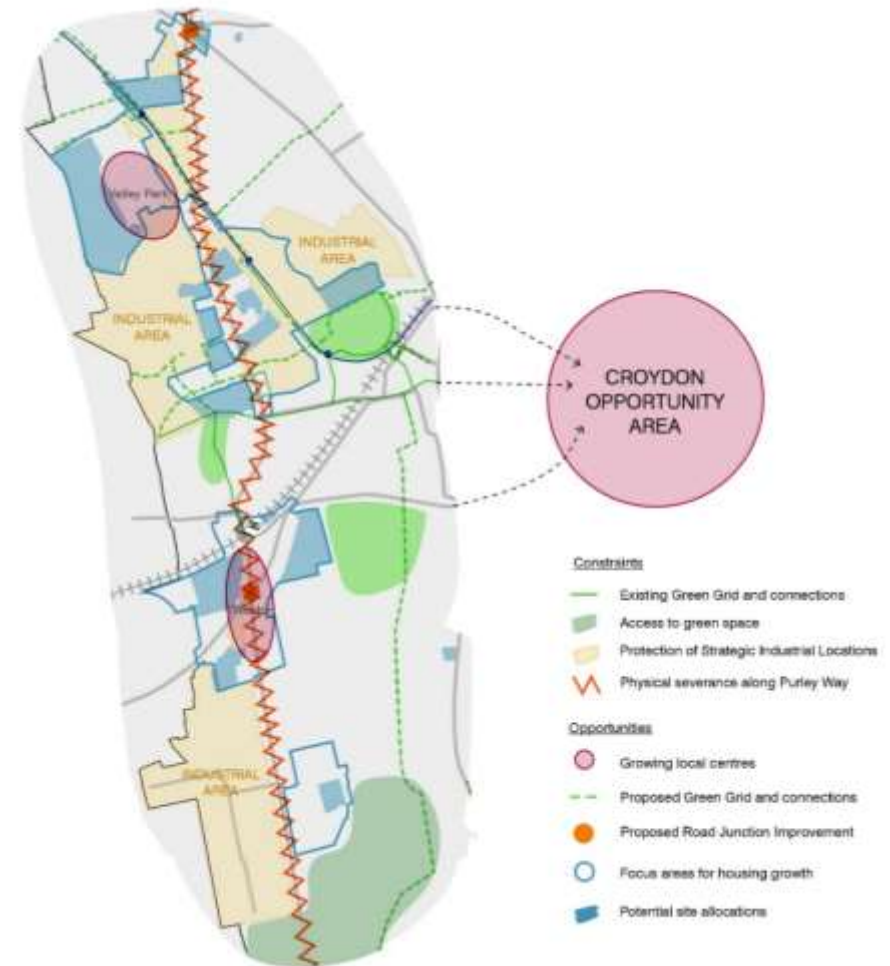
Policy options include:

- Prepare a Masterplan to guide development in the Purley Way, and incorporate those elements that are essential to the successful regeneration of the area in a dedicated chapter of the Local Plan review.
- Ensure new development knits well with existing communities within and around the Purley Way.
- Consider the Purley Way as an Opportunity Area, which can accommodate a new innovative residential community, helping to significantly address the borough's housing need.
- New development focuses on creating places/neighbourhoods rather than a corridor of development.
- Facilitate considerable growth and change to grow this community, which respects the commercial importance of the Purley Way, particularly the Strategic Industrial Locations.
- Continue policy protection of the Purley Way Strategic Industrial Locations whilst supporting the potential for intensification of commercial and industrial space.
- Set clear parameters for development, such as land use, height, massing and infrastructure mitigation to ensure sites are utilised fully, but developed in a sustainable and appropriate manner.
- Provide clear policies and design guidance to ensure that mixed use development is successfully co-ordinated and functions well for both businesses and residents.
- Utilise the masterplanning process to establish strong sustainable connections to Wandle Park, Central Croydon and Purley Town Centre.
- Provision of new infrastructure provides opportunity to bring together new and existing community.
- New pedestrian and cycle routes, including the expectation that new major developments connect to the pedestrian/cycle network and public transport stops and stations.
- Plan for the infrastructure (green, social and physical) needed to support good growth²⁴ along the Purley Way and create a functioning and coherent place.
- Public realm and landscaping to reduce the dominance of car/address air quality.
- Create parks and green links of varying scales to form part of a green grid along the western side of the borough linking Croydon cemetery to Roundshaw Downs through the Purley Way area.
- Establish a set of projects which address the poor urban environment, improve the public realm and the reduce the dominance of the A23.
- Promote the extension of the tram from Ampere Way south along the Purley Way to Purley Town Centre to greatly improve connectivity and support housing growth to improve quality of life for all Croydon's vibrant and diverse communities.

²⁴ Includes reducing car dominance, providing inclusive access to public transport, creating well connected communities and uses the "Healthy Streets" approach (Mayor of London, Good Growth by Design 2017).

Help us to create a Purley Way chapter in the Local Plan review and a Masterplan

78. Can you tell us about any issues you'd expect from our proposals for a new residential and commercial neighbourhood on the Purley Way?
79. What infrastructure (green, social and physical) is needed to support a new residential and commercial neighbourhood on the Purley Way?
80. What would help encourage more sustainable travel between Purley Way and Central Croydon/Purley Town Centre?
81. Should we consider developing a new zero carbon district to act as an example of good practice for London? Please explain your answer.
82. Are there any other policy options that we should be focussing on? Please explain your answer.



Housing Design

Did you know?

- The residential tower currently under construction at 101 George Street will be the tallest modular tower in the world once complete
- Croydon has a Place Review Panel, an independent, multidisciplinary and expert panel that regularly reviews large, complex and/or strategic schemes early in the development process
- The council employs architects, urban designers, landscape architects and policy experts in-house to review proposed developments and continue to raise the quality of development across the Borough

Where we want to be

To support the creation of inclusive housing with a high quality standard of design that is distinctive and responds to and enhances the character and context of the local area.

What are the key issues about housing design to consider?

- The drive to deliver additional housing should not lead to poor quality homes for the most vulnerable residents.
- In light of the housing target, there continues to be the need to provide high quality design across new developments that are informed by their context without compromising local character, heritage and sense of place.
- Shared spaces, amenities, public realm and landscape design in housing developments need to be well designed so the future residents can enjoy these spaces to have a decent quality of life.

- The makeup of our households and getting the most out of our homes, so that they are fit for a wide range of the population, requires a mixture of housing types.
- Increasingly there will be a need for accessible and lifetime homes so that new housing stock is suitable for a wide variety of needs of residents.
- Need for sustainable developments that are future proofed with integration of smart and digital infrastructure to foster sustainability post occupation.
- New developments can contribute far more than the existing building stock, to reducing greenhouse gas emissions and climate change challenge.
- Some specialist housing may free up the existing housing stock and enable those with specific needs to enjoy a more suitable living environment, lessening the burden on public services such as hospitals.

How could these issues be addressed through planning policy?

Policy options in addition to those already included in the Croydon Local Plan 2018, include:

- Provide more robust housing design policies that ensure inclusive design, such as; shared entrances and amenities, high quality public realm and landscape architecture with integration into the wider public realm.
- Identify and promote design and quality standards that will help to produce more inclusive housing for older people and people with disabilities, as well as accessible and lifetime homes.
- Build upon our understanding of the character of our 16 Places, the evolution of the suburbs and improved public

realm as a way to increase densities and deliver higher urban densities.

Help us to create policy to deliver high quality and well-designed new homes in Croydon

- 83. What would make living in a flat more appealing to a family? We are especially keen to hear about what design and facilities.
- 84. What features make a development more suitable and appealing for elderly residents?
- 85. How can we encourage the development of zero-carbon homes? How do you think digital infrastructure help facilitate this?
- 86. Are there any other policy options that we should be focussing on? Please explain your answer.

Urban Design, Heritage and Local Character

Did you know?

- Croydon lies on ancient Roman roads has always been an established market town with trade routes that were central to its prosperity in medieval times and it still retains those key transport connections today
- Croydon's Suburban Design Guide is helping to inform the design and character of our suburbs for the future
- Croydon's Public Realm Design Guide is helping inform and guide the design of public spaces.
- Croydon centre has experienced boom and bust in the past but there is a comprehensive plan for its future through improvements to public realm and infrastructure through 'Growth Zone'²⁵ investment
- Croydon's heritage is still evident with a healthy number of listed buildings (167), conservation areas (21), 8 scheduled monuments, and 3 registered parks and gardens, as well as notable locally listed buildings, historic parks and gardens and local heritage areas

and Gardens in the area will be retained and new links provided where possible, to incorporate them into the Green Grid network. Developments across the borough will respond positively to the urban design, townscape, heritage and local character of Croydon's 16 Places, whilst delivering a significantly higher number of homes. Developments will reinforce local distinctiveness by responding to, and enhancing their context, character and heritage. Any development and conversion will be of a high standard of design, respect and enhance Conservation Areas and heritage assets. Urban and architectural design and placemaking will have a consistent and high quality standard of design, to support places where people can live, work and play within their neighbourhood.

Where we want to be

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 gistered Historic and Local Historic Parks

²⁵ In 2014, Croydon's Town Centre was designated only the second Growth Zone nationally. This released over £500M to finance and deliver a

major regeneration programme to unlock further growth in the centre and beyond.

What are the key issues about urban design and local character to consider?

- Places in Croydon have distinct histories, architecture and characters, from which distinct identities and heritage arise. Redevelopment needs to consider and respond to these.
- Tall buildings are being built in Croydon and in light of the housing target, this is expected to continue but the acceptable locations may need to be defined clearly to ensure that this increase in housing numbers are in the most sustainable locations, which respond positively to local character, townscape and the setting of heritage assets.
- As the borough's population increases, the design and quality of its streets, paths and other shared environments becomes even more important. Well-connected, people friendly streets can encourage healthy lifestyles and alternatives to car use, whilst providing spaces that are comfortable to walk through and dwell in.
- Creative and cultural industries have potential to positively contribute to urban design and character.
- The changing nature of the retail sector will impact not only central Croydon but on the character and vitality of all of the high street and town/neighbourhood centres in the borough.

How could these issues be addressed through planning policy?

Policy options, in addition to those already included in the Croydon Local Plan 2018, include:

- Identify the best landmark locations where tall buildings across the borough will be able to deliver additional housing and create interesting and high quality urban focal points.
- Use heritage-led regeneration that builds upon the rich local history and character and helps to preserve and enhance the existing heritage assets.
- Make sure that the shared environment is enhanced and improved so that streets are still welcoming alongside the delivery of additional homes.
- Check that the existing Croydon Local Plan 2018 policies are innovative and adaptable enough to enable new and emerging smart/digital infrastructure to be allowed to enhance sustainable development.
- Ensure the shared environment is enhanced/improved to create high quality spaces that can accommodate the more intensive use that additional homes will demand.
- Policies on the protection, evolution and change of local character for different areas of the borough that relate to the strategic options.

Help us to create policy which supports Croydon's unique character through high quality design.

- 87. Where do you think high density developments (including tower blocks and other models of high density) should be located other than Central Croydon?
- 88. How can we improve public spaces to support a range community activities across the borough?
- 89. Are there any other policy options that we should be focussing on? Please explain your answer.

Community Facilities – Health and Education

Did you know?

- Croydon has the highest percentage of young people (aged 0-17) of any London borough
- The borough's population is set to grow by 14% from 385,000 to approximately 445,000 by the year 2031
- Through successful allocations in the current Local Plan, two new primary schools and three new secondary schools have been granted planning permission since 2016

Where we want to be

The borough's health and education facilities will reflect the diverse population, address their needs, facilitate improved education achievement, promote healthy lifestyles, as well as be of high-quality, adaptable for future generations' needs and be located and delivered in locations commensurate to where the borough's housing is to be accommodated. The council will work closely with the providers of these facilities to ensure there is the sufficient capacity, as their provision is not in the direct control of the council.

What are the key issues about health and education to consider?

- With the required increase in housing, the current and future residents of Croydon should have access to appropriate community facilities, for education and learning at all ages (including libraries), health, religious, sporting, cultural and creative use.
- Despite the considerable number of new schools delivered recently, to accommodate the increased housing need it is estimated that six new primary schools will be needed, in

phases, by 2039. Specific sites will need to be allocated in the Local Plan review.

- In the current Local Plan, there are four site allocations for secondary schools. Unless already under construction, these will continue to be allocations in this review of the Local Plan. Based on population projections, and the assumption that all surplus spaces in existing and planned secondary schools are occupied first, at this early stage no new secondary schools will be needed by 2039. The council will continue to monitor school place projections and may determine additional need for secondary schools if all spaces in current and existing schools cannot be filled.
- Croydon's level of skills at degree level or above remains below the London average, acting as a disincentive to inward investment and high-knowledge industries locating here.
- Higher education provision is planned to be enhanced by the provision of a creative university campus in the early part of the plan period.
- In a fast changing world, the skills needed for employment and wider knowledge require constant informal and formal learning throughout life.
- Delivery of NHS healthcare services have recently undergone a mode change whereby services are now being delivered through community hubs and in home care, rather than through multiple smaller GP surgeries. This means that more floor space is needed and facilities must be fit for purpose as well as flexible for future need or changes.

- In light of the new housing target, and considering planned healthcare expansion in New Addington, Coulsdon and central Croydon, it is estimated at this stage that a net figure of between 12,000 and 13,000 square metres of floor space for health care provision will need to be provided.
- In locations where a co-located community and healthcare hub is not suitable, space for GP practices will need to remain safeguarded.

How could these issues be addressed through planning policy?

Policy options include:

- Allocate sites for schools and healthcare facilities that will meet the needs of the borough, and in particular the needs of Places that are planned to see greatest growth as part of the Local Plan review.
- When there are no other sites, allocate schools to be built on policy-constrained land to ensure there is sufficient space for play grounds and sports facilities.
- Encourage the co-location of community services, which could also integrate healthcare delivery, in sustainable, accessible locations and within buildings capable of future adaptation.
- Encourage community uses within mixed use, residential-led developments.
- Enable a creative university campus and higher education programmes in Croydon.
- Encourage the provision of infrastructure and facilities for learning and developing skills in creative industries and other practical professions e.g. print studios, workshop spaces, and community kitchens.

Help us to create policy which supports the provision of health and education facilities in Croydon

90. Thinking about health and education provision in Croydon, what's the most important thing to you?
91. What other types of health and education infrastructure need to be provided alongside the homes proposed?
92. How can high quality schools be provided on smaller sites in the borough?
93. Are there any other policy options that we should be focussing on? Please explain your answer.

Community Facilities – Social Infrastructure

Did you know?

- Croydon is a diverse borough, with over 50% of the population being Black, Asian and Minority Ethnic (BAME) and with over 100 languages spoken. This rich diversity contributes to and enhances the local cultural landscape and economy; the varied requirements need to be considered in the development of accessible social infrastructure
- The council has supported the creation of a number of community facilities including the recently delivered Legacy Youth Zone²⁶
- There are approximately 1000 registered charities in Croydon, making it the largest Voluntary and Community Sector in outer South London.

Where we want to be

The borough's social infrastructure will reflect the diverse population, address their needs and promote healthy lifestyles, as well as be of high-quality and adaptable for future generations' needs. Each Place should have a range of facilities that enables and supports active, vibrant and engaged communities.

What are the key issues about community facilities to consider?

- To help residents find the information and support they need within their local community, the council is increasingly working to integrate community services and facilities, such as health and social care, children's

services, centres and nurseries, and voluntary and community sector bodies. For example, as well as providing library services Thornton Heath Library hosts job clubs, homework clubs, parent and baby classes, older people's sessions and IT taster sessions.

- There are a number of low-quality sports and leisure facilities in the borough, and significant mismatches in supply and demand for certain facilities. The council is actively taking steps to address these issues, including the introduction of a hub-and-spoke model for pitch provision, the refurbishment of some of the council's leisure centres, and the creation of masterplans for some of our parks which include recommendations for leisure provision improvements.
- Our parks, open spaces and public realm are great locations for community events and activity, and play a vital role in creating community cohesion and healthy neighbourhoods. These need to be continually developed and new sustainable models tested so that they are accessible to and serve all parts of Croydon's diverse population. The Croydon Public Realm Design Guide and other regional guidance is in place to steer their development and also look to diversify and promote healthy lifestyles including integration of urban farming, community kitchens and cafes.
- There is a need to provide new burial plots in the borough.
- The importance of public houses as a community asset has been recognised through the National Planning Policy Framework, which requires local authorities to 'plan positively' for such uses.

²⁶ Croydon's Youth Zone, named by young people as 'Legacy', is a purpose-built facility for the borough's young people aged 8 – 19, and up

to 25 for those with additional support needs. It is London's third Youth Zone and is located on Whitehorse Road, Selhurst.

- Creative and cultural industries, as well as the council's Meanwhile Use projects, have a positive track record in Croydon of facilitating community activities, such as Meanwhile Croydon, Croydon Youth Arts Collective, Croydon Arts Store and Turf.
- The importance of high quality, accessible social infrastructure and community facilities that serves all parts of Croydon's diverse population, including the needs of our young people.
- The need to provide more publically accessible toilets meeting 'Changing Places' standards in our town centres.
- An additional need for community facilities may arise given the development growth proposed in the borough, however further work with delivery partners to quantify what that need is on a Place-based basis is required.

How could these issues be addressed through planning policy?

Policy options include:

- Protecting and enhancing existing community facilities that continue to meet the needs of residents, including public houses.
- Support the creation of new accessible community spaces, activities and facilities in appropriate locations commensurate to the growth of the borough.
- Support creation of sustainable activities and processes such as urban farming, community kitchens and cafes.
- Facilitate and support a high quality, welcoming public realm and open spaces that are well connected and designed for active lifestyles including walking and cycling, as well as promoting the borough's biodiversity and improves air quality

- Support entrepreneurial, creative and cultural industries in facilitating community activities, and support these industries co-location in spaces which encourage efficiency of use.
- Encourage better use of existing and new community facilities (for example making more use of school facilities outside of school hours).

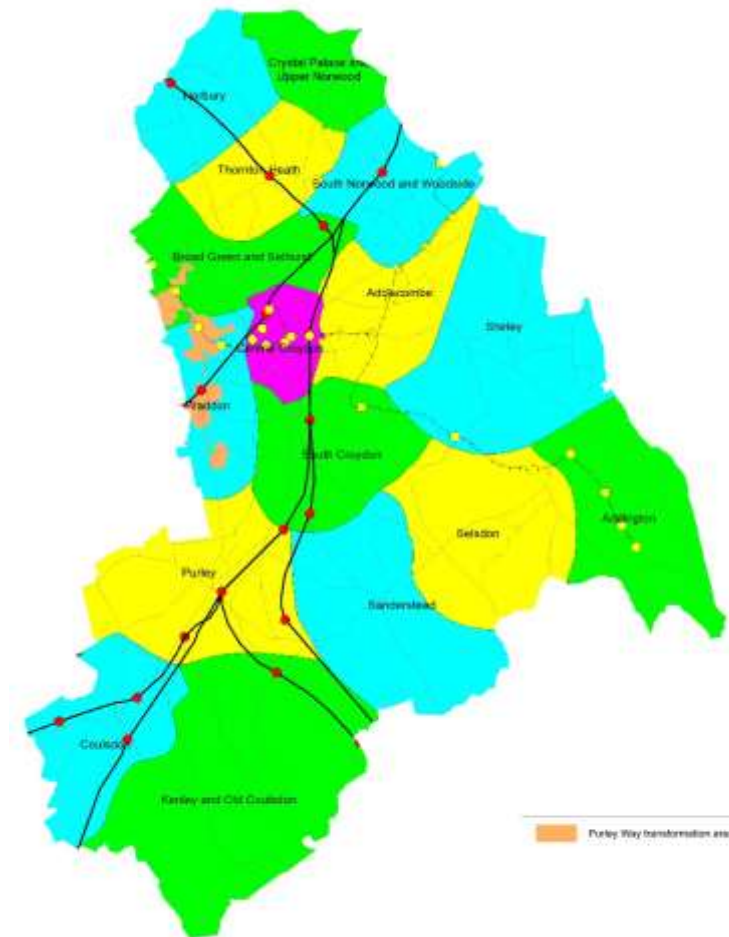
Help us to create policy which supports the provision of social infrastructure in Croydon

94. Thinking about community facilities like libraries or leisure centres, what's the most important thing to you?
95. Is there a need for new or improved community facilities where you live or work?
96. How we could do more to support Croydon's creative and cultural industries to provide more community activity?
97. How we can support existing community facilities?
98. Are there any other policy options that we should be focussing on? Please explain your answer.

The Places of Croydon

This section of the consultation document provides a summary of the key issues and the growth scenario for the strategic options for each of the Places of Croydon:

- Addington;
- Addiscombe;
- Broad Green and Selhurst;
- Coulsdon;
- Central Croydon;
- Crystal Palace and Upper Norwood;
- Kenley and Old Coulsdon;
- Norbury;
- Purley;
- Sanderstead;
- Selsdon;
- Shirley;
- South Croydon;
- South Norwood and Woodside;
- Thornton Heath; and
- Waddon.



Allocating land for development:

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities, for each Place. For each site, the proposed use and indicative number of homes (if applicable) is provided.

Local Green Spaces

National planning policy says that local communities should be able to identify for special protection green areas of particular importance to them by seeking their designation as Local Green Spaces in Local Plans. By such designations, local communities will be able to rule out new development other than in very special circumstances. Local Green Space is a designation under the planning system that can only be awarded to certain green spaces should they demonstrate meeting the following nationally set criteria:

- Be local in size and not an expansive tract of land;
- Be publicly accessible; and
- Be demonstrably special and have a particular significance to the community it serves.

In 2016, as part of the preparation of the Croydon Local Plan 2018, the council tried to gain this extra layer of protection for all of Croydon's parks and green spaces that met the above mentioned criteria. All identified sites were put forward to be designated, however, none of them were granted the Local Green Space designation as the Planning Inspector, appointed by the Secretary of State to review of Local Plan, felt there was not enough local evidence to prove how these

spaces were special/important to local communities, or that they hold any particular local significance. In particular he said that *“many of [the characteristics identified by the council], such as a community garden, children’s play area, natural open space, playing field or recreation ground seem rather commonplace with the consequence that, even where three of these co-exist, the criterion of ‘demonstrably special’ or of ‘particular’ significance within the terms of [national planning policy] is not met.”*

In preparation for the Local Plan Review, between 4th June 2019 to 22nd July 2019 the council asked local residents to tell us which green spaces were special to them and why. The responses received have been reviewed by the council. In reviewing the responses the council has had in mind the following comments made by the Planning Inspector who examined the current Croydon Local Plan 2018 in which he said:

“A large number of [representations made to the council about designating particular spaces as Local Green Space] argue for the general benefits of open space to recreation and health. These are undisputed but, by definition, general benefits do not amount to the special justification needed to support Local Green Space designation on a specific site. Others argue for the historic interest of particular places or pointed to their ecological or nature conservation interest. These too cannot be disputed but... the [Croydon Local Plan 2018] already contains policies to protect land with these characteristics. Other [representations] provide pointers to the kind of criteria that the council may wish to use in the [Local

Plan] Review which I recommend... The concept of Local Green Space is not simply about maintaining a quantitative standard of open space or facilities, important though that is; it is concerned with boundaries which are capable of enduring beyond the end of the plan period, i.e., not just ensuring that a sufficient quantity of open space is provided or retained in an area but that it be provided or retained on the particular site in question because its location has particular importance to the local community, possibly as the result of an event on the site or as the result of a campaign of acquisition or gift in relation to the site.”

Where responses have indicated that there is a feature or use of a green space that is beyond a general benefit; and it is not a feature protected by another Local Plan policy; then they are proposed in this Issues and Options consultation as a possible Local Green Space. The possible Local Green Spaces are set out under each Place, and include the reason that why they might be demonstrably special. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Other green spaces to be protected through the Local Plan Review

Just because a green space has not been put forward as a proposed Local Green Space, it does not mean that it is a development site. All green spaces are important; even more

so in the context of a need for 46,040 homes by 2039. These new homes will require access to green spaces. Therefore, other green spaces will be protected in the Local Plan review under an 'other green spaces' policy. Many of them will also be part of the green grid network of open spaces proposed in the Green Grid section of this Issues and Options consultation document.

Those spaces that are proposed to be protected through an 'other green space' designation because they are not Green Belt or Metropolitan Open Land and are not demonstrably special enough to be Local Green Space include the following types of space:

- **Town parks and natural open spaces** – These are large areas of open space that provide a landscape setting with a variety of natural features. They provide a wide range of activities, including outdoor sports facilities and playing fields, children's play for different age groups and informal recreation pursuits. The category also includes larger areas of natural open space. They will usually provide recreation for an entire Place and can be up to 20ha in size.
- **Local parks and natural open spaces** – These provide for court games, children's play, sitting out areas and nature conservation areas; or they are slightly larger areas of natural open space. They serve more than the neighbourhood in which they are located, but won't serve an entire Place. Usually they will be under 2ha in size.

- **Neighbourhood parks and natural open spaces** – These also only serve the neighbourhood in which they are located but will be more formal green spaces. They include public gardens, sitting out areas, children’s play spaces or other areas of a specialist nature, including nature conservation areas. Generally they are under 1ha in size.
- **Informal green spaces** – These are small areas of informal open space that provide natural surfaces and shaded areas for informal play and passive recreation that sometimes have seating and small amounts of play equipment. Typically they will serve only the neighbourhood in which they are located, and are generally under 0.4ha in size.

- **Linear open spaces** – These are paths, disused railways, nature conservation areas and other routes that provide opportunities for informal recreation. They can often be characterised by elements that are not public open space but that contribute to the enjoyment of the space.

Under each Place in the following parts of this consultation document, each of the known Town, Local and Neighbourhood parks and natural open spaces are listed. Informal green spaces and linear open spaces are also proposed to be protected, but they are too numerous to list individually in the Local Plan review. These include many spaces suggested to the council earlier in 2019.

Addington

Addington



Where we want to be

A self-contained community, Addington, will be a location for limited growth. It will capitalise on good links to and from central Croydon, and its strategic position between Croydon Town Centre and Biggin Hill Airport, along with their concentration of supporting infrastructure. As such, it will see its community of residents, workers and visitors gradually expand/grow and diversify. It will continue to comprise interwar and late 20th century housing surrounded by Green Belt, something that is typical of its local character and new developments will respond to and enhance. The Place will be enhanced with infill development that sensitively responds to its heritage and local character, and a rejuvenated Town Centre with a mixture of homes, health, community and cultural facilities and a range of commercial facilities, services and retailing, including many independent shops. The ancient village at Addington will retain its rural village character.

Opportunities, constraints and change up to 2039





- With good supporting infrastructure provision opportunities for new development will be mainly infilling and increasing in density as land is physically constrained by the Green Belt. Croydon's Suburban Design Guide, along with wider policies, will need to guide this evolution. Under Strategic Option 3 there is potential for an urban extension on Green Belt land along Lodge Lane and North Downs Crescent.

- There is potential for an urban extension on Green Belt land across the tram line from Lodge Lane and North Downs Crescent.
- There will be continued protection for industry and warehousing in the Vulcan Way industrial area.
- The Town Centre will maintain its support of the local community, providing retailing, some employment and services.
- New development will respect and enhance the existing local character and local distinctiveness, referring to the Borough Character Appraisal to inform design quality and growth/development guidelines. Public realm improvements will focus on the Town Centre to assist in the regeneration of the area with the designated Village Green placed at the centre, active frontages. They will be high quality, inclusive and accessible, and be guided by the Croydon Public Realm Design Guide whilst encouraging shopfront improvements and development of the local economy/commercial and retail offer.
- Walking and cycle links to local schools, the Town Centre, Vulcan Way industrial area and surrounding open space will be improved where possible. These will connect to the ancient Roman road on the borough boundary with Bromley.
- The tram, with improved services with a potentially extended tram route, will continue to provide a valued link to Croydon Town Centre and connections to Central London and Gatwick Airport. An extension of the tram further into New Addington from its current

terminus to New Addington south will be investigated by the council. The community will enjoy better quality, more frequent and reliable bus services connecting with Central Croydon. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or use of public transport, which may also need to diversify in types of services provided.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.	Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 2 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	26		
Number of homes in Addington in 20 years(<i>the proposed Place target</i>)	280 to 350	190 to 230	190 to 230 <i>(plus 2,560 to 3,030 new homes on an urban extension on Green Belt land along Lodge Lane and North Downs Crescent)</i>

	Strategic option 1 – All residential growth to take place in the existing urban area.		Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 2 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
What it looks like spatially				
			 <ul style="list-style-type: none"> Suburban Evolution through Infill Proposed Green Grid and Connections Potential Tram Extension Tramway Existing Green Grid and Connections Conservation Areas Local Heritage Areas Non-residential Built Environment Strategic Industrial Area Green space (e.g. MCL) Area of Focused Intensification Purley Way Urban Evolution Potential Green Belt Release 	
Description of the option	About two-thirds of growth will take place in the form of windfall development. Those areas within 800m of New Addington Town Centre or a tram stop will see		About half of all growth will take place in the form of windfall development. Outside of New Addington Town Centre, there will be less change to the existing	Within the existing urban area of New Addington, half of all growth will take place in the form of windfall development. Outside of New Addington Town Centre, there

	Strategic option 1 – All residential growth to take place in the existing urban area.	Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 2 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
	<p>some evolution of their existing character (apart from in Addington Village Conservation Area, which will see little change). Elsewhere there will be less change. The council will seek a tram extension further into New Addington from its current terminus on Central Parade to New Addington south.</p>	<p>character of the area. The council will seek a tram extension further into New Addington from its current terminus on Central Parade to New Addington south.</p>	<p>will be less change to the existing character of the area. This is because some pressure is taken away from existing residential areas because of limited release of Green Belt land for development, including an urban extension to New Addington taking part of the golf course adjacent to the tram tracks/Lodge Lane, and continuing south around part of North Downs Crescent. The council will seek a tram extension further into New Addington from its current terminus on Central Parade to New Addington south.</p>

Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
1	Land Fronting North Downs Road and & Overbury Crescent	Residential development	18 to 64
120	Timebridge Community Centre, Field Way	Secondary school buildings	n/a

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

Other green area to be protected by Local Plan review	Type of other green space
Castle Hill Avenue Playground	Neighbourhood parks and play spaces

Help shape the future of the Place of Addington

99. How should Addington change to help meet the need for homes and infrastructure in the borough?
100. What other potential development sites in Addington should the Local Plan review allocate for development?
101. Do you think any proposed sites in Addington should be removed from the Local Plan review? If so, which one(s)? Please explain why.
102. What community facilities in Addington are important to you?
103. What new community facilities are required in Addington?
104. Are there any green spaces in Addington that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
105. Are there any other green areas in Addington (that are not informal green spaces, linear open spaces or Green Belt) that should be protected? Please explain why.

Addiscombe

Addiscombe



Where we want to be

Addiscombe will continue to be centred on the vibrant Town Centre with an historic Conservation Area, a mixture of homes, civic, community and cultural facilities and a range of retail and commercial offer and services including many independent shops. Ashburton Park and Lower Addiscombe Road/Cherry Orchard Road Neighbourhood Centres will support the existing and future community with services and facilities beyond a retail function.

Opportunities, constraints and change up to 2039

- Sustainable growth of the suburbs across most of Addiscombe including some opportunity for windfall sites, and limited infilling with new homes that respect and enhance existing heritage, residential character and local distinctiveness. In the south east of the Place there is potential for more intense development in areas where the homes are on larger plots of land.
- East India Estate Conservation Area is defined by a concentration of high quality historic buildings, spaciousness and a strong 'ladder' structure of roads. Whilst retaining those buildings that contribute to the character of the area (with potential for some sensitive conversion), there is opportunity for sensitive development that follows the strong spatial qualities and formal layout of the area. Reinforcement of street trees would enhance the character of the area.
- Addiscombe's Town Centre will continue to provide its vital retail function, key commercial activity and services. Inclusive and accessible community facilities

for all demographics will be encouraged to locate in close proximity to the Town Centre.

- Opportunities for public realm improvements will focus on the Town Centre with building and conversion works of a high standard of design to ensure the character of the Centre and Conservation Area are respected and enhanced.
- There will also be a focus on the public realm in the west of Addiscombe to ensure a better environment for pedestrians and cyclists.
- High quality 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 Central Croydon, Wandle Valley Regional Park, Lloyd Park and South Norwood Country Park facilitating a walking and cycling network and starting to foster a biodiversity network with further guidance to follow.
- 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.
- The council will consider investigating the feasibility of potential future rapid transit route/tram extension towards Hayes.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.		Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	149			
Number of homes in Addiscombe (the proposed Place target)	1,480 to 1,880		1,030 to 1,310	1,030 to 1,310
What it looks like spatially				

	Strategic option 1 – All residential growth to take place in the existing urban area.	Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Description of the option	<p>Most growth will be in the form of windfall development. Outside of Conservation Areas, some areas in the south east of Addiscombe, where homes are typically on larger plots and are in the most accessible locations²⁷ will see some focused intensification, resulting in a gradual change in character to denser forms of development. Elsewhere, areas with homes on larger plots will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. In other parts of Addiscombe, outside of the Town Centre, there will be some evolution within the existing character of the area. Throughout Addiscombe, Conservation Areas will see little change.</p>	<p>Most growth will be in the form of windfall development. Outside of Conservation Areas, some areas in the south east of Addiscombe, where homes are typically on larger plots and are in the most accessible locations²⁸, will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. Elsewhere in Addiscombe, outside of the Town Centre, there will be less change. Throughout Addiscombe, Conservation Areas will see little change.</p>	<p>Most growth will be in the form of windfall development. Outside of Conservation Areas, some areas in the south east of Addiscombe, where homes are typically on larger plots and are in the most accessible locations²⁹, will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. Elsewhere in Addiscombe, outside of the Town Centre, there will be less change. Throughout Addiscombe, Conservation Areas will see little change.</p>

²⁷ Locations which have a PTAL of 3 or above or are within 800m of a train station, tram stop or Addiscombe Town Centre

²⁸ Ibid

²⁹ Ibid

Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
2	Blackhorse Lane Station	Residential development (over station)	18 to 104
3	Bupa Nursing Home	Residential development within the existing footprint of this listed building	25 to 77
68	130 Oval Road	Residential development	10 to 57

Possible Local Green Spaces

Within Addiscombe the following green spaces have been identified as being demonstrably special and of particular significance to the local community. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Addiscombe Railway Park	This space is actively cared for by the Friends of Addiscombe Railway Park (set up in 2011), who have established a Community Orchard, a Community garden, regular gardening and conservation afternoons and evenings and hold many events in the Park (such as Apple Day in September, Wassail in January, Halloween events for kids). It has become a focal point for many in this area. The Park Friends have been active in increasing the biodiversity in the Park and extending tree cover, planting many trees of diverse native species. In addition there is a strong sense of connection to the railway history of the park.
Addiscombe Recreation Ground	The local residents association (ASPRA) maintain a flower bedded area and the netted areas for

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
	ball games and tennis are well used, as is the play area. The scouts and cubs often use it in the summer.
Ashburton Park	Annual Christmas Market Hosts fairgrounds

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protect in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

Other green areas to be protected by Local Plan review	Type of other green space
Dartnell Road Recreation Ground	Neighbourhood parks and play spaces
Little Road Playground	Neighbourhood parks and play spaces
Whitgift Pond	Neighbourhood natural open space

Help shape the future of the Place of Addiscombe

106. How should Addiscombe change to help meet the need for homes and infrastructure in the borough?
107. What other potential development sites in Addiscombe should the Local Plan review allocate for development?
108. Do you think any proposed sites in Addiscombe should be removed from the Local Plan review? If so, which one(s)? Please explain why.
109. What community facilities in Addiscombe are important to you?
110. What new community facilities are required in Addiscombe?
111. Are there any green spaces in Addiscombe that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
112. Are there any other green areas in Addiscombe (that are not informal green spaces, linear open spaces, Metropolitan Open Land or Green Belt that should be protected? Please explain why.

Broad Green and Selhurst

Chapter 1: Introduction and Strategic Context

Chapter 2: Themes

Chapter 3: Places of Croydon

Croydon Local Plan 2019

Broad Green



Where we want to be

As a broad location, growing residential areas will be interspersed within a network of busy streets with improved connectivity to open spaces and the expanded Green Grid network of the borough. Selhurst Road and Sumner Road/London Road Neighbourhood Centres will support the existing and future community with services and facilities beyond a retail function. The diversity of employment activity and cultures will enliven the area just north of the Central Croydon, as well as being part of the borough's principal industrial location; the Place will have a share in the borough's improving prosperity.

Opportunities, constraints and change up to 2039

- New residential growth, with opportunities for renewal, will focus on London Road and the Purley Way transformation area. Residential development will respect the existing residential character and local distinctiveness.
- Purley Way, a Strategic Industrial Location³⁰ and industrial heartland of the borough, will remain a preferred area for industrial and warehousing activity, whilst evolving to enable the colocation of residential uses. This will be supported by the Purley Way policies, allocations and concept Masterplan.
- A thriving day time and evening economy will be centred on the regenerated London Road running from




West Croydon to the re-built Local Centre at Broad Green, which will be the centre of public realm improvements.

- 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.
- 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 investigating the feasibility of a potential new rapid transit route/tram extension to Thornton Heath, Norbury via London Road towards Streatham, Tooting and Brixton.

³⁰ Strategic Industrial Locations are the most important industrial areas in London as identified by the Mayor of London in the London Plan. There

should be strong protection for industrial and warehousing uses in Strategic Industrial Locations.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.	Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	712		
Number of homes in 20 years in Broad Green and Selhurst <i>(the proposed Place target)</i>	950 to 1,140 <i>(plus 790 to 1,210 homes in the Purley Way Transformation Area)</i>	890 to 1,070 <i>(plus 2,560 – 3,260 homes in the Purley Way Transformation Area)</i>	890 to 1,070 <i>(plus 790 to 1,210 homes in the Purley Way Transformation Area)</i>
What it looks like spatially			

		<p> Legend: Low / High (Scale) Suburban Evolution through Will Proposed Green Grid and Connections Potential Tram Extension Thoroughfare Existing Green Grid and Connections Conservation Areas Local Heritage Areas Non-residential Built Environment Strategic Industrial Area Green space (e.g. MGL) Area of Potential Intensification Purley Way Urban Evolution Potential Green Belt Release </p>	
Description of the option	<p>Throughout Broad Green and Selhurst, Conservation Areas will see little change. Away from the London Road corridor and the Purley Way Regeneration Area there will be some evolution of existing residential areas, respecting the existing character, although many areas will see little change. Along the London Road there will be some moderate intensification of development resulting in a denser form of development. In the Purley Way Regeneration Area, the retail parks will be redeveloped into a new neighbourhood, mixing retail, leisure and new homes. The council will seek tram extensions along the London Road towards Norbury, and south from Ampere Way down the Purley Way.</p>	<p>Away from the London Road corridor and the Purley Way Regeneration Area there will be less change, with all Conservation Areas seeing little change. Along the London Road there will be some moderate intensification of development resulting in a denser form of development. In the Purley Way Regeneration Area the retail parks will be redeveloped into a new neighbourhood, mixing retail, leisure and new homes. The council will seek tram extensions along the London Road towards Norbury, and south from Ampere Way down the Purley Way.</p>	<p>Away from the London Road corridor and the Purley Way Regeneration Area there will be less change, with all Conservation Areas seeing little change. Along the London Road there will be some moderate intensification of development resulting in a denser form of development. In the Purley Way Regeneration Area the retail parks will be redeveloped into a major new neighbourhood consisting of very high density developments that mix retail, leisure and new homes. The council will seek tram extensions along the London Road towards Norbury, and south from Ampere Way down the Purley Way.</p>

Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
8	Motor Village Croydon, 121 Canterbury Road	Residential development (possibly with replacement car showroom)	13 to 33
13	Boyden Tiles, Mayday Road	Mixed use residential and industrial/ warehousing development, subject to impact on designated views	20 to 74
20	98 – 100 Lodge Road and 1 – 3 Frederick Gardens	Residential	5 to 20
22	Whitehorse Road garages and parking area, Whitehorse Road estate (Johnson	Residential	5 to 25

Site ref	Name of site	Proposed use	Number of homes (if applicable)
	Road/Cromwell Road)		
78	114-118 Whitehorse Road	Residential conversion and extension	7 to 8
314	Valley Park (B&Q and Units A-G Daniell Way), Hesterman Way <i>(a site within the Purley Way transformation area)</i>	Redevelopment of this area to a mixture of residential, retail, healthcare facility (if required by the NHS), community and leisure to form the basis of a new residential community and local centre.	237 to 641
334	Valley Leisure Park, Hesterman Way <i>(a site within the Purley Way transformation area)</i>	Redevelopment of this area to a mixture of residential, retail, healthcare facility (if required by the NHS), community and leisure to form the basis of a new residential community and local centre.	34 to 90
348	Homebase & Matalan stores,	Mixed use residential and retail development	128 to 482

Site ref	Name of site	Proposed use	Number of homes (if applicable)
	60-66 Purley Way <i>(a site within the Purley Way transformation area)</i>		
396	Praise House, 145-149 London Road	Redevelopment for mixed use residential and community use	9 to 52
416	Challenge House, 618 Mitcham Road	Residential redevelopment or conversion. Conversion would need to adhere to Local Plan and London Plan Standards to improve the sustainability of the development.	36 to 136
471	Masonic Hall car park, 1- 1B Stanton Road	Residential development	7 to 39

Possible Local Green Spaces

Within Broad Green and Selhurst the following green space has been identified as being demonstrably special and of particular significance to the local community. However, for

each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Proposed Local Green Space	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Whitehorse Road Recreation Ground	A community garden has been created in part of Whitehorse Road Recreation Ground.

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

Other green areas to be protected by Local Plan review	Type of other green space
Boulogne Road Playground	Neighbourhood parks and play spaces
Canterbury Road Recreation Ground	Local park and open space
King George's Field	Local park and open space
Queen's Road Cemetery	Cemetery or church yard
Wilford Road Playground	Local park and open space

Help shape the future of the Place of Broad Green and Selhurst

113. How should Broad Green and Selhurst change to help meet the need for homes and infrastructure in the borough?
114. What other potential development sites in Broad Green and Selhurst should the Local Plan review allocate for development?
115. Do you think any proposed sites in Broad Green and Selhurst should be removed from the Local Plan review? If so, which one(s)? Please explain why.
116. What community facilities in Broad Green and Selhurst are important to you?
117. What new community facilities are required in Broad Green and Selhurst?
118. Are there any green spaces in Broad Green and Selhurst that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
119. Are there any other green areas in Broad Green and Selhurst (that are not informal green spaces, linear open spaces or Metropolitan Open Land that should be protected? Please explain why.

Coulsdon

Chapter 1: Introduction and Strategic Options

Chapter 2: Themes

Chapter 3: Places of Croydon

Croydon Local Plan 2019

Coulsdon



- | Existing | Proposed |
|---|-------------------------------------|
| Built Environment | Proposed Green Grid and connections |
| Existing Green Grid and connections | Public Realm Improvements |
| Metropolitan Green Belt | Proposed Cycle Hub |
| Metropolitan Open Land | Potential Secondary School Site |
| Non designated green space | |
| Locally listed Historic Parks and Gardens | |
| Local Heritage Areas | |
| Local Designated View | |
| Industrial Area | |
| Tier 1 Strategic Industrial Location | |
| Railway | |
| Railway Station | |
| Roads | |
| Schools (Primary and Secondary) | |
| Neighbourhood Centre | |
| Scheduled Monument | |
| 1. Surrey Iron Railway Embankment | |
| Local Landmarks (Numbered) | |
| 1. Cane Hill Water Tower | |
| 2. St Andrew Church | |



Where we want to be

Croydon's southern-most Town 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 facilities on the Cane Hill site, and retained Strategic Industrial Land³¹ at Marlpit Lane.

Opportunities, constraints and change up to 2039




- An area of moderate residential growth based on available land. Residential development will generally respect the existing character and local distinctiveness, although there is potential for more intense forms of development in those parts of Coulsdon where homes are located on larger plots of land.
- 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 Town 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 Town Centre.


- Coulsdon will remain mainly residential with tree-lined streets becoming more urban in character towards the Town Centre. New development will respect the existing local character and distinctiveness of Coulsdon.
- Opportunities for public realm improvements will continue to focus on enhancements to the Town Centre.
- There will be new walking and cycling links to the green grid, as well as improved bus links to Croydon Town Centre.
- The council will work on the feasibility of a rapid transit route/tram extension from Croydon Town Centre to Coulsdon via Purley (via Brighton Road) in discussion with Transport for London to support housing growth, improve air quality and connectivity, as well as enhance quality of life for all.

³¹ Strategic Industrial Locations are the most important industrial areas in London as identified by the Mayor of London in the London Plan. There

should be strong protection for industrial and warehousing uses in Strategic Industrial Locations.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.		Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	263			
Number of homes in Coulsdon (<i>the proposed Place target</i>)	2,050 to 2,490		1,460 to 1,760	1,460 to 1,760
What it looks like spatially				

		 <p> Low High Suburban Evolution through Infill Proposed Green Grid and Connectors Potential Tram Extension Tramway Existing Green Grid and Connectors Conservation Areas Local Heritage Areas Non-residential Built Environment Strategic Industrial Area Green space (e.g. MOK) Area of Focussed Intensification Purley Way Urban Evolution Potential Green Belt Release </p>	
Description of the option	<p>Most growth in Coulsdon will be on windfall sites. Some areas in the north and east of Coulsdon, where homes are typically on larger plots and are in the most accessible locations³², will see some focussed intensification, resulting in a gradual change in character to denser forms of development. Elsewhere, areas with homes on larger plots will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. Within Conservation Areas there will be little change. In other parts of Coulsdon there will be some evolution within the existing character of the area. The council will seek a tram extension to Coulsdon.</p>	<p>Most growth in Coulsdon will be on windfall sites. Some areas in the north and east of Coulsdon, where homes are typically on larger plots and are in the most accessible locations³³, will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. Elsewhere, areas with homes on larger plots will see some evolution within the existing character of the area. In other parts of Coulsdon, including Conservation Areas, there will be less change. The council will seek a tram extension to Coulsdon.</p>	<p>Most growth in Coulsdon will be on windfall sites. Some areas in the north and east of Coulsdon, where homes are typically on larger plots and are in the most accessible locations³⁴, will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. Elsewhere, areas with homes on larger plots will see some evolution within the existing character of the area. In other parts of Coulsdon, including Conservation Areas, there will be less change. The council will seek a tram extension to Coulsdon.</p>

³² Locations which have a PTAL of 3 or above or are within 800m of a train station, or Coulsdon Town Centre

³³ Ibid

³⁴ Ibid

Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
372	Car park, Lion Green Road	Residential development	157
945	Waitrose, 110-112 Brighton Road	Residential, retail, car parking (and healthcare facility if required by the NHS)	55 to 90

Possible Local Green Spaces

Within Coulsdon the following green spaces have been identified as being demonstrably special and of particular significance to the local community. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Coulsdon Coppice	This space is used by a local primary school as part of their curriculum. It is used to provide learning about nature and the environment on an at least weekly basis.
Coulsdon Memorial Ground	Also known as Marlpit Lane Memorial Ground. Annual memorial service at the War Memorial. The greens have historical importance, operating from the 1930s. This year the greens have welcomed hundreds of kids from youth groups (e.g. Cubs, guides).

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

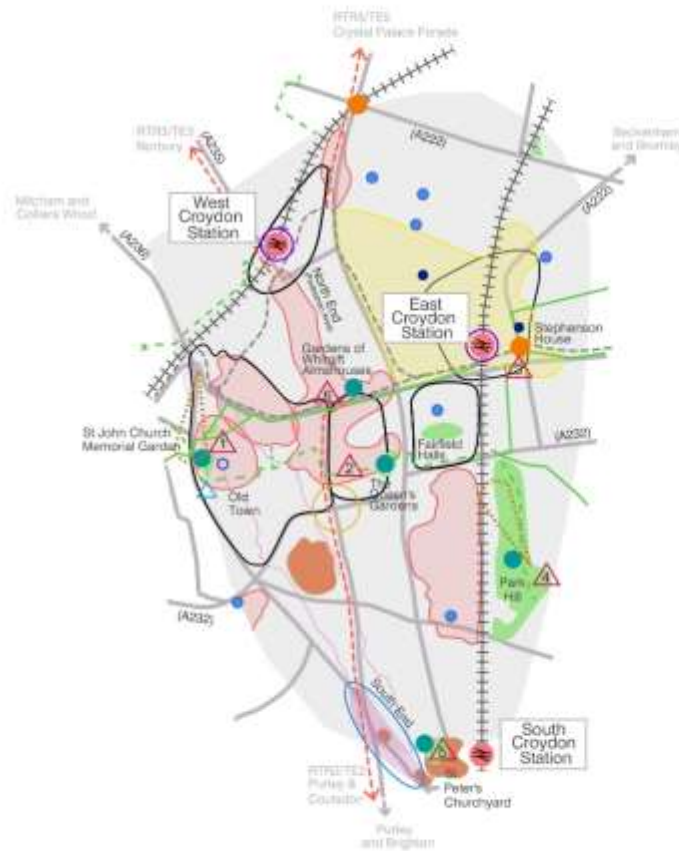
Other green areas to be protected by Local Plan review	Type of other green space
Chaldon Way Gardens	Neighbourhood parks and play spaces
Land rear of Hilliards Heath Road	Neighbourhood parks and play spaces
Scrub Shaw	Neighbourhood parks and play spaces

Help shape the future of the Place of Coulsdon

120. How should Coulsdon change to help meet the need for homes and infrastructure in the borough?
121. What other potential development sites in Coulsdon should the Local Plan review allocate for development?
122. Do you think any proposed sites in Coulsdon should be removed from the Local Plan review? If so, which one(s)? Please explain why.
123. What community facilities in Coulsdon are important to you?
124. What new community facilities are required in Coulsdon?
125. Are there any green spaces in Coulsdon that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
126. Are there any other green areas in Coulsdon (that are not informal green spaces, linear open spaces or Green Belt that should be protected? Please explain why.

Central Croydon

Croydon Opportunity Area



Where we want to be

Central Croydon has the greatest potential for positive change and will be a focus for growth through flexible and pragmatic planning, with a redeveloped retail core, improved infrastructure, public realm and open space delivered through a series of developments, masterplans and the Growth Zone³⁵ contributing to the centre's economic prosperity and vitality.

Opportunities, constraints and change up to 2039

- Residential growth will provide approximately one third of new homes required in the borough. This will be in the form of traditional flatted developments as well as other, newer types of accommodation including build to rent flats and co-living accommodation.
- It will be a major office and residential location in London and the South East retaining its status as a Strategic Office Location reinforced, as well as a varied evening economy focussed on the new Fairfield Halls, Cultural Quarter and Restaurant Quarter.
- Central Croydon will continue to be a major retail destination for South London, focussed on a retail core bounded by Tamworth Road, Poplar Walk, Wellesley Road and George Street, with North End at its heart.
- Fairfield Halls, reopened on the 16th September 2019, re-established as a major regional arts facility. The council will now be seeking to refurbish and upgrade the

Clocktower complex (in particular the Museum of Croydon and the Central Library), following the successful relaunch of Fairfield Halls.

- A new creative industry 'Creative Enterprise Zone' will support Croydon's local arts scene and Croydon will look to expand upon its existing higher and further education facilities.
- Through the Growth Zone and masterplanning process opportunities to improve the public realm of Central Croydon will continue to be sought, retaining the best of the existing built environment.
- Proposed improvements to Wellesley Road and improved east-west links will provide more access to the three major parks on the outskirts of Central Croydon, (Wandle Park, Park Hill and Duppas Hill), other Local Historic Parks and Gardens, and the wider Green Grid.
- In the Old Town area of Central Croydon, new development should preserve, enhance and reveal the heritage assets and historic environment of Old Town in accordance with the Masterplan and Conservation Area Appraisals & Management Plans, with high profile heritage assets used as catalysts for the area's success.
- Croydon will remain a major interchange on both the National Rail network and London Overground. East Croydon Station will be regenerated by the Brighton


³⁵ In 2014, Croydon's Town Centre was designated only the second Growth Zone nationally. This released over £500M to finance and deliver a

major regeneration programme to unlock further growth in the centre and beyond.

Mainline project. This Local Plan, and the masterplans at East and West Croydon will seek to further improve the good access and transport connections to London and beyond and will include major redevelopments of the stations themselves and adjacent development sites.

- The council will investigate the feasibility of new rapid transit routes/tram extensions to/from Central Croydon with Transport for London to support housing growth, as well as improve connectivity and air quality to enhance quality of life for all.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.	Strategic option 3 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 2 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	2,443		
Number of homes in Central Croydon (the proposed Place target)	12,830 to 14,510 for all options		
What it looks like spatially			

Description of the option	Central Croydon will continue to be a major focus of growth in the borough. As part of the works on the Brighton Mainline it is expected that land around the railway line will see significant levels of development. Land around West Croydon station will also see development, albeit on a smaller scale. The council will investigate the feasibility of new rapid transit routes/tram extensions to/from Central Croydon with Transport for London.		

Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
5	AIG Building, 2-8 Altyre Road	Residential development (possibly with other non-retail town centre uses)	19 to 59
21	Former Royal Mail site, 1-5 Addiscombe Road	Residential led mixed use development incorporating either hotel, office, leisure and/or class A2-A5 uses.	74 to 201
31	Croydon College car	Mixed use redevelopment	159

Site ref	Name of site	Proposed use	Number of homes (if applicable)
	park, College Road	comprising hotel & residential	
33	20-28 Addiscombe Road (Go Ahead House & Easy Hotel)	Residential, office and/or hotel	37 to 105
34	Land Bounded By George St, Park Lane, Barclay Road, And Main London To Brighton Railway Line	Mixed use development incorporating residential use on land behind the Fairfield Halls.	814 to 2098
37	45 Lansdowne Road	Residential development	37 to 117

Site ref	Name of site	Proposed use	Number of homes (if applicable)
40	West Croydon Bus Station	Redevelopment over the bus station to incorporate residential uses and town centre uses (office, leisure, food & drink or hotel). The bus station is to be retained as part of any redevelopment.	45 to 142
41	Direct Line House, 3 Edridge Road	Residential and/or office development, subject to impact on designated views	40 to 126
42	The Lansdowne Building, 2 Lansdowne Road	Mixed use development of office and residential, subject to impact on the heritage of the area	35 to 101
45	East Croydon Station	Mixed use development including redevelopment of the existing railway station	To be confirmed
46	Southern Motor Group, 22 Lansdowne Road	Mixed use development of residential and light industrial	111 to 319

Site ref	Name of site	Proposed use	Number of homes (if applicable)
47	3-7 Park Street	Mixed use residential and ground floor town centre use	13 to 50 (subject to impact on the heritage of the area)
50	44-60 Cherry Orchard Road	Residential development subject to the relocation of the existing business to another site in the borough	120
123	Prospect West and car park to the rear of, 81-85 Station Road	Residential (with healthcare facility if required by NHS)	40 to 288
138	Cherry Orchard Gardens and site between railway line and Cherry Orchard Road, Cherry Orchard Road	Mixed use development of residential with offices, restaurant/café, hotel and/or community facilities	445
142	1 Lansdowne Road	Mixed use development comprising residential,	794

Site ref	Name of site	Proposed use	Number of homes (if applicable)
		with offices, leisure and/or hotel	
148	Canterbury House, Sydenham Road	Comprehensive mixed-use redevelopment including residential (but not including retail)	54 to 153
174	30-38 Addiscombe Road	Residential development	49 to 141
175	Stephenson House, Cherry Orchard Road and Knolly House, Addiscombe Road	Residential and/or office	132 to 380
182	St Matthews House, 98 George Street	Redevelopment for residential and/or offices and/or retail (on George Street frontage)	7 to 20
184	1-19 Derby Road	Residential development above, community uses on lower floors	48 to 137

Site ref	Name of site	Proposed use	Number of homes (if applicable)
186	Jobcentre, 17-21 Dingwall Road	Offices and/or residential and/or hotel and/or replacement Class A2 (Finance) premises (with healthcare facility if required by the NHS)	49 to 141
187	28 Dingwall Road	Offices and residential and/or hotel (with healthcare facility if required by the NHS)	16 to 44
190	Car park to the rear of Leon House, 22-24 Edridge Road	Residential development	56 to 162
192	Suffolk House, George Street	Mixed use redevelopment with offices or residential dwellings above retail units at ground level	35 to 101
194	St George's Walk, Katharine House and Park House, Park Street	Residential with new civic space and a combination of retail, other Class A uses, leisure and office use.	88 to 504
199	20 Lansdowne Road	Residential development with light	109 to 313

Site ref	Name of site	Proposed use	Number of homes (if applicable)
		industrial workshops and studio spaces	
200	Multi-storey car park, Lansdowne Road	Mixed use, public car park and residential.	133 to 384
201	Lidl, Easy Gym and car park, 99-101 London Road	Primary school with residential development on upper floors	51 to 293
203	West Croydon station and shops, 176 North End	Remodelling of station and redevelopment to provide an improved transport interchange, cycle hub, retail & office units with residential development above	79 to 455
211	Poplar Walk car park and, 16-44 Station Road	A more intensive use of the site with retail on the ground floor and residential use on other floors subject to the replacement of the car park which provides disabled car parking spaces for the Town Centre	50 to 141

Site ref	Name of site	Proposed use	Number of homes (if applicable)
218	Lunar House, Wellesley Road	Office and residential and/or hotel (with healthcare facility if required by the NHS)	188 to 542
220	9-11 Wellesley Road	Residential and/or hotel and/or retail and/or finance	21 to 60
222	Multi-storey car park, 1 Whitgift Street	Residential with community facilities commensurate in size and functionality to that currently on the site	95 to 193
231	Segas House, Park Lane	Residential conversion with cultural uses if required (with town centres uses considered if there is no interest in delivery of cultural uses).	40
234	Southern House, Wellesley Grove	Offices and residential and/or hotel (with healthcare facility if required by the NHS)	181
236	Apollo House, Wellesley Road	Offices and residential and/or hotel (with healthcare facility if required by the NHS)	82 to 234

Site ref	Name of site	Proposed use	Number of homes (if applicable)
245	Mondial House, 102 George Street	Office and/or residential development or offices or hotel and/or retail (on George Street frontage)	30 to 85
294	Croydon College Annexe, Barclay Road	Residential redevelopment with community uses and Creative and Cultural Industries Enterprise Centre	20 to 56
311	Mott Macdonald House, 8 Sydenham Road	Offices and residential and/or hotel (with healthcare facility if required by the NHS)	34 to 97
374	Reeves Corner former buildings, 104-112 Church Street	Mixed use with residential to upper storeys and retail on ground floor	23 to 64
393	Whitgift Centre, North End	Expansion of shopping centre, improved transport infrastructure, public realm and residential development	400 to 1000

Site ref	Name of site	Proposed use	Number of homes (if applicable)
417	Stonemead House, 95 London Road	Residential	23 to 64
489	Corinthian House, 17 Lansdowne Road	Retention of offices with residential conversion, and/or hotel (with healthcare facility if required by the NHS)	30 to 85
493	Pinnacle House, 8 Bedford Park	Mixed use of residential with offices (or a healthcare facility if required by the NHS) on the ground floor	44 to 125
950	Norfolk House, 1-28 Wellesley Road	Mixed use development to include retail, residential, office and hotel uses.	125 to 255

Possible Local Green Spaces

Within Central Croydon the following green spaces have been identified as being demonstrably special and of particular significance to the local community. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents'

association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Park Hill Recreation Ground	The land was gifted to the Borough for the enjoyment of the general public. The walled garden within Park Hill Recreation Ground is maintained by the community as a community garden and a Friends Of group manages the space.
Wandle Park	Hosts Croydon Pride, and Music/drama events at the bandstand. It has a Friend's group who organise events.

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

Other green areas to be protected by Local Plan review	Type of other green space
St James' Church Garden	Neighbourhood parks and play spaces
St John's Church Memorial Garden	Cemetery or church yard
The Queen's Gardens	Neighbourhood parks and play spaces

Help shape the future of the Place of Central Croydon

127. How should Central Croydon change to help meet the need for homes and infrastructure in the borough?
128. What other potential development sites in Central Croydon should the Local Plan review allocate for development?
129. Do you think any proposed sites in Central Croydon should be removed from the Local Plan review? If so, which one(s)? Please explain why.
130. What community facilities in Central Croydon are important to you?
131. What new community facilities are required in Central Croydon
132. Are there any green spaces in Central Croydon that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
133. Are there any other green areas in Central Croydon (that are not informal green spaces or linear open spaces) that should be protected? Please explain why.

Crystal Palace and Upper Norwood

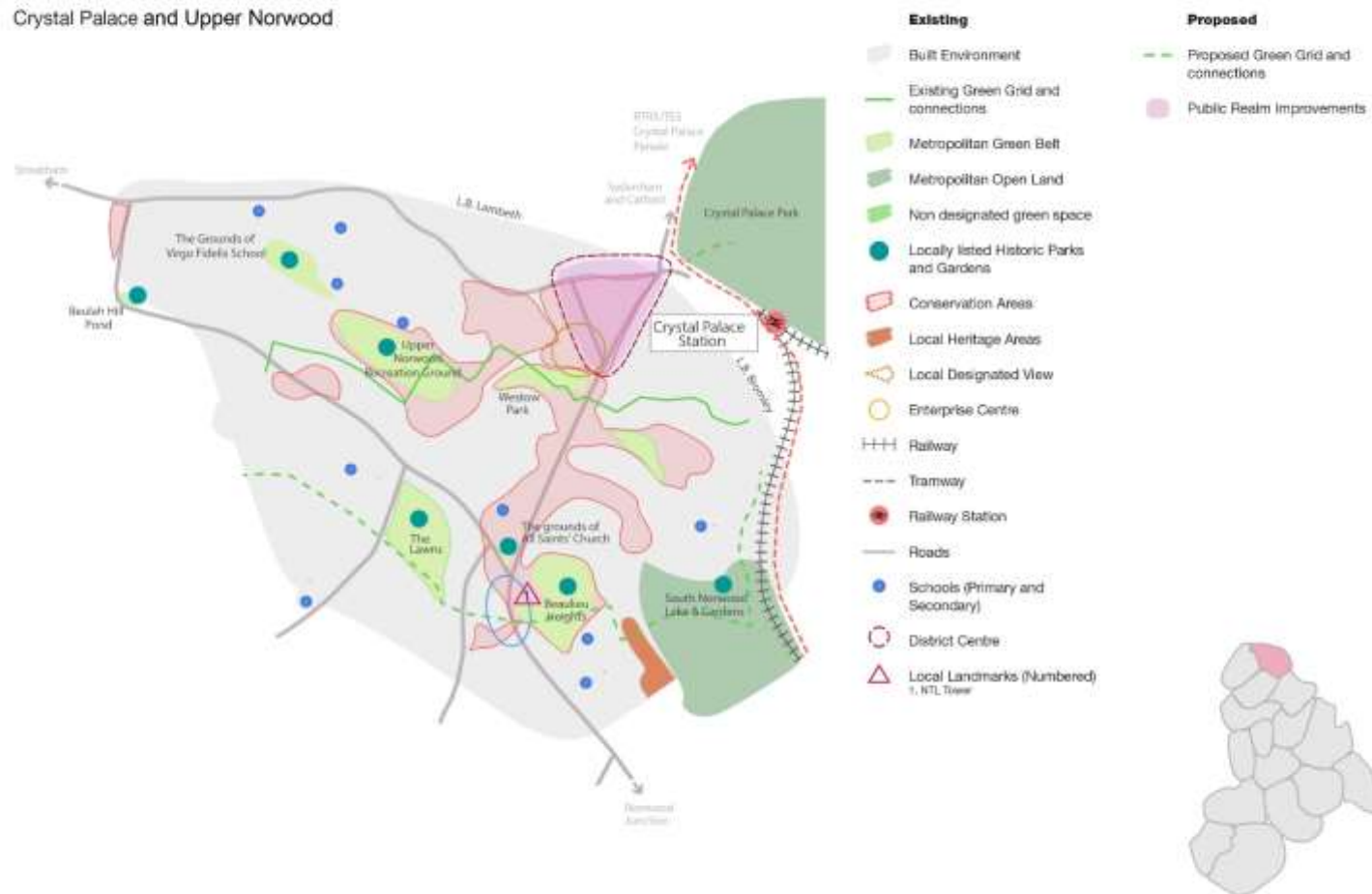
Chapter 1: Introduction and Strategic Options

Chapter 2: Themes

Chapter 3: Places of Croydon

Croydon Local Plan 2019

Crystal Palace and Upper Norwood



Where we want to be

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 enterprise scene will be supported and strengthened by a Creative Arts and Enterprise centre. Sustainable suburban intensification will come through small scale suburban infill development.




Opportunities, constraints and change up to 2039

- Sustainable growth of the suburbs with some opportunity for windfall sites, and limited infilling. New homes will respect existing residential character and local distinctiveness.
- The area contains a number of conservation areas each with a distinct history and character. Development will respond to the specific characters and identities of these areas in order to preserve and enhance the conservation areas in line with respective conservation area appraisals and management plans.
- Alongside the Town 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 Creative Enterprise Centre. Cross borough working will ensure links to Crystal Palace Park are made, development is planned across the borough boundaries in order to foster a strong sense of place and potential employment

opportunities, including tourism and related visitor accommodation, are captured.

- Opportunities for public realm improvements will primarily focus on the Town Centre.
- Opportunities for new planting will be sought to enhance the character of the wooded hillside, and to consolidate surviving remnants of the Great North Wood.
- Working with neighbouring boroughs, connectivity to Crystal Palace Park, the railway station, and in turn the Triangle, will be improved where possible.
- 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 Central Croydon. The tram system in Croydon will be further supported by promoting a new branch link to Crystal Palace to improve connectivity and air quality to enhance quality of life for all.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.	Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	162		
Number of homes in Crystal Palace and Upper Norwood (<i>the proposed Place target</i>)	480 to 670	420 to 600	420 to 600
What it looks like spatially			

Description of the option	<p>Much of Crystal Palace and Upper Norwood consists of Conservation Areas where little change will happen. Outside of the Conservation Areas, those areas that are more accessible³⁶ will see some evolution within the existing character of the area. Elsewhere there will be less change. The council will promote an extension of the tram to Crystal Palace.</p>	<p>There will be relatively little change across the whole of Crystal Palace apart from a small number of development sites set out in the proposed site allocations below. The council will promote an extension of the tram to Crystal Palace.</p>	<p>There will be relatively little change across the whole of Crystal Palace apart from a small number of development sites set out in the proposed site allocations below. The council will promote an extension of the tram to Crystal Palace.</p>

³⁶ Those areas with a PTAL of 3 or above, or within 800m of a train station or Crystal Palace Town Centre.

Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
28	Bowyers Yard, Bedwardine Road	Cultural and Creative Industries Enterprise Centre	n/a
58	140 & 140a Hermitage Road	Residential development, subject to impact on the heritage of the area	20 to 73
357	Norwood Heights Shopping Centre, Westow Street	Retail, replacement community use and residential	39 to 223
59	Garages at rear of 96 College Green and land at Westow Park, Upper Norwood	Residential development, subject to impact on the heritage of the area	10 to 50

Possible Local Green Spaces

Within Crystal Palace and Upper Norwood the following green spaces have been identified as being demonstrably special and of particular significance to the local community. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Stambourne Woodland Walk	The Friends of Stambourne Woods arrange community events. The Conservation group also regularly put on events for local people - educational, recreational. The Conservation group regularly attend to the Woods to stop it overgrowing, and maintain access for all those who use it. Scouts and Beavers groups also regularly use the space as a valuable teaching resource. Stambourne Woodland Walk recently won an award from the forestry commission as the best community woodland in London
The Lawns	The Friends Group for this woods regularly has work days with both the London Wildlife Trust and The Conservation Volunteers to maintain the space and have worked with school children on occasion. They have litter picking days too.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
	The Great North Woods held their annual Festival there this year and the Friends group were heavily involved in its planning.
Westow Park	The Friends of Westow Park organise community workdays here, run free community sports events & helped organise the Crystal Palace Festival here for 3 years. The edible garden is a volunteer community project. Locals meet up on Saturdays to help out and share the produce.

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

Other green areas to be protected by Local Plan review	Type of other green space
Beaulieu Heights	Town natural open space
Beulah Hill Pond	Neighbourhood natural open space
Convent Wood	Town natural open space
Upper Norwood Recreation Ground	Town Park

Help shape the future of the Place of Crystal Palace and Upper Norwood

134. How should Crystal Palace and Upper Norwood change to help meet the need for homes and infrastructure in the borough?
135. What other potential development sites in Crystal Palace and Upper Norwood should the Local Plan review allocate for development?
136. Do you think any proposed sites in Crystal Palace and Upper Norwood should be removed from the Local Plan review? If so, which one(s)? Please explain why.
137. What community facilities in Crystal Palace and Upper Norwood are important to you?
138. What new community facilities are required in Crystal Palace and Upper Norwood?
139. Are there any green spaces in Crystal Palace and Upper Norwood that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
140. Are there any other green areas in Crystal Palace and Upper Norwood (that are not informal green spaces, linear open spaces or Metropolitan Open Land) that should be protected? Please explain why.

Kenley and Old Coulsdon

Chapter 1: Introduction and Strategic Outline

Chapter 2: Themes

Chapter 3: Places of Croydon

Croydon Local Plan 2019

Kenley and Old Coulsdon



- Existing**
- Built Environment
 - Existing Green Grid and connections
 - Metropolitan Green Belt
 - Metropolitan Open Land
 - Non-designated green space
 - Locally listed Historic Parks and Gardens
 - Conservation Areas
 - Area of Focused Intensification
 - Croydon Panorama
 - Local Designated View
 - Railway
 - Railway Station
 - Roads
 - Schools (Primary and Secondary)
 - Independent Schools
 - Neighbourhood Centres
 - Scheduled Monument
 - 1. WWII Fighter Plane
 - 2. Swan cemetery and warburks

- Proposed**
- Proposed Green Grid and connections






Where we want to be


Kenley and Old Coulsdon will continue to be seen as a suburban area with green wooded hillsides and green open spaces located within and around it. Windfall development, particularly in the Area of Focussed Intensification, will evolve the place's unique character.

Opportunities, constraints and change up to 2039

- The Kenley Community Plan will set out Kenley's community vision to manage an increase in population, through suggesting new and improved community spaces, public realm, and local retail.
- The two distinct characters of Bradmore Green and Kenley Aerodrome Conservation Areas are focussed around important open spaces, the character and primacy of which will be preserved and enhanced.
- The shopping parade, train station, church, nursery, GP surgery and memorial hall should be supported and improved as necessary to continue to provide important community services.
- New homes will evolve the existing residential character and local distinctiveness through a variety of dwelling types. There will be a revitalisation of local businesses and services along Godstone Road, providing long-term benefit to the community.
- High quality public realm improvements will be focussed along the Godstone Road, around Kenley station and in the Bradmore Green Conservation Area.
- 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
- 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.
- With its topography of steep hillsides the existing transport arteries are likely to remain, with local bus services, connections and levels of access maintained.
- The council will continue to investigate ways of improving public transport routes in this area of the borough to improve connectivity, air quality and support housing growth.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.	Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	100		
Number of homes in Kenley and Old Coulsdon (the proposed Place target)	2,000 to 2,480	1,380 to 1,710	1,380 to 1,710
What it looks like spatially			

		 <p> Low: Suburban Evolution through infill Proposed Green Grid and Connections Potential Tram Extension Tramway Existing Green Grid and Connections Conservation Areas Local Heritage Areas Non-residential Built Environment Strategic Industrial Area Green space (e.g. MGL) Area of Focussed Intensification Purley Way Urban Evolution Potential Green Belt Release </p>	
Description of the option	<p>Growth in Kenley and Old Coulsdon will be in the form of windfall development. Those areas in the north of Kenley and the far north of Old Coulsdon, where homes are typically on larger plots and are in the most accessible locations³⁷, will see some focussed intensification, resulting in a gradual change in character to denser forms of development. Elsewhere, areas with homes on larger plots will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. In other parts of Kenley and Old Coulsdon that are accessible³⁸, there will be some evolution within the existing character of the area. Elsewhere, including in</p>	<p>Growth in Kenley and Old Coulsdon will be in the form of windfall development. Those areas in the north of Kenley and the far north of Old Coulsdon, where homes are typically on larger plots and are in the most accessible locations³⁹, will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. Elsewhere, areas with homes on larger plots will see some evolution within the existing character of the area. In other parts of Kenley and Old Coulsdon, including Conservation Areas, there will be less change. The council will continue to seek to help improve public transport services with</p>	<p>Growth in Kenley and Old Coulsdon will be in the form of windfall development. Those areas in the north of Kenley and the far north of Old Coulsdon, where homes are typically on larger plots and are in the most accessible locations⁴⁰, will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. Elsewhere, areas with homes on larger plots will see some evolution within the existing character of the area. In other parts of Kenley and Old Coulsdon, including Conservation Areas, there will be less change. The council will continue to seek to help improve public transport services with Transport for London in this area of the borough</p>

³⁷ Locations which have a PTAL of 3 or above or are within 800m of a train station

³⁸ Ibid

³⁹ Ibid

⁴⁰ Ibid

	Conservation Areas, there will be less change. The council will continue to seek to help improve public transport services with Transport for London in this area of the borough.	Transport for London in this area of the borough	
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Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
937	Kempsfield House, 1 Reedham Park Avenue	Residential development	12

Possible Local Green Spaces

Within Kenley and Old Coulsdon the following green spaces have been identified as being demonstrably special and of particular significance to the local community. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Foxley Wood and Sherwood Oaks	Friends of Foxley enhances and manages Foxley Wood for the benefit of local residents and visitors. It works in partnership with the London Borough of Croydon and in consultation with local groups. It manages the wood on behalf of the council in accordance with a 5 Year Management Plan and the activities include path resurfacing, renewing benches and tables, renewing steps, tree planting, creating specialised habitats, wildlife surveying, keeping the network of paths open, cutting firewood, working with other organisations on specific projects and playing a very active role in cattle and sheep grazing regimes. Over the years the Friends

	<p>of Foxley have organised guided walks, bat walks, corporate work days, and activities for uniformed groups and have held 2 open days. Schools use the site for outings with the children that help deliver the curriculum.</p> <p>Scout events (tracking, stalking, camp skills, bivouacs) also take place on this space.</p>
Higher Drive Recreation Ground	<p>Kenley Explorer Scouts regularly use Higher Drive Recreation ground for their activities. Guide groups use this frequently as a hike activity and for learning about nature, identify birds and plants. Churches Together in Purley & Kenley hold a Sunrise Service here every Easter Sunday.</p>
Roffey Close/Wontford Road Green	<p>Used for parties and special occasions organised by the community</p>

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

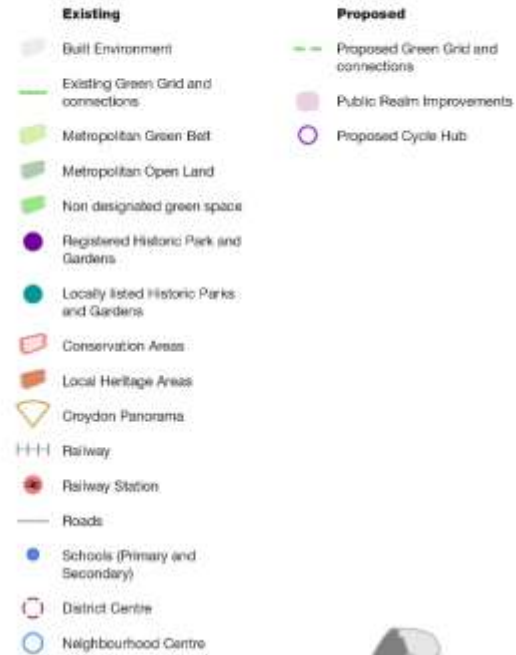
Other green areas to be protected by Local Plan review	Type of other green space
Bourne Park	Local park and open space
Former Godstone Road allotments	Local park and open space

Help shape the future of the Place of Kenley and Old Coulsdon

141. How should Kenley and Old Coulsdon change to help meet the need for homes and infrastructure in the borough?
142. What other potential development sites in Kenley and Old Coulsdon should the Local Plan review allocate for development?
143. Do you think the proposed development site in Kenley and Old Coulsdon should be removed from the Local Plan review? If so, please explain why.
144. What community facilities in Kenley and Old Coulsdon are important to you?
145. What new community facilities are required in Kenley and Old Coulsdon?
146. Are there any green spaces in Kenley and Old Coulsdon that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
147. Are there any other green areas in Kenley and Old Coulsdon (that are not informal green spaces, linear open spaces or Green Belt) that should be protected? Please explain why.

Norbury

Norbury



Where we want to be

Norbury will continue to serve as a vibrant gateway to the borough, with improved green links to and from the station, and a diverse mix of homes, community and cultural facilities. It is characterised by a unique suburban and urban character, and will benefit from improved access to its local green spaces.




Opportunities, constraints and change up to 2039


- Sustainable, well-designed windfall development that respects existing character and distinctiveness, whilst providing a Town Centre that reflects the diversity of the place, made up of a mixture of local businesses and community facilities.
- The distinct characters of Norwood Grove and Norbury Estate conservation areas will be preserved and enhanced but there is some opportunity for enhancement through certain buildings in the conservation area or infill in Norwood Grove. The nature of Norbury Estate means there isn't opportunity for new development.
- Improved links to the Registered Historic and Local Historic Parks and Gardens, incorporated into the wider Green Grid.
- Improvements to public realm will be centred around the town and local centres, and of a high quality to ensure that the character of the local area is respected.
- Norbury Brook should be de-culverted where possible to encourage biodiversity and access to nature, whilst

reducing flood risk to areas that would otherwise be suitable for redevelopment.

- Improved cycle facilities to Norbury station, bus links to Central Croydon, and walking/cycling routes to promote sustainable travel.
- The council will work on the feasibility of a rapid transit route/tram extension from Croydon Town Centre to Norbury in discussion with Transport for London to improve connectivity, air quality and housing growth.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.	Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	38		
Number of homes in Norbury <i>(the proposed Place target)</i>	540 to 670	360 to 450	360 to 450
What it looks like spatially			

		 <p> Scale: 0m to 100m Suburban Evolution through Infill Proposed Green Grid and Connections Potential Tram Extension Tramway Existing Green Grid and Connections Conservation Areas Local Heritage Areas Non-residential Built Environment Strategic Industrial Areas Green space (e.g. MGL) Area of Focussed Intensification Purley Way Urban Evolution Potential Green Belt Release </p>	
Description of the option	<p>Most growth in Norbury will be on windfall sites. Outside of Norbury Town Centre and Conservation Areas, those areas that are most accessible⁴¹ will see some evolution within the existing character of the area. Conservation Areas will see little change. Norbury Town Centre will see some moderate intensification with denser development that is in keeping with its character. Areas that are less accessible will see less change. The council will promote an extension of the tram to Norbury.</p>	<p>Most growth in Norbury will be on windfall sites. Apart from in Norbury Town Centre which will see some moderate intensification with denser development that is in keeping with the character, there will be less change in Norbury. The council will promote an extension of the tram to Norbury.</p>	<p>Most growth in Norbury will be on windfall sites. Apart from in Norbury Town Centre which will see some moderate intensification with denser development that is in keeping with the character, there will be less change in Norbury. The council will promote an extension of the tram to Norbury.</p>

⁴¹ Locations with a PTAL of 3 or above or within 800m of Norbury Town Centre or a train station

Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
106	CACFO, 40 Northwood Road	Mixed use residential and community use (to retain equivalent floor space or functionality of the community use)	5 to 20
284	Asharia House, 50 Northwood Road	Residential development including replacement community facility	7 to 23
951	1485-1489 London Road	Redevelopment for residential and retail	15 to 22

Possible Local Green Spaces

Within Norbury the following green spaces have been identified as being demonstrably special and of particular significance to the local community. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further

information about the 'demonstrably special' feature of the green space.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Biggin Wood	Joining walks organised by the London Wildlife Trust as part of their Great North Wood Project are held here. Biggin Wood is one of the remaining parts of the Great North Wood, described as a fragment of a mighty woodland in South London. A group is trying to get an outdoors educational project (Ofsted registered) in a natural environment at Biggin Woods Park to be able to offer children in the local area childcare from the ages 2 to 5. Biggin Wood is used by Cubs, Scouts and brownies as well as a Woodland school. Biggin Wood now has an active 'Friends of Biggin Wood' group which

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
	has enhanced many aspects in the Wood.
Norbury Hall	Maintained by a Friends of Norbury Hall Park group, who have also held Family Fun Days.
The Green, Semley Road,	The Green has previously been used as a community space for locals to come together in the spirit of social cohesion to enjoy occasions such as the annual nationwide 'Big Lunch'. In November 2011 Norbury Green Residents Association (NGRA) used a grant from Croydon Council to plant 2000 crocuses on the Green – the community planted the trees themselves. The Green was also used recently as a place for the NGRA to create a poppy display in remembrance of the 100 year anniversary of the end of WW1.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
The Green, Covington Way/Crescent Way	Local residents often meet here to discuss issues in the community. This space hosts the annual community summer party.

Other green areas to be protected by the Local Plan review

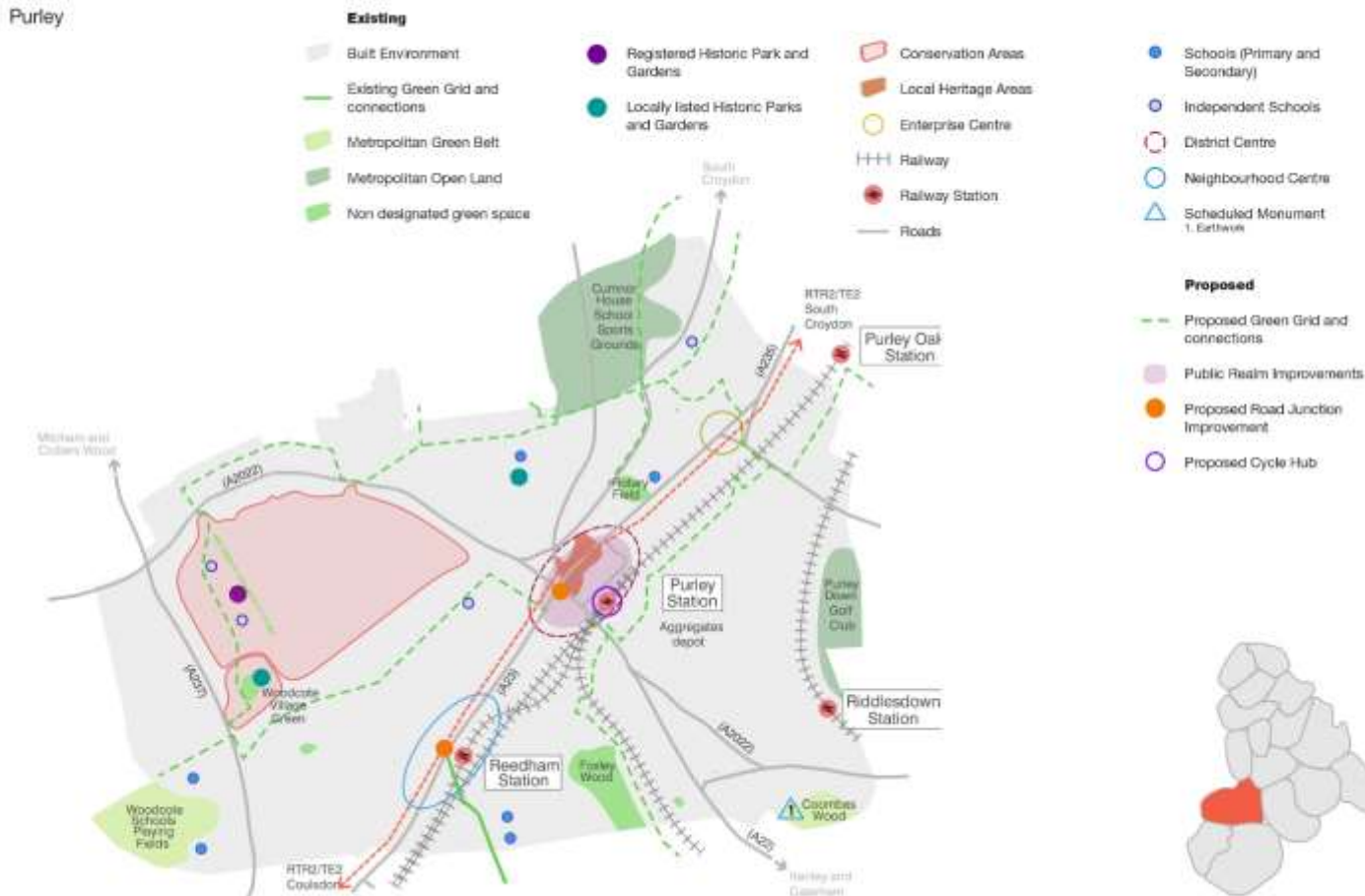
A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

Other green areas to be protected by Local Plan review	Type of other green space
Green Lane Sports Ground	Other open space
Manor Farm nature space	Neighbourhood natural open space
Norbury Park	Town Park
Pollards Hill	Neighbourhood parks and play spaces
Pollards Hill Triangle	Neighbourhood parks and play spaces

Help shape the future of the Place of Norbury

148. How should Norbury change to help meet the need for homes and infrastructure in the borough?
149. What other potential development sites in Norbury should the Local Plan review allocate for development?
150. Do you think any proposed sites in Norbury should be removed from the Local Plan review? If so, which one(s)? Please explain why.
151. What community facilities in Norbury are important to you?
152. What new community facilities are required in Norbury?
153. Are there any green spaces in Norbury that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
154. Are there any other green areas in Norbury (that are not informal green spaces, linear open spaces or Metropolitan Open Land) that should be protected? Please explain why.

Purley



Where we want to be

An increasingly vibrant Town Centre with improved public services, physical and social infrastructure, supported by the evolution, and on occasions change, of suburban character.

Opportunities, constraints and change up to 2039



- A location for major growth focussed on a regenerated Town Centre and the most accessible suburban locations. The Town Centre will retain its historic character with a mixture of homes, community and cultural facilities alongside retail, services and town centre uses. High quality residential development around the Town Centre and close to stations will respect the existing residential character and local distinctiveness under Strategic Options 2 and 3, but will result in a gradual evolution of character under Strategic Option 1.
- 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 landscape-first principles of the Webb Estate and Upper Woodcote Village will be preserved and enhanced. The setting of

Conservation Areas and heritage assets will also need to be preserved and enhanced in all scenarios.

- Enhanced high quality public realm, including sustainable urban drainage systems, with improved accessibility and links to open space. Purley Town Centre needs an attractive focal public space or urban square that presents opportunities for the community to come together and to socialise.
- A vibrant night-time economy with independent shops and restaurants in the Town Centre with community facilities in close proximity, and an improved leisure centre and swimming pool.
- The Registered Historic and Local Historic Parks and Gardens will be retained and new links provided to be incorporated into the Green Grid.
- Flood mitigation and adaptation measures along the Brighton Road and south east towards Kenley. Purley Town Centre and the surrounding area may be suitable for a district heat network.
- Improved links to existing open spaces, along with wayfinding around Purley, and to and from the Town Centre. New bus route measures and improvements, will be developed where possible, along the Brighton Road linking Central Croydon with Purley Town Centre, along with improved cycle and pedestrian routes. Expanded cycle facilities at Purley railway station. Improve the environment for pedestrians in Purley Town Centre making it easier to move about centre. This includes improved connectivity and active frontages.

- The Purley Cross gyratory acts as a barrier in the centre of Purley as well as taking up land. Its reconfiguration could present new opportunities for Purley Town Centre.
- The council will work on the feasibility of a rapid transit route/tram extension from Croydon Town Centre to Purley (via Brighton Road) and Coulsdon in discussion with Transport for London to improve connectivity, air quality and housing growth.
- The Council will work to develop future masterplan for Purley to help guide high quality sustainable growth and development of the area. This will include parameters and guidance for higher density developments and appropriate locations for this.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.	Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	210		
Number of homes in Purley <i>(the proposed Place target)</i>	7,260 to 9,390	5,400 to 7,060	5,400 to 7,060
What it looks like spatially			

Description of the option	<p>Three-quarters of growth in Purley will be on windfall sites. Purley's Conservation Areas will see little change. Further, the setting of Conservation Areas and Heritage Assets will need to be preserved and enhanced in all scenarios. Elsewhere there will be significant growth in much of Purley. The Town Centre has a number of site allocations where high density development can be expected. Those areas of Purley within 800m of the Town Centre (or a train station) will either see evolution of their existing character, or, in areas where homes are typically on larger plots of land, more focussed intensification which will see a gradual change of character to higher density forms of development. Elsewhere, in areas</p>	<p>About two-third's of growth in Purley will be on windfall sites. Purley's Conservation Areas will see little change. Elsewhere there will be growth in more accessible areas of Purley⁴². The Town Centre has a number of site allocations where high density development can be expected. In areas where homes are typically on larger plots of land, and that are more accessible⁴³, there will be moderate intensification resulting in a denser form of development that still relates to the existing character of the area. Elsewhere, areas with homes on larger plots will see some evolution within the existing character of the area. In other areas of Purley there will be less change. The council will promote extensions of the tram</p>	<p>About two-third's of growth in Purley will be on windfall sites. Purley's Conservation Areas will see little change. Elsewhere there will be growth in more accessible areas of Purley⁴⁴. The Town Centre has a number of site allocations where high density development can be expected. In areas where homes are typically on larger plots of land, and that are more accessible⁴⁵, there will be moderate intensification resulting in a denser form of development that still relates to the existing character of the area. Elsewhere, areas with homes on larger plots will see some evolution within the existing character of the area. In other areas of Purley there will be less change. The council will promote extensions of the tram along the</p>

⁴² Those areas within 800m of Purley Town Centre or a train station

⁴³ Ibid

⁴⁴ Ibid

⁴⁵ Ibid

	where homes are typically on larger plots of land, there will be moderate intensification resulting in a denser form of development that still relates to the existing character of the area. The council will promote extensions of the tram along the Purley Way towards Waddon, north from Purley Town Centre along the Brighton Road towards South Croydon/Central Croydon, and south from Purley Town Centre towards Coulsdon.	along the Purley Way towards Waddon, north from Purley Town Centre along the Brighton Road towards South Croydon/Central Croydon, and south from Purley Town Centre towards Coulsdon.	Purley Way towards Waddon, north from Purley Town Centre along the Brighton Road towards South Croydon/Central Croydon, and south from Purley Town Centre towards Coulsdon.
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Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
30	Purley Leisure Centre, car park and former Sainsbury's Supermarket, High Street	Mixed use redevelopment incorporating public car park, new leisure facilities, including a swimming pool, and other community facilities, healthcare	30 to 171

Site ref	Name of site	Proposed use	Number of homes (if applicable)
		facility, creative and cultural industries enterprise centre, retail or residential accommodation.	
35	Purley Baptist Church, 2-12 Banstead Road	Mixed use redevelopment comprising new church, community facility and residential	20 to 111
61	Car park, 54-58 Whytecliffe Road South	Residential use with retention of car parking spaces	21 to 119

Site ref	Name of site	Proposed use	Number of homes (if applicable)
64	112a and 112b Brighton Road	Residential, with leisure uses (up to existing floor space)	14 to 52
130	1-9 Banstead Road	Residential	77 to 100
324	Purley Oaks Depot, 505-600 Brighton Road	20 Gypsy and traveller pitches	47 to 175
325	Telephone Exchange, 88-90 Brighton Road	Conversion of existing building to residential use if no longer required as a telephone exchange in the future	19 to 77
347	Tesco, 2 Purley Road	Mixed use residential, healthcare facility (if required by the NHS) and retail development	172 to 990
405	Capella Court & Royal Oak Centre, 725 Brighton Road	Residential development and health facility, and the retention and reconfiguration of existing uses and their floor space with no net loss of flood storage capacity	64

Site ref	Name of site	Proposed use	Number of homes (if applicable)
410	100 Brighton Road	Mixed use residential and retail development	10 to 37
411	Palmerston House, 814 Brighton Road	Residential redevelopment	4 to 18
490	95-111 Brighton Road and 1-5, 9-15 and 19 Old Lodge Lane	Primary school (on up to 0.4ha of the site) and residential development, to be brought forward in one phase, and limited retail / food and drink (up to existing floor space)	35 to 130
495	Dairy Crest dairy, 823-825 Brighton Road	Conversion of buildings fronting Brighton Road to studio space (with potential for a Creative and Cultural Industries Enterprise Centre serving Purley) with new light industrial units to the rear	n/a
683	Purley Back Lanes, 16-28	Residential development and public car park	Up to 91

Site ref	Name of site	Proposed use	Number of homes (if applicable)
	Pampisford Road	including new industrial units to replace those currently on the site	

Possible Local Green Spaces

Within Purley the following green spaces have been identified as being demonstrably special and of particular significance to the local community. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Foxley Wood and Sherwood Oaks	Friends of Foxley enhances and manages Foxley Wood for the benefit of local residents and visitors. It works in partnership with the London Borough of Croydon and in consultation with local groups. It manages the wood on behalf of the council in accordance with a 5 Year Management Plan and the activities include path resurfacing, renewing benches and tables, renewing steps, tree planting, creating specialised habitats, wildlife surveying, keeping the

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
	<p>network of paths open, cutting firewood, working with other organisations on specific projects and playing a very active role in cattle and sheep grazing regimes. Over the years the Friends of Foxley have organised guided walks, bat walks, corporate work days, and activities for uniformed groups and have held 2 open days.</p> <p>Schools use the site for outings with the children that help deliver the curriculum.</p> <p>Scout events (tracking, stalking, camp skills, bivouacs) also take place on this space.</p>
Rotary Field Recreation Ground	The field was a gift to the people of Purley. It is used for many community events including funfairs and circuses, the Purley Festival, annual vintage car show

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
	arranged by the local Rotary Club, open air cinemas. Used by Christ Church CoE Primary School for their events and to teach children about nature.
Woodcote Village Green	The Village Green is a War memorial and hosts the annual Remembrance day service.

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

Other green areas to be protected by Local Plan review	Type of other green space
Allder Way Playground	Neighbourhood parks and play spaces
Copse Hill Spinney	Neighbourhood natural open space

Other green areas to be protected by Local Plan review	Type of other green space
Lower Barn Road Green	Neighbourhood parks and play spaces
Roke Play Space	Neighbourhood parks and play spaces

Help shape the future of the Place of Purley

155. How should Purley change to help meet the need for homes and infrastructure in the borough?
156. What other potential development sites in Purley should the Local Plan review allocate for development?
157. Do you think any proposed sites in Purley should be removed from the Local Plan review? If so, which one(s)? Please explain why.
158. What community facilities in Purley are important to you?
159. What new community facilities are required in Purley?
160. Are there any green spaces in Purley that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
161. Are there any other green areas in Purley (that are not informal green spaces, linear open spaces, Metropolitan Open Land or Green Belt) that should be protected? Please explain why.

Sanderstead

Chapter 1: Introduction and Strategic Options

Chapter 2: Themes

Chapter 3: Places of Croydon

Croydon Local Plan 2019

Sanderstead



Existing

- Built Environment
- Existing Green Grid and connections
- Metropolitan Green Belt
- Metropolitan Open Land
- Non designated green space
- Locally listed Historic Parks and Gardens
- Local Designated View
- Croydon Panorama
- Railway
- Railway Station
- Roads
- Schools (Primary and Secondary)
- District Centre
- Neighbourhood Centre
- Local Landmarks (Numbered)
1. All Saints' Churchyard

Proposed

- Proposed Green Grid and connections
- Public Realm Improvements



Where we want to be

Sanderstead will continue to be a predominantly 1930s suburb, with a 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. Most growth will be focussed in the north of the Place in those locations nearest to Sanderstead station.

Opportunities, constraints and change up to 2039




- An area of sustainable growth of the suburbs with some opportunity for windfall sites, growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness. In the north of Sanderstead, in areas closest to Sanderstead station, there is potential for more intense development where homes are located on larger plots of land.
- There is potential for an urban extension on land in Green Belt off Mitchley Hill and Borrowdale Drive.
- Employment opportunities will be concentrated in the two Local Centres with predominantly independent shops supporting the local community.
- Any opportunities for public realm improvements will focus on the two Local Centres of Sanderstead and Hamsey Green.
- 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.

Local residents will enjoy better quality, more frequent and reliable bus services connecting with Central Croydon. 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.

- Any buildings and conversions should be of a high standard of design to ensure the characters of the Centres are respected.
- The council will work on the feasibility of a rapid transit route/tram extension from Croydon Town Centre to Sanderstead station and Sanderstead, in discussion with Transport for London, to improve connectivity, air quality and housing growth.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.		Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	30			
Number of homes in Sanderstead (the proposed Place target)	1,670 to 2,070		1,170 to 1,450	1,170 to 1,450 (plus 680 to 780 new homes on an urban extension on Green Belt land at Borrowdale Drive/Mitchley Hill)
What it looks like spatially				

			
Description of the option	<p>Most development in Sanderstead will be on windfall sites. Some areas in the north of Sanderstead, where homes are typically on larger plots and are in the most accessible locations⁴⁶, will see some focussed intensification, resulting in a gradual change in character to denser forms of development. Elsewhere, areas with homes on larger plots will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. Within Conservation Areas there will be little change. In other parts of Sanderstead there will be some evolution within the existing character of the area. The council will seek a tram extension from Central Croydon to Sanderstead station & Sanderstead.</p>	<p>Most development in Sanderstead will be on windfall sites. Some areas in the north of Sanderstead, where homes are typically on larger plots and are in the most accessible locations⁴⁷, will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. Elsewhere, areas with homes on larger plots will see some evolution within the existing character of the area. In other parts of Sanderstead, including Conservation Areas, there will be less change. The council will seek a tram extension from Central Croydon to Sanderstead station & Sanderstead.</p>	<p>Pressure will be taken away from existing residential areas because of limited release of Green Belt land for development at Borrowdale Drive/Mitchley Hill. However, some areas in the north of Sanderstead, where homes are typically on larger plots and are in the most accessible locations⁴⁸, will still see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. Elsewhere, areas with homes on larger plots will see some evolution within the existing character of the area. In other parts of Sanderstead, including Conservation Areas, there will be less change. The council will seek a tram extension from Central Croydon to Sanderstead station & Sanderstead.</p>

⁴⁶ Locations which have a PTAL of 3 or above or are within 800m of a train station

⁴⁷ Ibid

⁴⁸ Ibid

Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
70	Sanderstead Recreation Ground, Limpsfield Road	Expansion of Gresham Primary School	n/a
71	2 Red Gables Beech Avenue	Residential development	23 to 47
79	Waitrose	Mixed use residential and retail development, subject to impact on designated views	26 to 54
306	The Good Companions Public House site, 251 Tithe Pit Shaw Lane	Mixed use of residential and retail	8 to 24

Possible Local Green Spaces

Within Sanderstead the following green spaces have been identified as being demonstrably special and of particular significance to the local community. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Green outside post office, Elmfield Way	The park has been used to host local events such as tea parties.
Purley Beeches	8th Purley Scouts have their colony base very near the Beeches (at St Mary's) and use the Beeches for various activities, from woodcraft to orienteering, summer picnics, water play and many more. It is a nice large space that can accommodate groups of beavers, cubs and scouts

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
	without infringing on other local activities.
Sanderstead Pond (and Green)	The local scout group, 16th Purley, the beavers, cubs and scouts all use the Gruffy weekly for activities. They also run the annual Gruffy Fayre which is seen locally as the 'village fair'.. This fayre has been running for nearly 50 years.
Wettern Tree Garden	The Wettern Tree Garden has a unique collection of trees and shrubs.bequeathed to Croydon by Mr Wettern. It is a local space used for community events as well as the annual Sanderstead Horticultural Summer Show. It has also been used for outdoor theatre productions by the Sanderstead Drama Club. Local Brownies group use Wettern Green Gardens to do activities and walks. Beavers and Scouts have always utilised this space for

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
	educational purposes and fun hide and seek.

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

Other green areas to be protected by Local Plan review	Type of other green space
All Saints Churchyard, Sanderstead	Cemetery or church yard
All Saints Graveyard, Sanderstead	Cemetery or church yard

Help shape the future of the Place of Sanderstead

- 162. How should Sanderstead change to help meet the need for homes and infrastructure in the borough?
- 163. What other potential development sites in Sanderstead should the Local Plan review allocate for development?
- 164. Do you think any proposed sites in Sanderstead should be removed from the Local Plan review? If so, which one(s)? Please explain why.
- 165. What community facilities in Sanderstead are important to you?
- 166. What new community facilities are required in Sanderstead?
- 167. Are there any green spaces in Sanderstead that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
- 168. Are there any other green areas in Sanderstead (that are not informal green spaces, linear open spaces, Metropolitan Open Land or Green Belt) that should be protected? Please explain why.

Selsdon

Selsdon



Where we want to be

Selsdon Town Centre will continue to provide a range of services for the residential population in a suburban setting with good links to its green open spaces and countryside. Selsdon Park Road/Featherbed Lane Neighbourhood Centre will be supporting the existing and future community with services and facilities beyond a retail function.




encouraging walking, cycling or public transport especially for school journeys.

- The council will work on the feasibility of a rapid transit route/tram extension from Croydon Town Centre to Selsdon in discussion with Transport for London to improve connectivity, air quality and housing growth.

Opportunities, constraints and change up to 2039

- An area of sustainable growth of the suburbs with some opportunity for windfall sites, growth will mainly be of infilling with new homes that respect existing residential character and local distinctiveness.
- Selsdon Town 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 Town Centre, where public realm improvements will be located.
- 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.
- 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 Central Croydon. Travel plans will look to ease congestion at peak times in the Town Centre by

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.		Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	40			
Number of homes in Selsdon <i>(the proposed Place target)</i>	870 to 1,070		580 to 710	580 to 710 <i>(plus 1,300 to 1,540 new homes on an urban extension on Green Belt land at Gravel Hill)</i>
What it looks like spatially				

Description of the option	<p>Most development in Selsdon will be on windfall sites. Those areas within 800m of Selsdon Town Centre or a tram stop will see some evolution of their existing character (apart from in Conservation Areas, which will see little change). Elsewhere there will be less change. The council will investigate the feasibility of a rapid transit route/tram extension with Transport for London to support housing growth, as well as improve connectivity and air quality to improve quality of life for all.</p>	<p>Most development in Selsdon will be on windfall sites. There will be less change to the existing character of Selsdon. The council will investigate the feasibility of a rapid transit route/tram extension with Transport for London to support housing growth, as well as improve connectivity and air quality to improve quality of life for all.</p>	<p>There will be less change to the existing character of Selsdon. This is because some pressure is taken away from existing residential areas because of limited release of Green Belt land for development, including an urban extension at Gravel Hill. The council will investigate the feasibility of a rapid transit route/tram extension with Transport for London to support housing growth, as well as improve connectivity and air quality to improve quality of life for all.</p>

Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
85	The Forestdale Centre	Residential development incorporating a new shopping parade with retail, finance, and food & drink	16 to 41

Possible Local Green Spaces

Within Selsdon the following green space has been identified as being demonstrably special and of particular significance to the local community. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Freelands Avenue on junction with Tedder Road	This green land is used for communities to have fun days on. Fetes are held here by Monks Hill Residents Association. The last fete was on Saturday 1st June 2019 when the Mayor and Mayoress of Croydon attended.
Palace Green	The grassed area in the centre of Palace Green is used as a community space for annual community barbecue.

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

Other green areas to be protected by Local Plan review	Type of other green space
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Ashen Grove	Local natural open space
Selsdon Recreation Ground	Town Park
The Ruffet	Local natural open space

Help shape the future of the Place of Selsdon

169. How should Selsdon change to help meet the need for homes and infrastructure in the borough?
170. What other potential development sites in Selsdon should the Local Plan review allocate for development?
171. Do you think the proposed development site in Selsdon should be removed from the Local Plan review? If so, please explain why.
172. What community facilities in Selsdon are important to you?
173. What new community facilities are required in Selsdon?
174. Are there any green spaces in Selsdon that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
175. Are there any other green areas in Selsdon (that are not informal green spaces, linear open spaces, Metropolitan Open Land or Green Belt) that should be protected? Please explain why.

Shirley

Shirley



- Existing**

 - Built Environment
 - Existing Green Grid and connections
 - Metropolitan Green Belt
 - Metropolitan Open Land
 - Non designated green space
 - Registered Historic Park and Gardens
 - Locally listed Historic Parks and Gardens
 - Local Heritage Areas
 - Area of Focussed intensification
 - Croydon Panorama
 - Tramway
 - Roads
 - Schools (Primary and Secondary)
 - Independent Schools
 - District Centre
 - Neighbourhood Centre
 - Local Landmarks (Numbered)

Proposed

 - Proposed Green Grid and connections
 - Public Realm Improvements



Where we want to be




Shirley will continue to be a suburb surrounded by substantial green space with improved cycle and pedestrian links. The vibrant Local Centre, with a range of retailing and independent shops will continue to serve the local community. A mature and rejuvenated Shrublands will be served by both local shops as well as those on Wickham Road. Shirley Road and Spring Park/ Bridle Road Neighbourhood Centres will support the existing and future community with services and facilities beyond a retail function.

- 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.
- With improved access and links where possible, the existing connectivity and good public transport of Shirley will be maintained.
- The council will work on the feasibility of a rapid transit route/tram extension from Central Croydon to West Wickham/Hayes in discussion with Transport for London, to improve connectivity, air quality and housing growth.

Opportunities, constraints and change up to 2039

- An area of sustainable growth of the suburbs, growth will mainly be of infilling with new homes that respect existing residential character and development on specific allocated sites.
- Some small scale employment will be provided in the Local Centre with predominantly independent shops supporting the local community.
- 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.
- Development in the flood zones will be guided by the policies of the Plan to reduce flood risk.

Growth Scenarios

Strategic option 1 – All residential growth to take place in the existing urban area.		Strategic option 3 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.		Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.		
Homes already under construction	18					
Number of homes in Shirley (the proposed Place target)	360 to 460		360 to 450		360 to 450	
What it looks like spatially						

Description of the option	There will be less change in Shirley across all strategic options, beyond a small area of focussed intensification around Shirley Local Centre. In the area of focussed intensification around Shirley Local Centre there will be a gradual change in character to denser forms of development. About a third of development will be on windfall sites.		

Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
87	Shirley Community Centre	Mixed use development with residential and replacement community facility that provides at least equivalent functionality to the existing centre	20 to 25
89	Amenity land on Fir Tree Gardens	Residential	15 to 20

Site ref	Name of site	Proposed use	Number of homes (if applicable)
90	Car park of The Sandrock public house	Residential	Up to 25
128	Land at, Poppy Lane	Residential development	51 to 107
504	Stroud Green Pumping Station, 140 Primrose Lane	Residential development (including the conversion of the Locally Listed pumping station) if the site is no longer required for its current use in the future	26 to 68

Possible Local Green Spaces

Within Shirley the following green spaces have been identified as being demonstrably special and of particular significance to the local community. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Millers Pond	Friends of Miller's Pond use, maintain and enhance Millers. They have raised money through crowdfunding to enhance the park with a new path close to the pond. They have organised and held Millers Pond Fun Day for the benefit of many local organisations such as Girl Guides, Brownies, Townswomens Guilds, who advertise their groups in the local Spring Park Activity News magazine. They have raised money from these Fayres to buy bird/bat boxes

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
	and bug hotels for insects to encourage bio-diversity.
Playing field and wood Shirley Oaks	This space is used for local events and fayres. It is a community hub and an area that the whole village uses as a focal point.
Shirley Recreation Ground	Local Cub/Beaver groups use this park. hosts local places of interest - home of Flower Fairies. The Conservation Volunteers, TCV, are based here. It attracts people from all over the country to learning special skills required for conservation work in natural environments.
Spring Park Wood	The Friends of Spring Park Woods have kept paths open, planted many trees and created hedgerows for nesting birds, put up bird boxes and bat boxes. Recreated the bluebell sights which were overgrown. Monitored any garden waste, The woods are used to play 'wide games' with

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
	<p>local scout group.</p> <p>Local Brownie group uses wood on different occasions throughout the year to make observations about the changing of the seasons, the wildlife and to appreciate the vast variety of fauna and flora in the woodland. It has also used the pond for pond dipping activities and the grassland to play rounders in the Summer. They have done scavenger hunts, treasure trails, bark rubbings, leaf identification, mini beast hunts, natural collages, wild flower spotting, bird spotting and orienteering activities in this woodland</p>
Temple Avenue Copse	A volunteer group helps to keep the copse clear and tidy for the benefit of all.

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

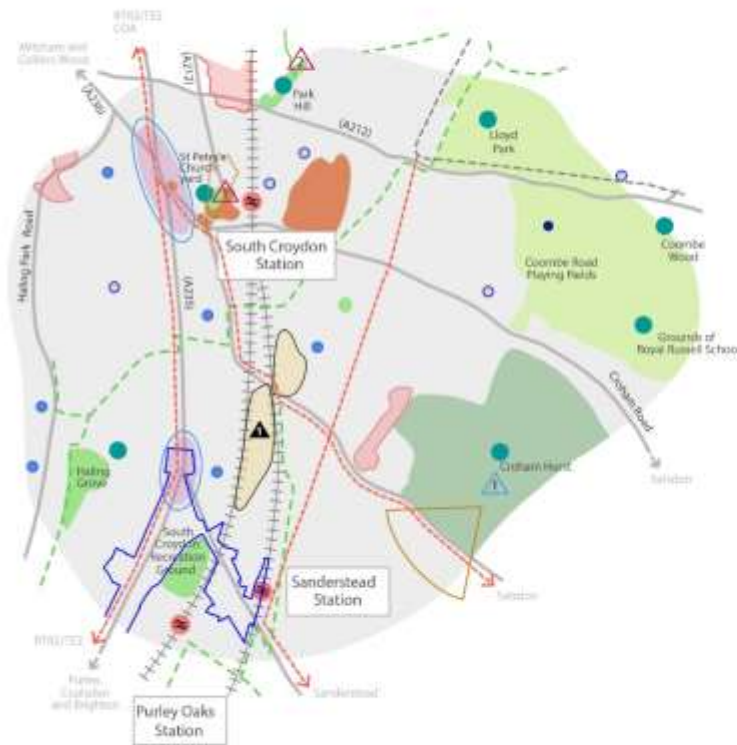
Other green areas to be protected by Local Plan review	Type of other green space
Glade Wood	Local natural open space
Balancing Pond and Land to rear of Honeysuckle Gardens	Neighbourhood parks and play spaces
Parkfields Recreation Ground	Town Park
St John's Church	Cemetery or church yard

Help shape the future of the Place of Shirley

176. How should Shirley change to help meet the need for homes and infrastructure in the borough?
177. What other potential development sites in Shirley should the Local Plan review allocate for development?
178. Do you think any proposed sites in Shirley should be removed from the Local Plan review? If so, which one(s)? Please explain why.
179. What community facilities in Shirley are important to you?
180. What new community facilities are required in Shirley?
181. Are there any green spaces in Shirley that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
182. Are there any other green areas in Shirley (that are not informal green spaces, linear open spaces, Metropolitan Open Land or Green Belt) that should be protected? Please explain why.

South Croydon

South Croydon



Where we want to be

South Croydon will continue to be a highly accessible Place with good connections to open space providing an introduction to the suburban south. The character of the area will be improved through support for the wide range of independent shops and restaurants along South End and its two Local Centres. South End/Parker Road/St Peter's Church Neighbourhood Centre will be supporting the existing and future community with services and facilities beyond a retail function.

Opportunities, constraints and change up to 2039




- The main focus for sustainable growth of the suburbs will be in the Brighton Road area with a mix of windfall and infill development that respects the existing residential character and local distinctiveness and includes flood mitigation measures.
- Croham Manor Road conservation area comprises a unified group of high quality 1920s-1930s suburban housing, set in a mature landscape. The spacious setting and high quality architecture of the group will be preserved and enhanced.
- Selsdon Road (including Carlton Road), will remain an important Separated Industrial Location⁴⁹ for the borough and will continue to be protected. Elsewhere

employment will be concentrated in the two Local Centres and along the Brighton Road.

- Through enabling development, potential exists to implement flood mitigation and adaptation measures along the Brighton Road.
- Improved connections to the Green Grid will be sought to increase opportunities for walking and cycling in the area, along with improved walking and cycling facilities along the Brighton Road
- 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.
- The council will work on the feasibility of a rapid transit route/tram extension from Central Croydon to Purley along the Brighton Road through South Croydon and also to Sanderstead and Selsdon, in discussion with Transport for London, to improve connectivity, air quality and housing growth.

⁴⁹ Separated Industrial Locations are some of Croydon's most important industrial areas. There should be strong protection for industrial and warehousing uses in Separated Industrial Locations.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.	Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	819		
Number of homes in South Croydon (the proposed Place target)	890 to 1,070	680 to 810	680 to 810
What it looks like spatially			

Description of the option	<p>About three-quarters of growth will be on windfall sites. Some areas in the east of South Croydon, where homes are typically on larger plots and are in the most accessible locations⁵⁰, will see some focussed intensification, resulting in a gradual change in character to denser forms of development. Focussed intensification will also take place along the Brighton Road south of the Brighton Road (Sanderstead Road) Local Centre. Elsewhere, areas with homes on larger plots will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. Within Conservation Areas there will be little change. In other parts of South Croydon there will be some evolution within the existing character of the area in the</p>	<p>About two-thirds of growth will be on windfall sites. Focussed intensification will also take place along the Brighton Road south of the Brighton Road (Sanderstead Road) Local Centre, resulting in a gradual change in character to denser forms of development. Some areas in the east of South Croydon, where homes are typically on larger plots and are in the most accessible locations⁵², will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. Elsewhere, areas with homes on larger plots will see some evolution within the existing character of the area. In other parts of South Croydon, including Conservation Areas, there will be less change. The council will seek tram extensions</p>	<p>About two-thirds of growth will be on windfall sites. Focussed intensification will also take place along the Brighton Road south of the Brighton Road (Sanderstead Road) Local Centre, resulting in a gradual change in character to denser forms of development. Some areas in the east of South Croydon, where homes are typically on larger plots and are in the most accessible locations⁵³, will see some moderate intensification, resulting in a denser form of development that still relates to the existing character of the area. Elsewhere, areas with homes on larger plots will see some evolution within the existing character of the area. In other parts of South Croydon, including Conservation Areas, there will be less change. The council will seek tram</p>

⁵⁰ Locations which have a PTAL of 3 or above or are within 800m of a train station or tram stop

⁵² Ibid

⁵³ Ibid

	most accessible locations ⁵¹ , and less change elsewhere. The council will seek tram extensions along the Brighton Road from Central Croydon to Purley, and from Sandilands to Sanderstead and Selsdon, both passing through South Croydon.	along the Brighton Road from Central Croydon to Purley, and from Sandilands to Sanderstead and Selsdon, both passing through South Croydon.	extensions along the Brighton Road from Central Croydon to Purley, and from Sandilands to Sanderstead and Selsdon, both passing through South Croydon.
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Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
101	Toby Carvery, Brantwood Road	Residential development	13 to 35
114	Garage courts at 18 Bramley Hill	Residential	20 to 50

Possible Local Green Spaces

Within South Croydon the following green spaces have been identified as being demonstrably special and of particular significance to the local community. However, for each and

every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Haling Grove	The Eleanor Shorter Fund and Friends of Haling Grove have made investments in this space. Friends of Haling Grove organise events such as Dog Shows, Halloween, St Nicholas Eve and Christmas events.

⁵¹ Locations which have a PTAL of 3 or above or are within 800m of a train station or tram stop

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
St Peters Churchyard	St Peter's holds events in the Churchyard every year including a garden fete in June open to all, and often attended by the local Kickboxing Club who give demonstrations at the summer fayre. It is also used for afternoon teas. The church recently held 'A big Lunch' event on 1 June for the local community in the churchyard on the lower lawn near the Heathfield entrance.

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

Other green areas to be protected by Local Plan review	Type of other green space
Normanton Meadow	Neighbourhood parks and play spaces
South Croydon Recreation Ground	Town Park

Help shape the future of the Place of South Croydon

183. How should South Croydon change to help meet the need for homes and infrastructure in the borough?
184. What other potential development sites in South Croydon should the Local Plan review allocate for development?
185. Do you think any proposed sites in South Croydon should be removed from the Local Plan review? If so, which one(s)? Please explain why.
186. What community facilities in South Croydon are important to you?
187. What new community facilities are required in South Croydon?
188. Are there any green spaces in South Croydon that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
189. Are there any other green areas in South Croydon (that are not informal green spaces, linear open spaces or Green Belt) that should be protected? Please explain why.

South Norwood and Woodside

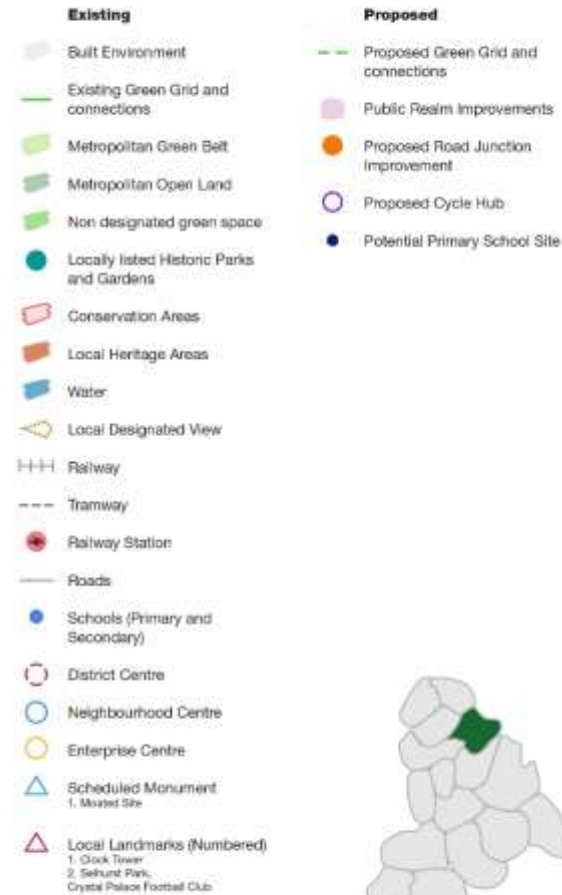
Chapter 1: Introduction and Strategic Options

Chapter 2: Themes

Chapter 3: Places of Croydon

Croydon Local Plan 2019

South Norwood and Woodside



Where we want to be

South Norwood and Woodside will be a revitalised residential neighbourhood, benefiting from train services to Docklands, the City, and a good connection to Croydon Town Centre. The Town Centre will be subject to heritage-led enhancement and revival, and will offer a mixture of homes, community and cultural facilities and a range of retailing, including many independent shops.

Opportunities, constraints and change up to 2039



- An area of sustainable growth of the suburbs with some opportunity for windfall sites, growth will mainly be of infilling with new homes that respect existing residential character, heritage and local distinctiveness.
- Woodside Green and Portland Road (Watcombe Road/Woodside Avenue) Neighbourhood Centres will be supporting the existing and future community with services and facilities beyond a retail function. Community facilities will be encouraged to locate in close proximity to the Town Centre and opportunities to provide workspaces, which could be creative industry based, will be sought in the vicinity of Portland Road.
- Opportunities for public realm improvements will be primarily focussed on the South Norwood Town Centre and Norwood Junction in line with the improvements outlined in the published Community Plan and will respond to the character and significance of this conservation area.
- The Place's diverse open spaces include South Norwood Lake and Country Park. Links will be

provided, where possible, to Central Croydon and Waterlink Way as part of the National Cycle Network. New Green Grid links will improve connectivity wherever possible, whilst improving access to nature and support increased biodiversity.

- 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.
- The council will work on the feasibility of a rapid transit route/tram extension from Central Croydon to Crystal Palace via South Norwood in discussion with Transport for London to improve connectivity, air quality and housing growth.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.	Strategic option 2 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	95		
Number of homes in South Norwood and Woodside (<i>the proposed Place target</i>)	460 to 520	350 to 380	350 to 380

What it looks like spatially			
	 <p>Low High Suburban Evolution through Infill Proposed Green Grid and Connections Potential Train Extension Trailway Existing Green Grid and Connections Conservation Areas Local Heritage Areas Non-residential Built Environment Strategic Industrial Area Green space (e.g. MGL) Area of Focused Intensification Purley Way Urban Evolution Potential Green Belt Release</p>		
Description of the option	All development in South Norwood and Woodside will be on windfall sites. Outside of Conservation Areas, there will be some evolution within the existing character of the area. There will be little change within Conservation Areas. The council will work on the feasibility of a rapid transit route/tram extension from Central Croydon to Crystal Palace via South Norwood Town Centre in discussion with Transport for London to improve connectivity, air quality and housing growth.	All development in South Norwood and Woodside will be on windfall sites. There will be less change in South Norwood and Woodside. The council will work on the feasibility of a rapid transit route/tram extension from Central Croydon to Crystal Palace via South Norwood Town Centre in discussion with Transport for London to improve connectivity, air quality and housing growth.	All development in South Norwood and Woodside will be on windfall sites. There will be less change in South Norwood and Woodside. The council will work on the feasibility of a rapid transit route/tram extension from Central Croydon to Crystal Palace via South Norwood Town Centre in discussion with Transport for London to improve connectivity, air quality and housing growth.

Possible Local Green Spaces

Within South Norwood and Woodside the following green spaces have been identified as being demonstrably special and of particular significance to the local community. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Heavers Farm Meadow and allotments	The Friends of Heavers Farm maintain this space. A path has been built, some parts tidied up and rubbish cleared.
Portland Road Community Garden	The space is maintained & managed by local community group, People for Portland Road. They have managed the space to be a mini wood with additional trees, wild-flower planting & seating with a stage & is regularly used by a variety of people in the community.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
South Norwood Recreation Ground	Hosts South Norwood Community Festival every year.
Woodside Green	Woodside's war memorial is at one end of the triangular shaped space. It was erected after the first world war. An annual memorial service is held there every year on remembrance Sunday.

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

Other green areas to be protected by Local Plan review	Type of other green space
Apsley Road Playground	Neighbourhood parks and play spaces
Brickfields Meadow	Town Park

Help shape the future of the Place of South Norwood and Woodside

190. How should South Norwood and Woodside change to help meet the need for homes and infrastructure in the borough?
191. What other potential development sites in South Norwood and Woodside should the Local Plan review allocate for development?
192. What community facilities in South Norwood and Woodside are important to you?
193. What new community facilities are required in South Norwood and Woodside?
194. Are there any green spaces in South Norwood and Woodside that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
195. Are there any other green areas in South Norwood and Woodside (that are not informal green spaces, linear open spaces or Metropolitan Open Land) that should be protected? Please explain why.

Thornton Heath

Thornton Heath



Where we want to be




Thornton Heath's Town Centre will be a mix of homes, town centre uses, community and cultural facilities reflecting the local diversity of the population and a range of retailing including many independent shops. The Local Centres at Thornton Heath Pond and Beulah Road will continue to have a strong evening economy. Brigstock Road Neighbourhood Centre will be supporting the existing and future community with services and facilities beyond a retail function to meet modern needs. The Town 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.

- 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.
- Cycling to Thornton Heath railway station will be supported with additional cycle facilities provided.
- Thornton Heath Town Centre needs an improved gateway from the train station, a new public square and public realm improvements.
- The council will explore with Transport for London the feasibility of a new rapid transit route/tram extension to Norbury via the London Road through Thornton Heath.

Opportunities, constraints and change up to 2039

- The main focus for sustainable growth of the suburbs will be along the London Road corridor and in Thornton Heath Town Centre. Elsewhere there will be opportunities for windfall sites, limited infilling, and new homes that respect existing residential character and local distinctiveness.
- Croydon University Hospital will evolve and, as the borough's principal health centre, will remain Thornton Heath's largest employer. The Town and Local Centres will continue to support the community, providing employment and services. Community facilities will be encouraged to locate in close proximity.
- Development in flood zones will be guided by the policies of the Plan to reduce flood risk.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.		Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	172			
Number of homes in Thornton Heath (<i>the proposed Place target</i>)	1,300 to 1,620		1,190 to 1,490	1,190 to 1,490
What it looks like spatially				

Description of the option	<p>Outside of Thornton Heath Town Centre and Conservation Areas there will be some evolution within the existing character of the area. Thornton Heath Town Centre will see some moderate intensification with denser development that is in keeping with its character. There will be little change within Conservation Areas. The council will explore with Transport for London the feasibility of a new rapid transit route/tram extension to Norbury via London Road through Thornton Heath.</p>	<p>Thornton Heath Town Centre will see some moderate intensification with denser development that is in keeping with its character. Elsewhere there will be less change. The council will explore with Transport for London the feasibility of a new rapid transit route/tram extension to Norbury via London Road through Thornton Heath.</p>	<p>Thornton Heath Town Centre will see some moderate intensification with denser development that is in keeping with its character. Elsewhere there will be less change. The council will explore with Transport for London the feasibility of a new rapid transit route/tram extension to Norbury via London Road through Thornton Heath.</p>

Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
103	585-603 London Road	Mixed use development for residential and hotel (up to existing floor space).	22 to 81
105	Strand House, Zion Road	Residential development, subject	12 to 67

Site ref	Name of site	Proposed use	Number of homes (if applicable)
		to impact on designated views	
136	Supermarket, car park, 54 Brigstock Road	Mixed use of residential, retail along Brigstock Road, and employment use	25 to 55
149	Tesco, Thornton Heath	Mixed-use development including retail and residential	45 to 254
248	18-28 Thornton Road	Residential development	9 to 34
326	Ambassador House, 3-17 Brigstock Road	Mixed use conversion comprising residential, retail and community facilities	26 to 145
468	Grass area adjacent to, 55 Pawsons Road	Residential development	13 to 45
499	Croydon University Hospital Site, London Road	Consolidation of the hospital uses on a smaller area of the site with enabling residential development on remaining part subject to there being no loss of services provided by the hospital in	77 to 290

Site ref	Name of site	Proposed use	Number of homes (if applicable)
		terms of both quantity and quality	

Possible Local Green Spaces

Within Thornton Heath the following green spaces have been identified as being demonstrably special and of particular significance to the local community. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Grangewood Park	Grangewood Park is part of the historic Great North Wood. It is a quiet, secluded oasis in the heart of a busy local area, and has the benefit of a fantastic Friends group of volunteers who work

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
	with the local council and other bodies to raise money for park facilities and give their time for gardening, litter picking and a range of community events throughout the year such as community cinema, events with the Wildlife Trusts, the Friends of Grangewood Park picnics and seasonal events (e.g. Halloween, Christmas). It also hosts Forest School sessions.
Thornton Heath Recreation Ground	A local gardening group helps maintain this park. The garden now involves a project involving school children, people with learning difficulties and older people
Trumble Gardens	Thornton Heath action committee have events for the community. Also Age UK use the area for outdoor activities for the over 50s. This park was created as a memorial for the second

Possible Local Green Spaces	Reasons why the space may be demonstrably special and of particular significance to the community it serves
	world war from space which was caused by bombing.
Whitehorse Meadow	The Friends of Whitehorse Meadow group have been involved in community clean ups and often trim back over growing brambles from the pathways.

Help shape the future of the Place of Thornton Heath

196. How should Thornton Heath change to help meet the need for homes and infrastructure in the borough?
197. What other potential development sites in Thornton Heath should the Local Plan review allocate for development?
198. Do you think any proposed sites in Thornton Heath should be removed from the Local Plan review? If so, which one(s)? Please explain why.
199. What community facilities in Thornton Heath are important to you?
200. What new community facilities are required in Thornton Heath?
201. Are there any green spaces in Thornton Heath that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
202. Are there any other green areas in Thornton Heath (that are not informal green spaces, linear open spaces or Metropolitan Open Land) that should be protected? Please explain why.

Waddon

Chapter 1: Introduction and Strategic Options

Chapter 2: Themes

Chapter 3: Places of Croydon

Croydon Local Plan 2019

Waddon



Existing

- Built Environment
- Existing Green Grid and connections
- Metropolitan Open Land
- Non designated green space
- Water
- Locally listed Historic Parks and Gardens
- Local Designated View
- Croydon Panorama
- Office Retention Zone
- Central Croydon Masterplan
- Enterprise Centre
- Railway
- Thamway
- Railway Station
- Roads
- Schools (Primary and Secondary)
- District Centre
- Neighbourhood Centre

Proposed

- Proposed Green Grid and connections
- Proposed Road Junction Improvement
- Potential Primary School Site



28

Where we want to be

Waddon will comprise both a growing residential community and protected industrial location. Waddon Road/Abbey Road Neighbourhood Centre will be supporting the existing and future community with services and facilities beyond a retail function. Waddon will retain its high levels of accessibility. 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 Town Centre. The retail areas along Purley Way, A23, will evolve into a series of interconnected mixed-use developments.

Opportunities, constraints and change up to 2039




- An area of major new high quality residential and mixed use development will be concentrated on the Purley Way masterplan area, and a possible Local Centre close to Five Ways ensuring strong links with the existing community, particularly on the Waddon Estate.
- Purley Way, a Strategic Industrial Location⁵⁴, and the industrial heartland of the borough, will remain an important centre of employment activity, and a Purley Way Masterplan will be developed to demonstrate where and how the co-location of residential and other uses can occur without prejudice to the amenity and function of both land uses.

- The borough will invest in new community and education facilities, such as a proposed football 'hub' facility at Purley Way Playing Fields, supplementing the high quality indoor leisure offer at Waddon Leisure Centre.
- Opportunities for public realm improvements will focus on Five Ways (linked to the Five Ways junction improvements), where a possible Local Centre could be located. Improved connections to Croydon Town 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.
- Opportunities to improve the functioning of the A23 and junction improvements at Five Ways will be complete by 2023.
- 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.
- The council will explore with Transport for London the feasibility of a new rapid transit route/tram extension to Purley (via Purley Way) and Sutton.

⁵⁴ Strategic Industrial Locations are the most important industrial areas in London as identified by the Mayor of London in the London Plan. There

should be strong protection for industrial and warehousing uses in Strategic Industrial Locations.

Growth Scenarios

	Strategic option 1 – All residential growth to take place in the existing urban area.	Strategic option 2 – Major redevelopment of the Purley Way area to reduce some pressure off residential growth in the existing urban area.	Strategic option 3 – Limited release of Green Belt land for residential development to reduce some pressure off residential growth in the existing urban area.
Homes already under construction	95		
Number of homes in Waddon (the proposed Place target)	550 to 680 (plus 2,110 to 3,250 homes in the Purley Way Transformation Area)	440 to 550 (plus 6,860 to 8,740 homes in the Purley Way Transformation Area)	440 to 550 (plus 2,110 to 3,250 homes in the Purley Way Transformation Area)
What it looks like spatially			

Description of the option	<p>Throughout Waddon, Conservation Areas will see little change. Away from the Purley Way Regeneration Area there will be some evolution of the more accessible residential areas⁵⁵, respecting the existing character. Other areas will see less change. In the Purley Way Regeneration Area the retail parks will be redeveloped into a new neighbourhood, mixing retail, leisure and new homes. The council will explore the feasibility with Transport for London, the feasibility of rapid transit routes/tram extensions along the Purley Way through Waddon, linking Ampere Way and Purley, as well as to Sutton.</p>	<p>Away from the Purley Way Regeneration Area there will be less change. In the Purley Way Regeneration Area the retail parks will be redeveloped into a major new neighbourhood consisting of very high density developments that mix retail, leisure and new homes. The council will explore the feasibility with Transport for London, the feasibility of rapid transit routes/tram extensions along the Purley Way through Waddon, linking Ampere Way and Purley, as well as to Sutton.</p>	<p>Away from the Purley Way Regeneration Area there will be less change. In the Purley Way Regeneration Area the retail parks will be redeveloped into a new neighbourhood, mixing retail, leisure and new homes. The council will explore the feasibility with Transport for London, the feasibility of rapid transit routes/tram extensions along the Purley Way through Waddon, linking Ampere Way and Purley, as well as to Sutton.</p>

⁵⁵ Those areas with a PTAL of 3 or above or within 800m of a train station or tram stop

Proposed Site Allocations

Site Allocations are identified for future housing and other development, such as schools, health facilities and community facilities. For each site, the location, the proposed use and indicative number of homes (if applicable) is provided.

Site ref	Name of site	Proposed use	Number of homes (if applicable)
11	Croydon Garden Centre, 89 Waddon Way <i>(a site within the Purley Way transformation area)</i>	Residential development	35 to 94
16	Heath Clark, Stafford Road <i>(a site within the Purley Way transformation area)</i>	Secondary School and residential development subject to access from Stafford Road	62 to 128
25	Morrisons Supermarket, 500 Purley Way <i>(a site within the Purley Way transformation area)</i>	Redevelopment of a mix of residential, retail, commercial and community uses to form the basis of a new residential community	251 to 1028

Site ref	Name of site	Proposed use	Number of homes (if applicable)
48	294-330 Purley Way <i>(a site within the Purley Way transformation area)</i>	Mixed use development comprising retail store, commercial space and residential units	115 to 233
110	Old Waddon Goods Yard, Purley Way <i>(a site within the Purley Way transformation area)</i>	Mixed use development incorporating residential, retail and food & drink (with the retail and food & drink elements limited to the current amount of floor space)	39 to 221
125	Sainsburys, Trafalgar Way <i>(a site within the Purley Way transformation area)</i>	Mixed use residential and retail development (with retail floor space limited to no more than currently exists on the site)	38 to 141
152	Parklife, Purley Way playing fields	Multi-purpose leisure facilities	n/a
316	PC World, 2 Trojan Way <i>(a site within the Purley Way transformation area)</i>	Redevelopment of this area to a mixture of residential, retail and commercial use, healthcare facility (if required by the NHS)	47 to 175

Site ref	Name of site	Proposed use	Number of homes (if applicable)
	<i>transformation area)</i>	and community uses to form the basis of a new residential community	
332	Superstores, Drury Crescent <i>(a site within the Purley Way transformation area)</i>	Redevelopment of this area to a mixture of residential, retail, healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community	66 to 246
349	Harveys Furnishing Group Ltd, 230-250 Purley Way <i>(a site within the Purley Way transformation area)</i>	Redevelopment of this area to a mixture of residential, retail and commercial use, healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community. As the site is partly within a Flood Zone 3 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment	21 to 78
350	Wing Yip, 544 Purley Way	Redevelopment of a mix of residential,	69 to 260

Site ref	Name of site	Proposed use	Number of homes (if applicable)
	<i>(a site within the Purley Way transformation area)</i>	retail, commercial and community uses to form the basis of a new residential community	
351	Furniture Village, 222 Purley Way <i>(a site within the Purley Way transformation area)</i>	Redevelopment of this area to a mixture of residential, retail, healthcare facility (if required by NHS) and community uses to form the basis of a new residential community	32 to 120
355	Decathlon, 2 Trafaglar Way <i>(a site within the Purley Way transformation area)</i>	Redevelopment of this area to a mixture of residential, retail, healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community	59 to 221
946	Stubbs Mead Depot, Factory Lane <i>(a site within the Purley Way transformation area)</i>	Mixed residential and employment (industry and warehousing)	157 to 440

Possible Local Green Spaces

Within Waddon the following green space has been identified as being demonstrably special and of particular significance to the local community. However, for each and every possible Local Green Space, to maintain it is a designation the council will require more detailed evidence. The council will contact all relevant individuals, residents' association and 'friends of' groups asking for further information about the 'demonstrably special' feature of the green space.

Proposed Local Green Space	Reasons why the space may be demonstrably special and of particular significance to the community it serves
Layton Crescent	The Layton and Page Crescents' large green spaces have hosted community events in the past and community Christmas Lights.

Other green areas to be protected by the Local Plan review

A number of green spaces, which have not met the Local Green Space designation criteria, will be protected in the Croydon Local Plan under the 'other green spaces' policy. Informal green spaces and linear open spaces are not listed below, but would still be protected by the Local Plan review.

Other green area to be protected by Local Plan review	Type of other green space
Duppas Hill	Town Park

Waddon Ponds

Town Park

Help shape the future of the Place of Waddon

- 203. How should Waddon change to help meet the need for homes and infrastructure in the borough?
- 204. What other potential development sites in Waddon should the Local Plan review allocate for development?
- 205. Do you think any proposed sites in Waddon should be removed from the Local Plan review? If so, which one(s)? Please explain why.
- 206. What community facilities in Waddon are important to you?
- 207. What new community facilities are required in Waddon?
- 208. Are there any green spaces in Waddon that should be protected as Local Green Spaces? Please provide evidence as to why they are irreplaceable for you.
- 209. Are there any other green areas in Waddon (that are not informal green spaces, linear open spaces or Metropolitan Open Land) that should be protected? Please explain why.