

Appendix 1

Croydon Local Plan (2018)

SP1.2 Place Making
SP2.2 Homes – Quantities and Locations
DM1 Housing Choice and Sustainable Communities
SP3.1 Employment
SP3.14 Opportunities for Employment and Skills Training
DM8 Development in Edge of Centre and Out of Centre Locations
SP4.1 High Quality Design
SP4.2 Development informed by distinctive qualities, identity, topography and opportunities of the relevant Places of Croydon
SP4.5 Proposals for Tall Buildings
SP4.7 Public Realm
SP6 Environment and Climate Change
SP8 Transport and Communication
DM10.1 Design and Character
DM10.2 Public and Private Spaces
DM10.6 Amenity Impacts
DM10.7 Detailed Design
DM10.8 Hard and Soft Landscaping
DM10.9 Architectural Lighting
DM12.2 Hoardings
DM13.1 Refuse and Recycling Facilities
DM 13.2 Waste Management Plans
DM 14 Public Art
DM15: Tall and Large Buildings
DM16: Promoting Healthy Communities
DM18.9 Archaeology
SP5.2 Health and Well Being
SP5.5 Community Facilities
DM19.2 Detailed Requirements for Community Facilities
DM20: Supporting Selhurst Park as the Home Stadium of Crystal Palace Football Club
DM23 Development and Construction
DM25 Sustainable Drainage Systems and Reducing Flood Risk
DM29 Promoting Sustainable Travel and Reducing Congestion
DM30 Car and Cycle Parking in New Development
DM32 Facilitating Rail and Tram Improvements

Croydon SPD/G

SPD 3 – Designing for Community Safety
SPG Note 12 – Landscape Design

Emerging Croydon Local Plan

The Croydon Local Plan is currently being reviewed. The review will update the vision and strategy for Croydon's growth up to 2039 and set out how the Council will continue to deliver much-needed new homes, jobs and community facilities. The

emerging Croydon Local Plan was subject to regulation 19 consultation, which ran from the 6th January to the 17th February of this year. The Council are current reviewing the responses received.

In officer's view, the emerging Croydon Local Plan, due to the stage of adoption is has reached and need for further review, should carry very limited weight, and would not outweigh adopted policies.

London Plan (2021)

GG1 Building strong and inclusive communities
GG2 Making the best use of land
GG3 Creating a healthy city
GG4 Delivering the homes Londoners needs
GG5 Growing a good economy
GG6 Increasing efficiency and resilience
D1 London's form character and capacity for growth
D4 Delivering good design
D5 Inclusive design
D8 Public realm
D9 Tall buildings
D11 Safety, security and resilience to emergency
D12 Fire safety
D13 Agent of Change
D14 Noise
H8 Loss of existing housing and estate redevelopment
S1 Developing London's social infrastructure
S5 Sports and recreation facilities
E9 Retail, market and hot foot takeaways
HC1 Heritage conservation and growth
HC4 London View Management Framework
HC5 Supporting London's culture and creative industries
HC6 Supporting the night-time economy
G5 Urban greening
G6 Biodiversity and access to nature
G7 Trees and woodlands
SI 1 Improving air quality
SI 2 Minimising greenhouse gas emissions
SI 7 Reducing waste and supporting the circular economy
SI 8 Waste capacity and net waste self sufficiency
SI 12 Flood risk management
SI 13 Sustainable drainage
T1 Strategic approach to transport
T2 Healthy Streets
T3 Transport capacity, connectivity and safeguarding
T4 Assessing and mitigating transport impacts
T5 Cycling
T6 Car parking
T6.3 Retail parking
T6.4 Hotel and Leisure Uses Parking

T6.5 Non-residential disabled persons parking
T7 Deliveries, servicing and construction

Mayor's Guidance

LBC Designing for community safety SPD
Mayor's 'Be seen' energy monitoring LPG (2022)
Mayor's Accessible London: Achieving an Inclusive Environment SPG (2014)
Mayor's Character and Context SPG (2014)
Mayor's Circular Economy Statement LPG (2022)
Mayor's Control of Dust and Emissions During Construction and Demolition SPG (2014)
Mayor's Planning for Equality and Diversity in London SPG (2007)
Mayor's Whole Life-Cycle Carbon Assessments LPG (2022)
GLA Guidance on Preparing Energy Assessments (2020)
Mayor's Social Infrastructure SPG

Mayor's Draft Guidance

Mayor's Draft Air Quality Neutral LPG (2022)
Mayor's Draft Air Quality Positive LPG (2022)
Mayor's Draft Characterisation and Growth Strategy LPG (2022)
Mayor's Draft Fire Safety LPG (2022)
Mayor's Draft Optimising site capacity: A design-led approach (2022)
Mayor's Draft Sustainable Transport, Walking and Cycling LPG (2021)
Mayor's Draft Urban Greening Factor (2021)
Better Homes for Local People; The Mayor's Good Practice Guide to Estate Regeneration Draft (2018)

National

The National Planning Policy Framework

National Guidance

National Planning Practice Guidance
National Design Codes

Appendix 2

Daylight to existing buildings

The BRE Guidelines stipulate that the diffuse daylighting of the existing building may be adversely affected if either:

- the vertical sky component (VSC) measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value (or reduced by more than 20%), known as “the VSC test” or
- the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value known as the “daylight distribution” test.

Sunlight to existing buildings

The BRE Guidelines stipulate that the sunlight of an existing window may be adversely affected if the centre of the window:

- receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of annual winter probable sunlight hours between 21 September and 21 March (WPSH); and
- receives less than 0.8 times its former sunlight hours (or a 20% reduction) during either period; and
- has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

If one of the above tests is met, the dwelling is not considered to be adversely affected.

Appendix 3

1. SUMMARY OF MATTERS RECOMMENDED TO BE SECURED THROUGH SECTION 106

- 1.1 The following summarises the main schedules and elements contained within them.

Schedule 1 - Dwellings

Purchase of Dwellings at Wooderson Close

- 1.2 Clause 1 of Schedule 1 requires the developer to give the Council 12 months' notice of the intention to purchase the land to ensure that there is sufficient time to re-house existing tenants. The developer cannot commence development (as defined within the glossary of the S106 legal agreement) until they have purchased the interest of social housing land, 30 Wooderson Close and associated highway.

No Net Loss of Affordable Housing

Clause 4 of Schedule 7 (Council's Obligations) requires the Council to use the proceeds of the sale of the Social Housing Land to purchase five four bedroomed houses in the London Borough of Croydon as replacement for the five four bedroomed affordable homes lost by the development. This would initially be sought to be delivered in Selhurst, South Norwood and Thornton Heath Wards, then in surrounding wards, and then elsewhere in Croydon as a cascade. Clause 5 then requires these purchased properties to be provided as affordable rent. Clause 2 of Schedule 1, ensures that the developer meets the reasonable costs incurred by the Council in fulfilling these obligations.

No Net Loss of Dwellings (NNLD)

- 1.3 The proposed development would involve the demolition of 6 residential houses and loss of residential land. Clause 3 of Schedule 1 requires the developer to procure or construct a minimum of six replacement dwellings (known as NNLD scheme) with at least the same floorspace as the existing, so as not to result in net loss of homes or residential land. A sequential test would follow, with these prioritised within Selhurst Park, then surrounding wards, then the rest of borough.
- 1.4 The NNLD scheme will need to be submitted to the Council prior to commencement of development (as defined in Section 106), with substantial implementation prohibited (broadly to first floor level on the new stand) until planning permission has been granted for the NNLD scheme, and the new stand cannot be occupied until the NNLD scheme is practically complete.

Schedule 2 – Financial Contributions

Contribution	Amount
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Carbon Offset	£87,549.66
Monitoring Costs	£33,000
Travel Plan Monitoring Cost	£2,712
Local Employment and Training Strategy Construction	0.25% of capital construction costs.
Local Employment and Training Strategy Operation	£46,678
Contribution towards Regeneration Masterplan brief	£10,000
Wayfinding Strategy, Highway Signage and Public Transport Access Improvement Contribution	£30,500
Bus Stop Improvements on Whitehorse Lane	£15,770
Pedestrian Comfort Level Assessment	£30,000
Improvements to Cycle Routes to Stadium	£100,000
Station Management Plans	£15,000
Controlled Parking Zone Assessment and Consultation	£100,000
Controlled Parking Zone Implementation and Operational Delivery Contribution	£230,000
Travel Plan Bond	Up to £250,000
CCTV Contribution	To be agreed post decision following Operational Requirement Assessment as requested by Met Police
Approximate Total	£701,209 to £951,209.66 + CCTV contribution +LETS

2. Schedule 3 – Local Employment and Training Strategy (LETS)

2.1 Clauses have been included that require a LETS for both construction and initial operational phases. This will ensure the promotion and delivery of employment, training and apprenticeships opportunities. It requires targets to be set and monitored, including 34% of total new jobs created to be filled by residents within

the London Borough of Croydon, and requires some of the vacancies to be filled by vulnerable and disadvantaged residents. Up to 10 apprenticeships would be provided. The developer will be required to seek accreditation under the Mayor's Good Work scheme. Furthermore, it requires opportunities to be given to local suppliers, businesses and companies within London Borough of Croydon.

Schedule 4 – Highway and Transport

2.2 This schedule secures money for the CPZ consultation and review which will be paid (£100,000) on commencement. The Council are then legally required to carry out the review and consultation of potential CPZ expansion. If the Council then, following this review, determines to introduce or amend one of the CPZ's then the developer will be required to pay the implementation contribution (£200,000) within 28 days of the developer having received the review and on occupation.

2.3 Other transport related items secured through Section 106 include:

- Off-site highway works to ensure they are completed prior to occupation.
- Study of match day performance of road junctions and pedestrian safety at junction of South Norwood Hill/Whitehorse Land and South Norwood Hill/High Street, proposed management measures be bought into place through trained stewards provided by the developer at those junctions.
- Match Day Coach Parking study to identify options, within the site and within 1.5km radius of the site.
- Car Parking Management Plan on match and event days, including measures for pedestrian and cyclist safety.

Schedule 5 – Travel Plan

2.4 A Baseline Travel Plan survey will be carried out after occupation to establish actual modal splits. There is commitment to a Travel Plan which targets a 5% year on year reduction of single occupancy car journeys from the baseline travel plan survey for the first five years (so totalling a 25% reduction). If these yearly targets on single occupancy car journeys are not met, then a bond of up to £50,000 per year (totalling £250,000) would be taken. The amount taken would be based on a formula that encourages continual improvement even if early targets are not met. Any bond received will be used on pedestrian and cycling improvement identified within a survey that is secured through the Section 106.

Schedule 6 – Further Developer Obligations

Community Facilities

2.5 Requires the provision of accommodation for the Palace of Life Foundation at the site or off site within 1.5km during construction and to then provide such accommodation on site upon completion at a nominal cost and for any defined

local community organisation, except on match days and large event days (attended by over 10,000).

TV and Radio Mitigation

- 2.6 Requires a survey to be carried out on structural completion, and then if deterioration has been attributed to the impact of the development then the developer must use best endeavours to complete all necessary mitigation works to the affected properties.

Retention of Existing Scheme Architects

- 2.7 Requirement to use reasonable endeavours to retain the existing scheme architects as the appointed architect of the development until its completion.

Vehicle Control Measures

- 2.8 A Vehicle Control Measures Scheme must be prepared 12 months prior to occupation of the development, which will include appropriate counter-terrorism measures. This will be done in consultation with the Metropolitan Police.

Match Day and Event Day Litter Picking

- 2.9 Requires the collection of litter, and funding and placing of litter bins on match days and agreed event days on the key roads between the stadium and surrounding stations.

Provision of Temporary Street Urinals

- 2.10 A temporary street urinal scheme to be submitted and approved prior to occupation detailing specification and number of urinals on key roads between the stadium and surrounding stations, to be placed on match days and agreed event days.

Side Agreement

- 2.11 The side agreement is a separate agreement from the Section 106 between the Council and the applicant. The purpose of the side agreement is to identify remaining matters, as expressed by the GLA, which are not set out in the Section 106, as they are not considered to be related to planning matters. The details of these are provided for members (and others) comfort of the broader commitments of the council, but should not be given any weight in the determination of the application

It intends to secure the following as part of that future agreement.

- That the developer pays a lump sum for the loss of rental income.
- That the Council will write to their tenants setting out timescales of engagement regarding their housing needs.

- That the Council will ensure that any re-housed tenant is offered new accommodation as close to the existing property or desired specification (if different) as reasonably possible in terms of internal area, amenities and location, and adapted to meet the needs of disabled.
- Where tenants elect to relocate to a property within the wards of Selhurst, South Norwood or Thornton Heath with the equivalent number of bedrooms to their existing property, the Council will offer tenants rent set in the same way as their existing rent. Otherwise the tenants will be required to pay appropriate rent for the dwelling to which they relocate;
- The Council will pay for the tenants' removal, disconnection and reconnection, and redecoration costs at their new property (if redecoration is reasonably required).
- Each tenant shall receive a home loss payment of at least £6,000 and compensation for any adaptations made to their existing property, at their own expense.
- Clauses about how value of Wooderson Close would be agreed.
- The applicant will meet the reasonable costs of the Council in fulfilling these commitments.

3. MEMBER'S PREVIOUS COMMITTEE COMMENTS IN REGARDS to S106.

3.1 Members specifically requested the following in the committee in 2018:

- that residents within the expanded CPZ would not incur the cost of applying for parking permit and that this be subsidised by the club
- an increase in the funding towards the travel plan bond, aiming to increase this to £250,000
- the community use be secured at a reasonable charge

Extended CPZ subsidy

3.2 Members requested that residents within the expanded CPZ, would not incur the cost of applying for a parking permit, and that this be subsidised by the club.

3.3 Securing of this request following discussion with both council's parking services and the club has not been possible or practical. At the time of committee it was envisaged that the CPZ would only be implemented on match days, and as such residents would see little advantage.

3.4 However, once this was explored further it was agreed that a match day CPZ was not practical to do, especially on such a large potential area of up to 1.5km. An 1.5km area is the area in which it is envisaged that people would reasonably be prepared to park away from the stadium to get to the ground. Matches are played on a wide variety of times and days, and as such easily updatable signage is required. Pop down signs that are manually changed, as can be seen around the ground at present, were ruled out by parking services as they were unsafe and impractical to change, especially on such a wide area and given the large

number of signs involved. There were also significant concerns on enforceability, with the signs not complying with current guidance. Electric signs were looked at as an alternative, but due to the number of roads and interconnectivity of these roads, the number of signs needed, and cost was prohibitive and it would have been unreasonable of the Council to expect the developer to fund this.

- 3.5 As a rough indication, parking services estimated that if an electric sign CPZ was just introduced on the 50 roads surrounding the ground (area highlighted in Pink in map below), it would require approximately 500 road side signs, costing approximately £10k each, and 20 entry signs, costing approximately 15k each. The total cost estimate would be £5.4million. To expand this over the 1.5km area could cost up to £29 million. There is also a greater long-term liability and maintenance requirements, which would likely eventually fall on the council.



Fig A – Area of electric sign parking zone costings.

- 3.6 As a result a permanent standard CPZ was considered the only viable and reasonable option in this instance. A permanent CPZ offers significant benefits to residents within it, including reducing parking stress in the area, which means that residents are more likely to be able to find convenient parking, prevents all day commuter parking, reduced problems of illegal parking, improves access including by emergency services and improves highway safety. It also encourages cars with lower emissions, as they pay less for a permit. It is of course recognised that the key disadvantage is the cost to the residents.
- 3.7 Officers did (as instructed by committee) explore whether it was reasonable to require the club/developer to subsidise the cost of parking permit to residents affected. However, this was discounted for the following reasons:
- Having a charge for the CPZ is an important part of ensuring its effectiveness and prevents excessive parking permits being issued. It also helps prevent the system being abused, which would also have wider implications within other CPZs within the borough.

- Requires alterations to standard internal procedures that incurs costs on the Council side to administer. Simpler systems are better for communication purposes and for enforcement.
- The cost to the developer would be unreasonable, due to the number of people that would be eligible, and that cost would be on-going and have to be borne every year.
- As a permanent CPZ was the only solution, the Council would not be able to reasonably require the developer to fund the whole cost of the parking permit, as the impact that the CPZ will mitigate extends beyond just impacts caused by the development.
- Difficult judgements would need to be made on who would and would not be eligible for a free parking permit, especially given presence of an existing CPZ in the area.

Travel Plan Bond

- 3.8 Members requested an increase in funding towards the travel plan bond, aiming to increase this to £250,000. This has been secured.

Community Use

- 3.9 Members requested that the community use be secured at a reasonable charge. This has been captured in the Section 106, with use of the community facilities required to be let at a nominal charge.