

# Croydon Local Plan review

## Issues & Options

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# Croydon Local Plan review – Issues and Options

## **A consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012**

**8 November 2019 to 13 January 2020 (inclusive)**

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The cover for this plan is designed Adam Nathaniel Furman ([www.adamnathanielfurman.com](http://www.adamnathanielfurman.com)). The inspiration and concept for the designs is captured in his words below.

Croydon has the most astonishing variety of architectures from every period, brought together in an incredibly varied urban environment that has everything from the most space-age, optimistic highrises of the 1960s, to the most elegant of Edwardian parks, the most forward-looking suburbia of the 1930s, the sharpest glass skyscrapers of the 21st century, and the most elegant of the Victorian's virtuosity with brick. Taking some of the many great examples, and organising them as building blocks in a miniature, condensed version of Croydon's spatial diversity, I created Croydon Collage. A re-usable, re-combinable little iconic symbol of the borough that is as colourful, iconic and proud as Croydon itself rightly is of its brilliant past, exciting present, and beckoning future.

## Foreword



**Paul Scott –  
Cabinet Member for Environment,  
Transport & Regeneration (Job Share)**

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 temporary accommodation. 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 proposed how London is going to do this for the next ten years, setting higher standards for new buildings, protecting open spaces and planning to meet London's housing need. The Panel of Inspector's Report into the emerging London Plan has recommended

that number of new homes planned in London be reduced to make the London Plan more deliverable. As part of that it has given Croydon a target of 20,790 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 would need to plan for 25,250 homes on top of the London Plan target. This consultation is asking if building that number of homes in Croydon is deliverable.

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. The range of homes for the borough set out in each of the 16 Places represents meeting the borough's housing need against the government's standard methodology, the submitted London Plan or should the Panel of Inspector's Report's recommendations be adopted.

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 2039 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<sup>1</sup>, will see higher levels of growth.

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
- Themes
- Places of Croydon

For each section, the key facts, where we want to be, the issues, and how 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, and at other events throughout the borough<sup>2</sup>.**

The consultation runs from 8 November 2019 to 13 January 2020 (inclusive).

<sup>1</sup> Those Places with better accessibility to public transport and local services, as well as the capacity to evolve and change. This approach is in conformity with the emerging London Plan.

<sup>2</sup> Visit [www.croydon.gov.uk/localplanreview](http://www.croydon.gov.uk/localplanreview) for details

## 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 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 early 2022.

## Did you know?

- Every council has to have an up to date 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 and manage development.
- Reviewing a Local Plan is a three to four year process, with at least two opportunities to comment on the context of the plan.
- 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 planning 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 Archbishops 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.

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 tramlines 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 500,000m<sup>2</sup> 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 1960s 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 400,000m<sup>2</sup> of Grade A office space, complemented by over 600 new homes and associated retail and dining space. This development, which is partly occupied, is just under a quarter the size of Canary Wharf. 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 Locations<sup>3</sup>, 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.

.....  
3 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.

In 2011 the borough ranked as the 14th least deprived borough in London<sup>4</sup>, (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 Local Plan review 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 population<sup>5</sup>. Croydon is home to 396,837 people<sup>6</sup> and this is expected to increase to just under 500,000<sup>7</sup> 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%<sup>8</sup>. 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 2016<sup>9</sup>. The challenge for the Local Plan review is to meet the needs of the population growth, the aging population and the cultural diversity.

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 review 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.

4 Index of Multiple Deprivation 2010 - Local authority summaries

5 GLA, London Area Profiles

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

7 GLA Central Trend-based projections, 2016

8 GLA 2010 Round Population Projections

9 GLA 2009 Round Ethnic Group Population Projections

# 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 enable this through this review.

## Croydon's Vision is:

1

### People live long, healthy, happy and independent lives

Croydon becomes a more equal place that celebrates its rich diversity, where happy, healthy and independent lives are lived by as many as possible, for as long as possible.

#### What can we do?

- Support the development of a healthy living culture with high quality public realm that facilitates sustainable transport, walking and cycling
- Deliver high quality, sustainable design and placemaking for the built environment
- Improve and reduce differences in life expectancy between communities

2

### Our children and young people thrive and reach their full potential

Children and young people in Croydon are safe, healthy and happy, aspire to be the best they can be, can access high quality education and youth facilities, and be involved in local democracy.

#### What can we do?

- Ensure there are high quality school places for Croydon's increasing numbers of children and young people

3

### Good, decent homes, affordable to all

Providing homes for everyone, ensuring new homes, including genuinely affordable homes, are designed and built at a high quality, whilst also ensuring existing homes are a decent standard.

#### What can we do?

- Plan for up to 46,000 new homes to meet the need for housing in the borough
- Build 2,000 homes that give priority to Croydon residents
- Return at least 100 vacant properties back into use
- Develop our Homelessness Prevention Strategy and assist 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

4

## Everyone feels safer in their street, neighbourhood and home

Working with partners and the local community to ensure all residents, workers and visitors feel safe and welcome, by reducing crime throughout the borough.

### What can we do?

- Design, deliver and facilitate the management of high quality public spaces, healthy streets and safe neighbourhoods
- Promote opportunities to enable passive surveillance including active frontages, and good relationships and views between buildings, streets and public spaces

5

## A cleaner and more sustainable environment

Education and information is further developed to improve individual responsibility for waste, increase Croydon's recycling rate and improve air quality.

### What can we do?

- Deliver our Air Quality Action Plan to tackle idling vehicles
- Plant 3,500 new trees by 2023
- Continue to improve the design and quality of public spaces, integrating sustainable transport, walking, cycling and links to the Green Grid
- Create guidance to facilitate and enhance the Green Grid

6

## Everybody has the opportunity to work and build their career

More businesses pay the London Living Wage, and support local talent and resources, whilst ensuring more residents can develop their skills through apprenticeships, and academic, creative and technical courses.

### What can we do?

- Create the environment for thousands of new job opportunities to be made available to local people
- Increase 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

7

## Business moves here and invests, our existing businesses grow

Effective transport, digital and social infrastructures which support economic growth and innovation, the establishment of small and medium enterprises, a highly adaptable and skilled workforce, and as a result local communities and high streets flourish.

### What can we do?

- 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

8

## An excellent transport network that is safe, reliable and accessible to all

A reliable public transport system that ensures safe and convenient travel between Croydon's local Places and further afield, including initiatives which support less reliance on cars, and more willingness to walk, cycle or use public transport.

### What can we do?

- 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
- 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

9

## We value the arts, culture, sports and activities

Croydon's cultural offer enhances our town and creates places where people want to live, work and visit, whilst enabling new artistic and sporting talent, and providing accessible leisure facilities and safe parks where everyone can exercise and have fun.

### What can we do?

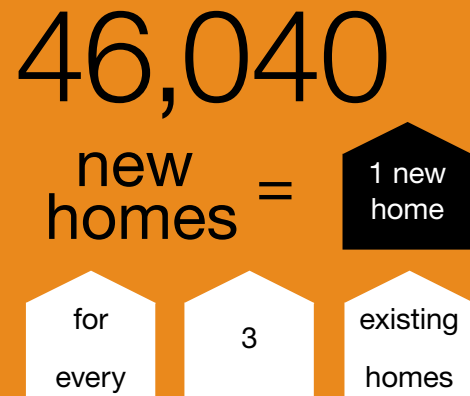
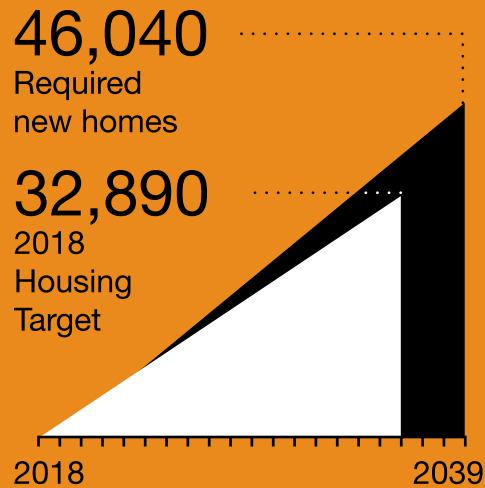
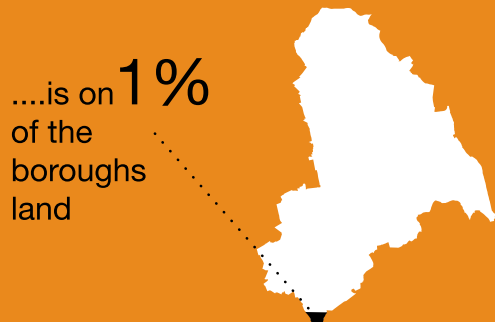
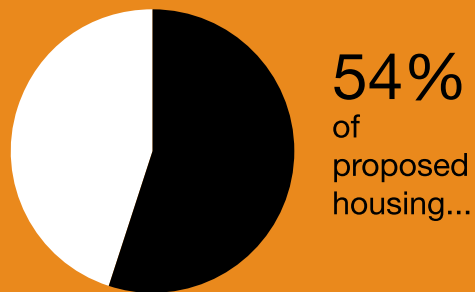
- Reopen Fairfield Halls with a diverse year-round programme
- Open a new leisure centre in New Addington
- Develop more outdoor active gyms and other sports facilities in parks
- Develop a Creative and Cultural spatial masterplan to facilitate infrastructure for all parts of creative and arts industries



# Strategic Options Did you Know?

# 1,645

**houses built per year**  
Croydon is currently meeting its existing housing target

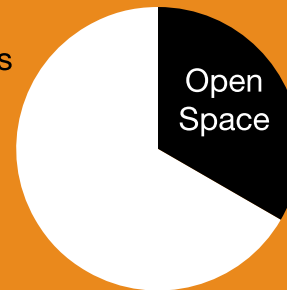


Emerging London Plan housing target for London  
**64,935**



Emerging London Plan housing target **for Croydon**  
**29,490** by 2029

Croydon has **2,847ha** of protected open space



However, many of these open spaces are disconnected

Croydon's tram network spans **17.26km**

It is the UK's 4th busiest light rail network



**0.89** cars per household in Croydon



only **51%** of Borough Journeys are made on **foot**

by **cycle**



or by using **public transport**

## Strategic Spatial Options

This consultation presents three strategic spatial 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);
- 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);

- 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;
- Find a site for a new tram depot to support expansion of the network;
- Seek 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 spatial options differ?

For each of the Strategic Spatial Options the following three points are consistent.

- 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.

**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:

- 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'<sup>10</sup> 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 character<sup>11</sup>.

10 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

11 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:

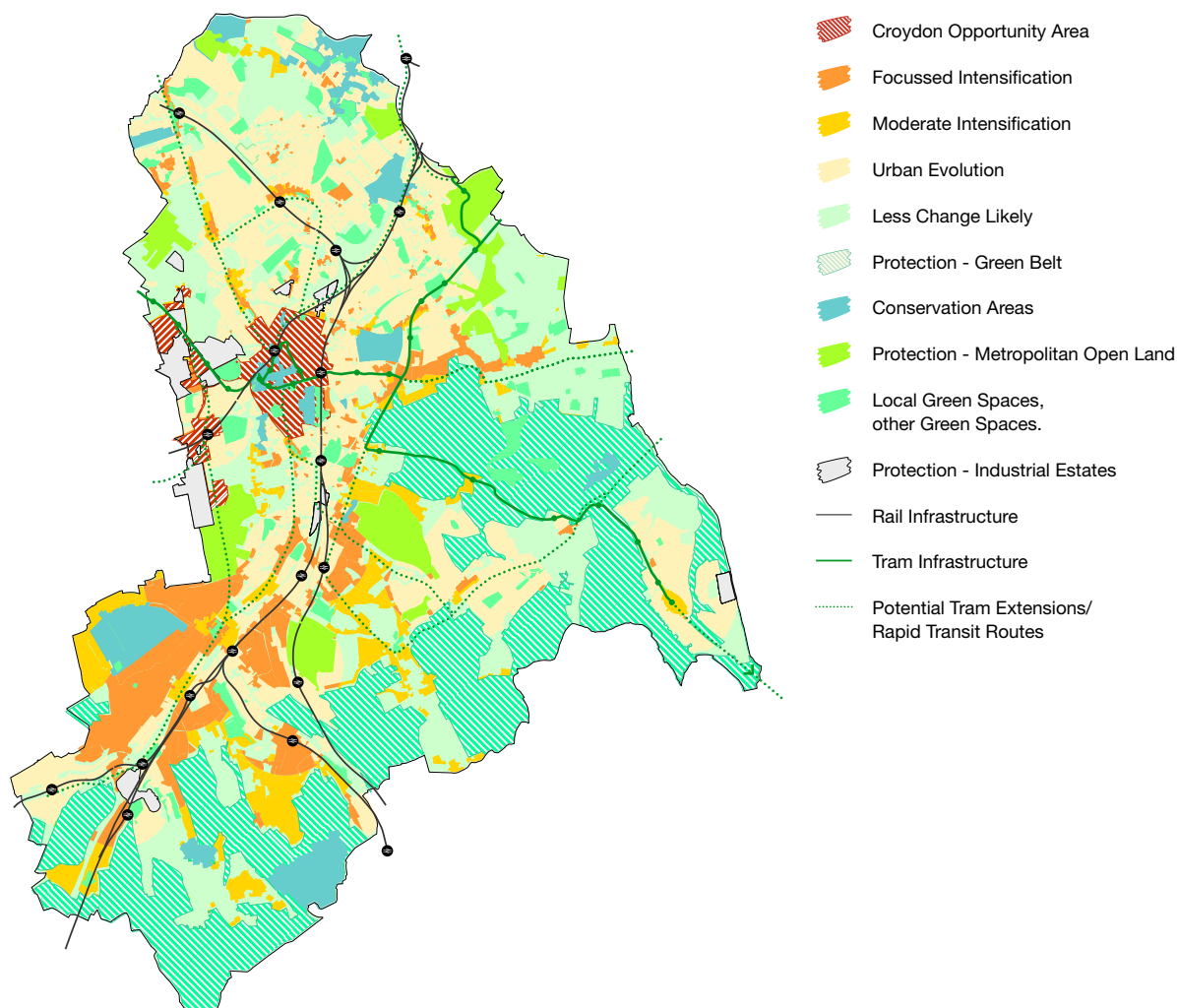
- The development of a radical vision and delivery focussed masterplan for the Purley Way transformation area to accommodate up to 12,000 homes along the Purley Way through high density residential and commercial/retail developments, whilst ensuring that:
  - The borough's most valued and protected commercial locations are respected;
  - Wider infrastructure is developed to enable good growth<sup>12</sup> and a vibrant place; and
  - A joined 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;
- 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.

**Spatial Strategic 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:

- 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;
- 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.

.....  
 12 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).

## Strategic Spatial Option 1: An environmental and economically sustainable option



### Opportunities:

- This option 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 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)

Place	Total
Addington	280 to 350
Addiscombe	1,480 to 1,880
Broad Green & Selhurst	880 to 1,070
Coulsdon	2,050 to 2,490
Central Croydon	11,540 to 12,980
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	560 to 620
Thornton Heath	1,450 to 1,880
Waddon	500 to 610
Already under construction	5,370
<b>Borough totals</b>	<b>At least 46,040 new homes across the borough</b>

## 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.



2019



2039

## 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.



2019



2039

### 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.



2019



2039

### Transformation

Applies to Central Croydon and the Purley Way.



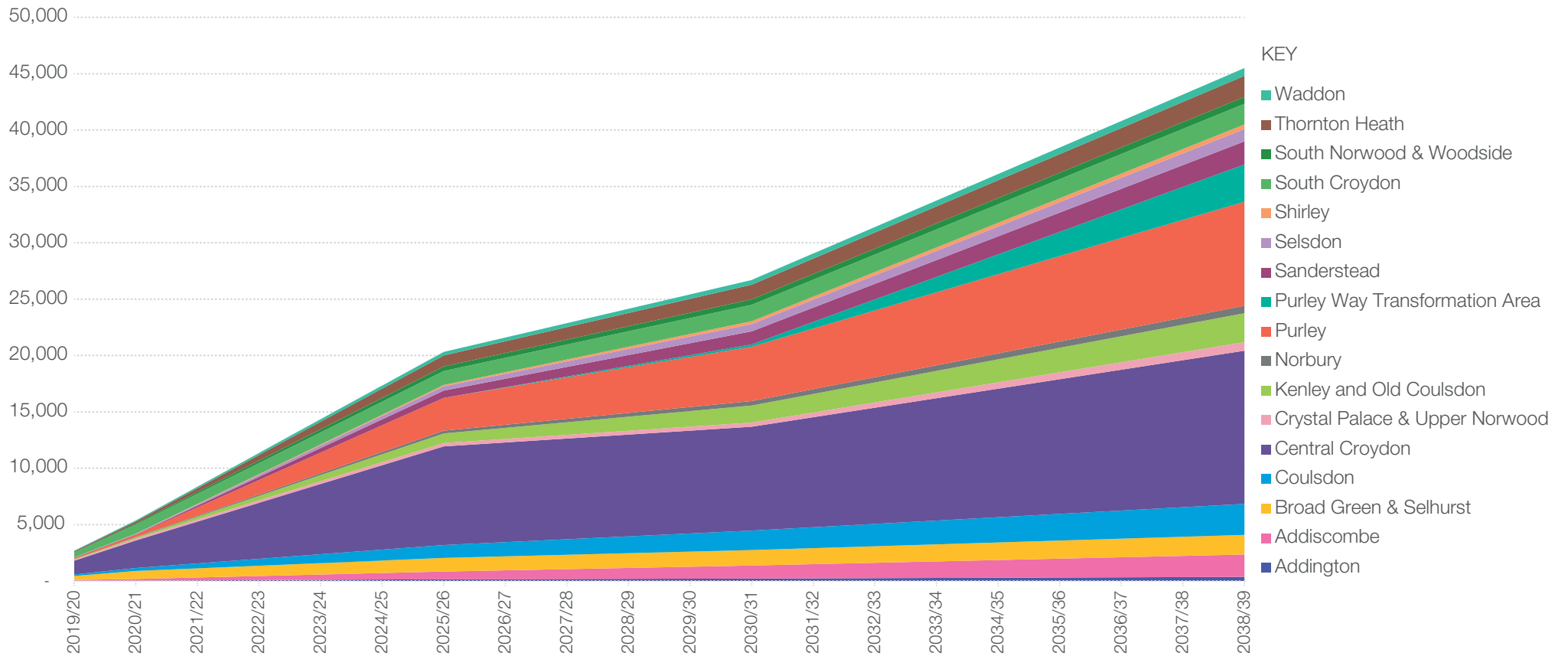
2019



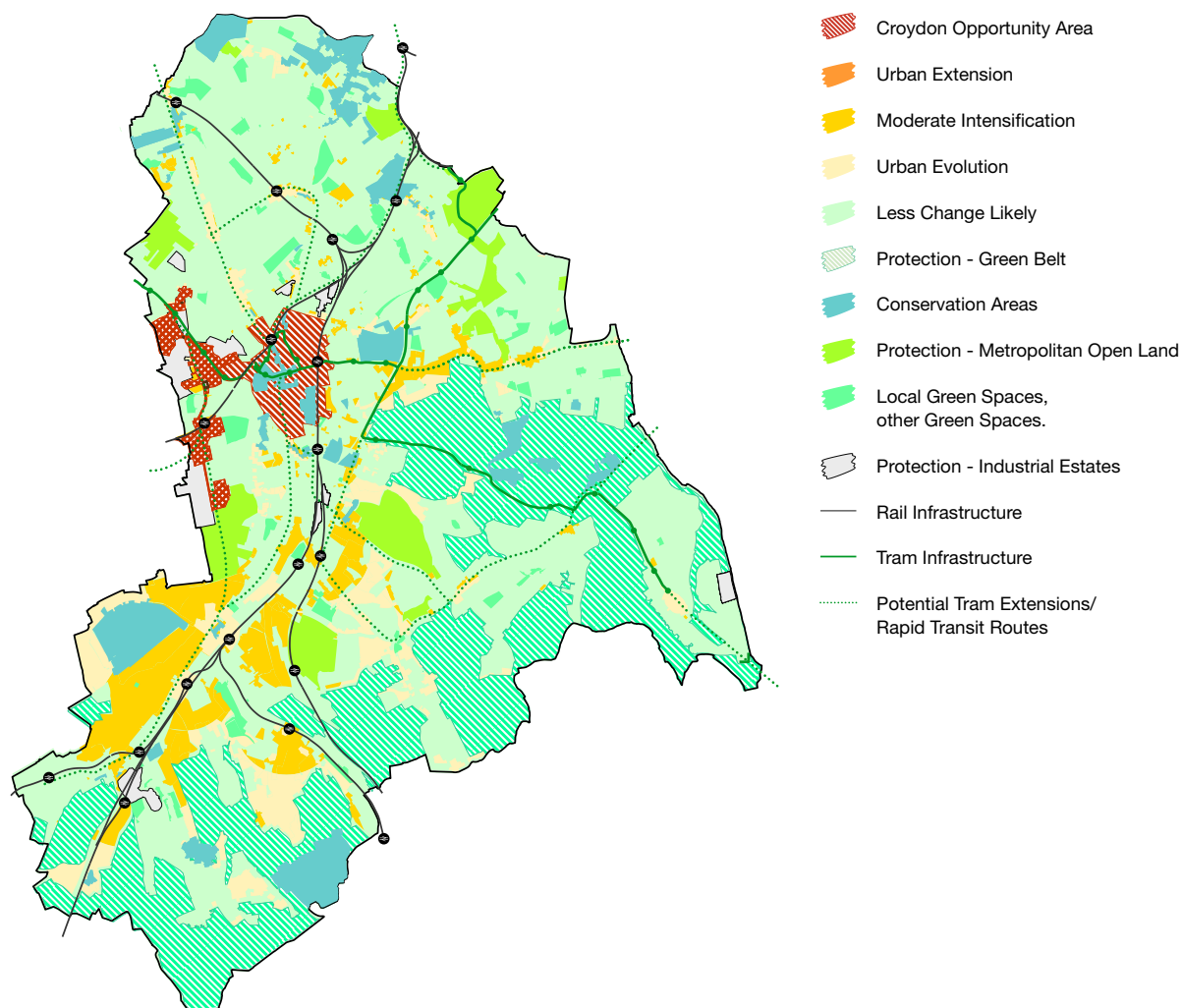
2039 - 4000 homes



### Strategic Option 1 - housing trajectory



## Strategic Spatial Option 2: An environmentally and socially sustainable option



### 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 Locations, 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 focussed 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	820 to 1,000
Coulsdon	1,460 to 1,760
Central Croydon	11,540 to 12,980
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 transformation 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	450 to 480
Thornton Heath	1,340 to 1,740
Waddon	400 to 480
Already under construction	5,370
<b>Borough totals</b>	<b>At least 46,040 new homes across the borough</b>

## 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. 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.

### 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 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.



2019



2039



2019



2039

## 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.

## Focused 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 Focused Intensification in the Croydon Local Plan 2018 (excluding Forestdale).



2019



2039

## Transformation

Applies to Central Croydon and the Purley Way.

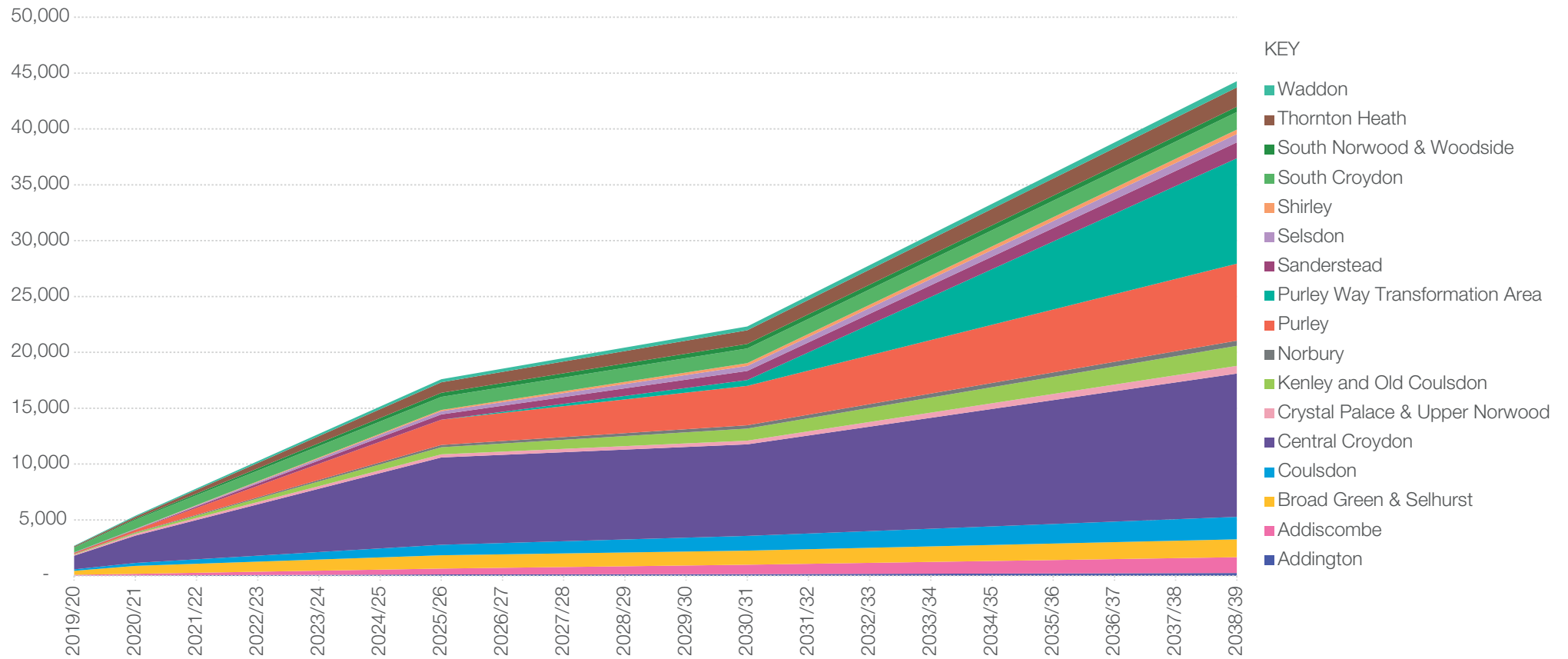


2019

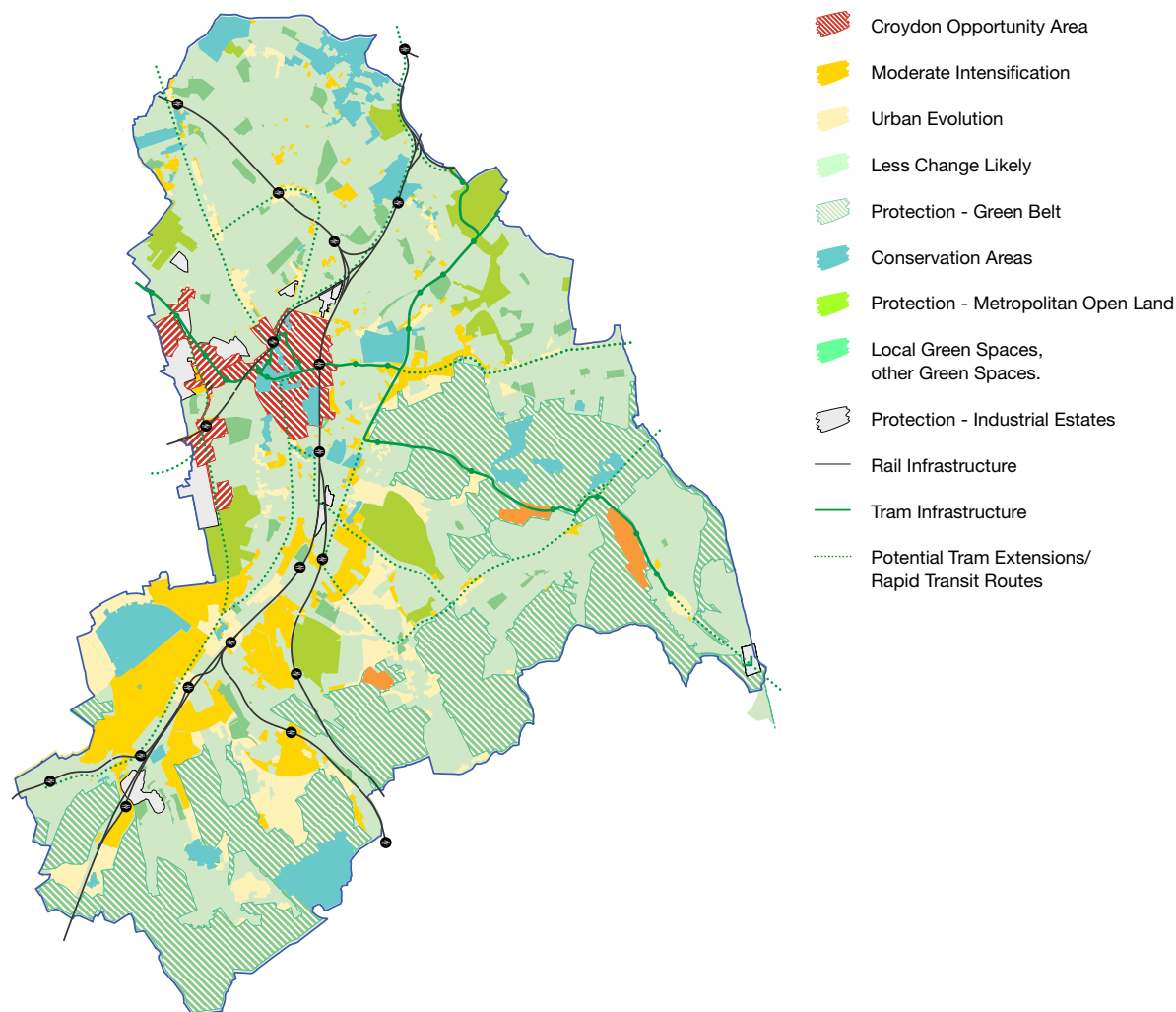


2039 - 9000 homes

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



## Spatial Strategic Option 3: An economically and socially sustainable option



### 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:

- 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
Urban extension (Green Belt) of New Addington	2,560 to 3,030
Addiscombe	1,030 to 1,310
Broad Green & Selhurst	820 to 1,000
Coulsdon	1,460 to 1,760
Central Croydon	11,540 to 12,980
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
Urban extension (Green Belt) of Sanderstead	680 to 780
Selsdon	580 to 710
Urban extension (Green Belt) of Selsdon	1,300 to 1,540
Shirley	360 to 450
South Croydon	680 to 810
South Norwood & Woodside	450 to 480
Thornton Heath	1,340 to 1,740
Waddon	400 to 480
Already under construction	5,370
<b>Borough totals</b>	<b>At least 46,040 new homes across the borough</b>



## 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.



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 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.



2019



2039

### 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.



2019



2039

### Focused 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 Focused Intensification in the Croydon Local Plan 2018 (excluding Forestdale).



2019



2039

### Urban extension in Green Belt

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



2019



2039

### Transformation

Applies to Central Croydon and the Purley Way.

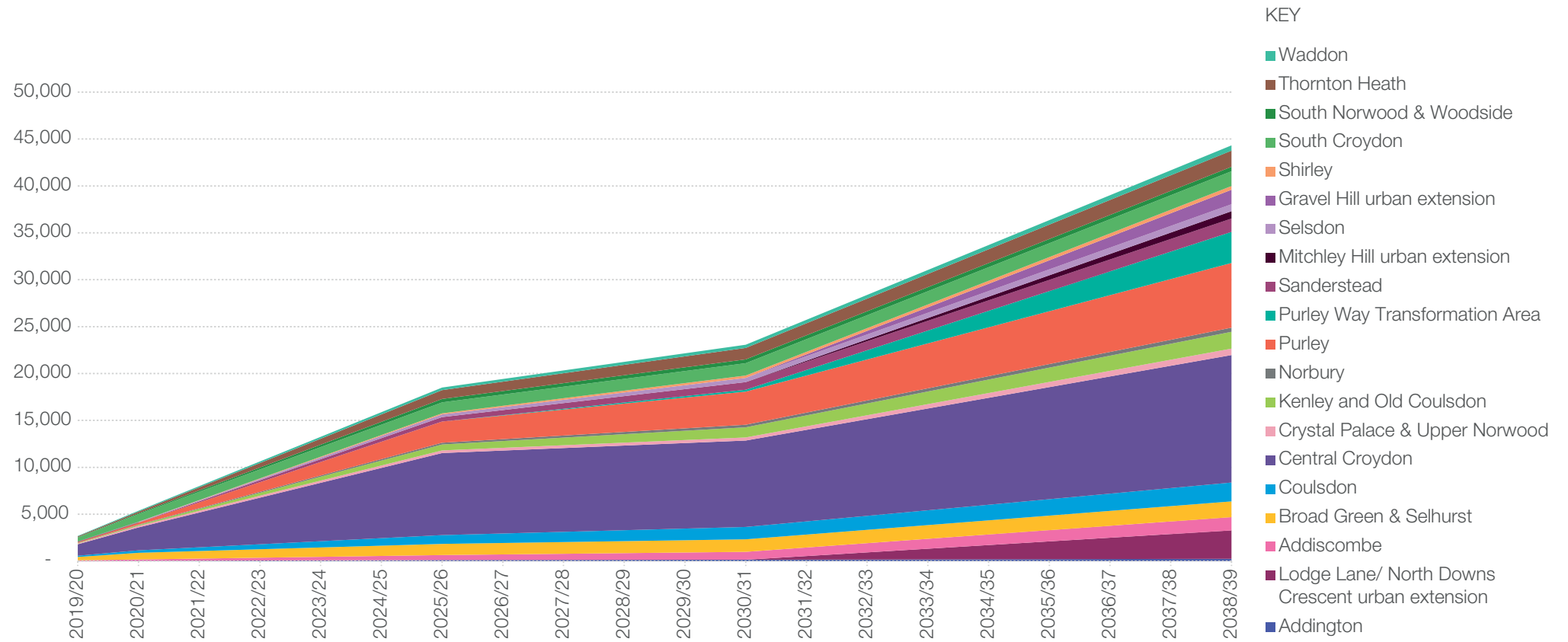


2019



2039 - 4000 homes

### Strategic Option 3 - Green Belt release after 2031/32



## Summary of housing numbers for each Strategic Spatial Option

Place	Strategic Spatial Option 1	Strategic Spatial Option 2	Strategic Spatial Option 3
Addington	280 to 350	190 to 230	190 to 230
Urban extension (Green Belt) of New Addington	n/a	n/a	2,560 to 3,030
Addiscombe	1,480 to 1,880	1,030 to 1,310	1,030 to 1,310
Broad Green & Selhurst	880 to 1,070	820 to 1,000	820 to 1,000
Coulsdon	2,050 to 2,490	1,460 to 1,760	1,460 to 1,760
Central Croydon	11,540 to 12,980	11,540 to 12,980	11,540 to 12,980
Crystal Palace & Upper Norwood	480 to 670	420 to 600	420 to 600
Kenley and Old Coulsdon	2,000 to 2,480	1,380 to 1,710	1,380 to 1,710
Norbury	540 to 670	360 to 450	360 to 450
Purley	7,260 to 9,390	5,400 to 7,060	5,400 to 7,060
Purley Way transformation area	2,900 to 4,470	9,430 to 12,000	2,900 to 4,470
Sanderstead	1,670 to 2,070	1,170 to 1,450	1,170 to 1,450
Urban extension (Green Belt) of Sanderstead	n/a	n/a	680 to 780
Selsdon	870 to 1,070	580 to 710	580 to 710
Urban extension (Green Belt) of Selsdon	n/a	n/a	1,300 to 1,540
Shirley	360 to 460	360 to 450	360 to 450
South Croydon	890 to 1,070	680 to 810	680 to 810
South Norwood & Woodside	560 to 620	450 to 480	450 to 480
Thornton Heath	1,450 to 1,880	1,340 to 1,740	1,340 to 1,740
Waddon	500 to 610	400 to 480	400 to 480
Already under construction	5,370	5,370	5,370
<b>Borough totals</b>	<b>At least 46,040 new homes across the borough</b>	<b>At least 46,040 new homes across the borough</b>	<b>At least 46,040 new homes across the borough</b>

## Help shape the strategy of the Croydon Local Plan review

### OPTION 1

SO1. What are the strengths of Option 1?

SO2. What are the weaknesses of Option 1?

### OPTION 2

SO3. What are the strengths of Option 2?

SO4. What are the weaknesses of Option 2?

### OPTION 3

SO5. What are the strengths of Option 3?

SO6. What are the weaknesses of Option 3?

SO7. 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

SO8. What infrastructure needs to be provided to support each option?

SO9. Which option provides the greatest potential to improve conditions/facilities for existing communities, and why?

SO10. Which option provides the most environmentally sustainable growth, and why?

SO11. Which option will help address the causes of climate change most effectively, and why?

SO12. Which option best helps to address some of the borough's existing environmental challenges, and why?

## OTHER OPTIONS

SO13. 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?