

## Themes

This section of the consultation document looks in detail at spatial planning themes 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 themes are explained first in this section. Next the theme 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, which combines all three of these themes. 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 we 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 the new Local Plan that is produced, using your views on these themes. The next sections are as follows;

- Addressing the climate emergency
  - Environment and Climate Change;
  - Green Grid;
  - Transport;
  - Parking;
  - 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 theme should be considered having regard to the three strategic spatial options presented above.

# Environment & Climate Change Did you Know?

Croydon Council declared a **Climate Change Emergency** in July 2019



and established a target for the Council to become carbon neutral by **2030**

Croydon is the **4th** most susceptible town in the UK for surface water flooding

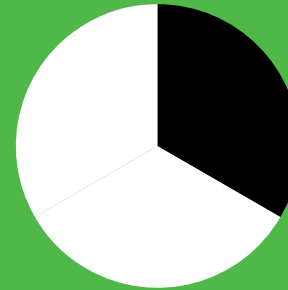


In 2016, more than **half** of all CO2 emissions emitted from within the borough originated from domestic properties



# Green Grid Did you Know?

**1/3** of Croydon is **Green Space**



**1800**

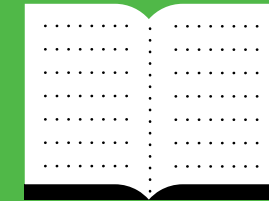
Tree Preservation Orders protect ancient and important trees



In July 2019, the South London Downs was designated a **National Nature Reserve**

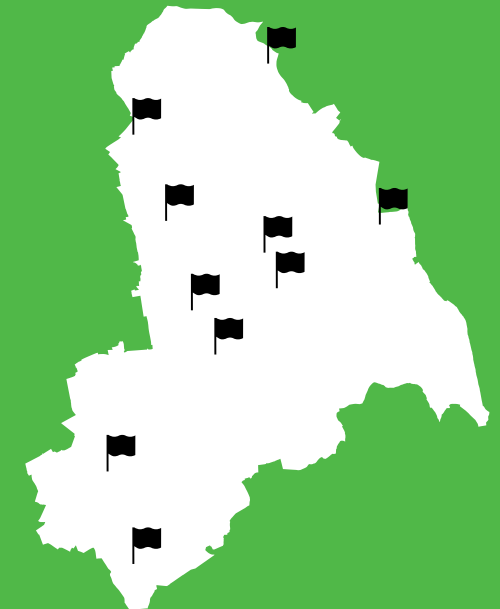


# London is the world's first National Park City



The Council has published masterplans for six of our parks

**10** of Croydon's parks have the Green Flag Award



# Environment and Climate Change

## 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.



Green Roof of the Savros Niarcos Cultural Centre, Athens by RPBW. Image: Anisha Jogani.



Goldsmith Street Passivhaus Council Housing, Norwich by Mikhail Riches and Cathy Hawley. Image: Tim Crocker.

- 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 Streets<sup>13</sup>, create spaces to rest and recover along walking routes and make cycling safer and easier for all.

<sup>13</sup> 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.

## How could these issues be addressed through planning policy?

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

- Require developments to meet the highest standard of exemplar sustainable design and construction for new builds, conversions and refurbishments, such as those set out in the emerging London Plan and Building Regulations (2013) for energy, water and emissions efficiency, and achieving minimum BREEAM and Passivhaus 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 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 and green spaces running through gardens and urban areas 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. Ensure design guidance enables this to be well integrated to a high quality.

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

**ECC1. Thinking about the environment and climate change in Croydon, what's the most important thing to you?**

**ECC2. What can we do to support our communities to be greener and more sustainable?**

**ECC3. Have we missed anything important about the environment and climate change?**

**ECC4. How can new developments support a reduction in surface water flooding?**

**ECC5. Are there any other policy options that we should be focussing on? Please explain your answer.**



Bloomberg HQ, London by Foster + Partners, rated by BREEAM as the most sustainable office building in the world. Image: Jim Stephenson.



Grey to Green SUDS and public realm design, Sheffield by Sheffield City Council, Robert Bray Associates, AMEY, and Nigel Dunnett. Image: Sheffield City Council.



## Green Grid

### 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 biodiversity<sup>14</sup>, 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.

### 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 restorative<sup>15</sup>, 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 residents' wellbeing and perception of an area<sup>16</sup>. 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.

14 The variety of plant and animal life

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

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



Park Hill Park, one of the Council's proposed Local Green Spaces. Image: Tom Selby.



Improving town centre amenity and biodiversity. Parklet, College Road Croydon. Image: Ruth Ward.

- 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 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, design and 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.
- Establishing a clear policy link between the air quality benefits of the Green Grid and actions to mitigate and adapt to climate change.



Grove Road, Waltham Forest by What:If Projects, part of the Mini Holland Programme. Image: Mark Kerrison.



Dakkaker Harvestable Rooftop Garden, Rotterdam by ZUS. Image: Ossip van Duivenbode.

## 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 helps to protect and improve Croydon's Green Grid

- GG1. How can we make it easier for people to walk and cycle more?
- GG2. How can we make our town centres greener?
- GG3. What could be improved in your local park and any other green spaces to increase biodiversity?
- GG4. How can the Green Grid be made accessible to all parts of Croydon's diverse communities, of all ages and abilities?
- GG5. What facilities would need to be provided along the Green Grid to encourage as many people as possible to use them?
- GG6. Are there any other policy options that we should be focussing on? Please explain your answer.

# Green Grid – Biodiversity

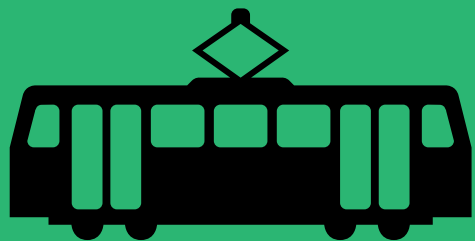




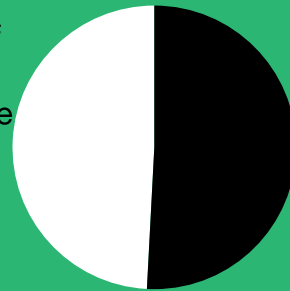
# Transport Did you Know?



The tram network system within Croydon spans **17.26km**



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



by **cycle**



or by using **public transport**

## Connected Croydon

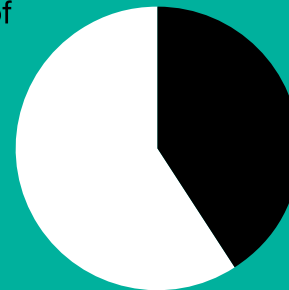


and **Liveable Neighbourhoods** projects have been working to transform streets and spaces within Central Croydon

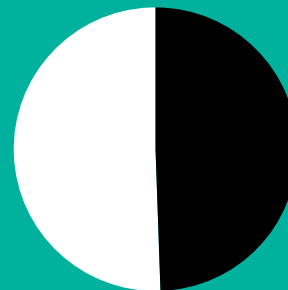
# Parking Did you Know?

Croydon's car ownership per household is around **10%** higher than the London average although a third of households do not have access to a car

**41%** of those who work in and live in Croydon travel by car or van



**49.6%** of commuters travelling into the borough from outside travel by car or van



There are only **37** car club vehicles available on and off street across the borough.



**19%** of Croydon's roads are covered by controlled parking zones



# Transport

## 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.

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

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



Connecting public transport improvements with green infrastructure investment. Tram Luxembourg. Image: Andre Mousset.



Enhancing street design to encourage walking. Look Up to Look Down by Adam Nathaniel Furman. Image: Ruth Ward.

- 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, New Addington south and other routes heading out of the borough towards 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

- T1. What issues do you experience relating to transport in Croydon?
- T2. What would encourage you to use your car less and either walk, cycle or take public transport?
- T3. Which walking or cycling routes would you like to see improved?
- T4. Do you think tram extensions within Croydon are a good idea? If so, where and why?
- T5. 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?
- T6. Are there any other policy options that we should be focussing on? Please explain your answer.

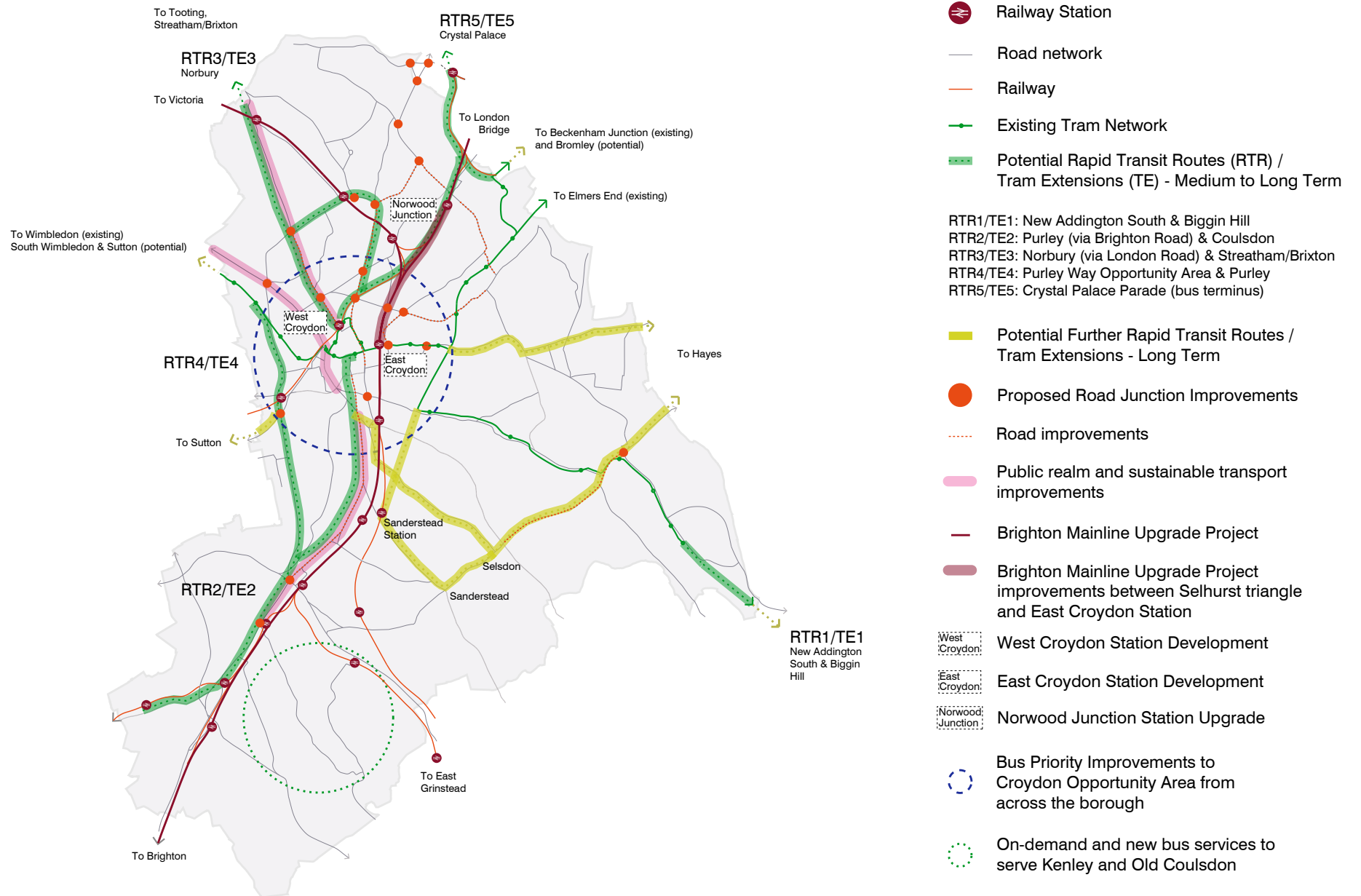


Transport hubs with high quality public spaces. Norreport Train Station, Copenhagen by Cobe Architects. Image: R. Hjortsjoj.

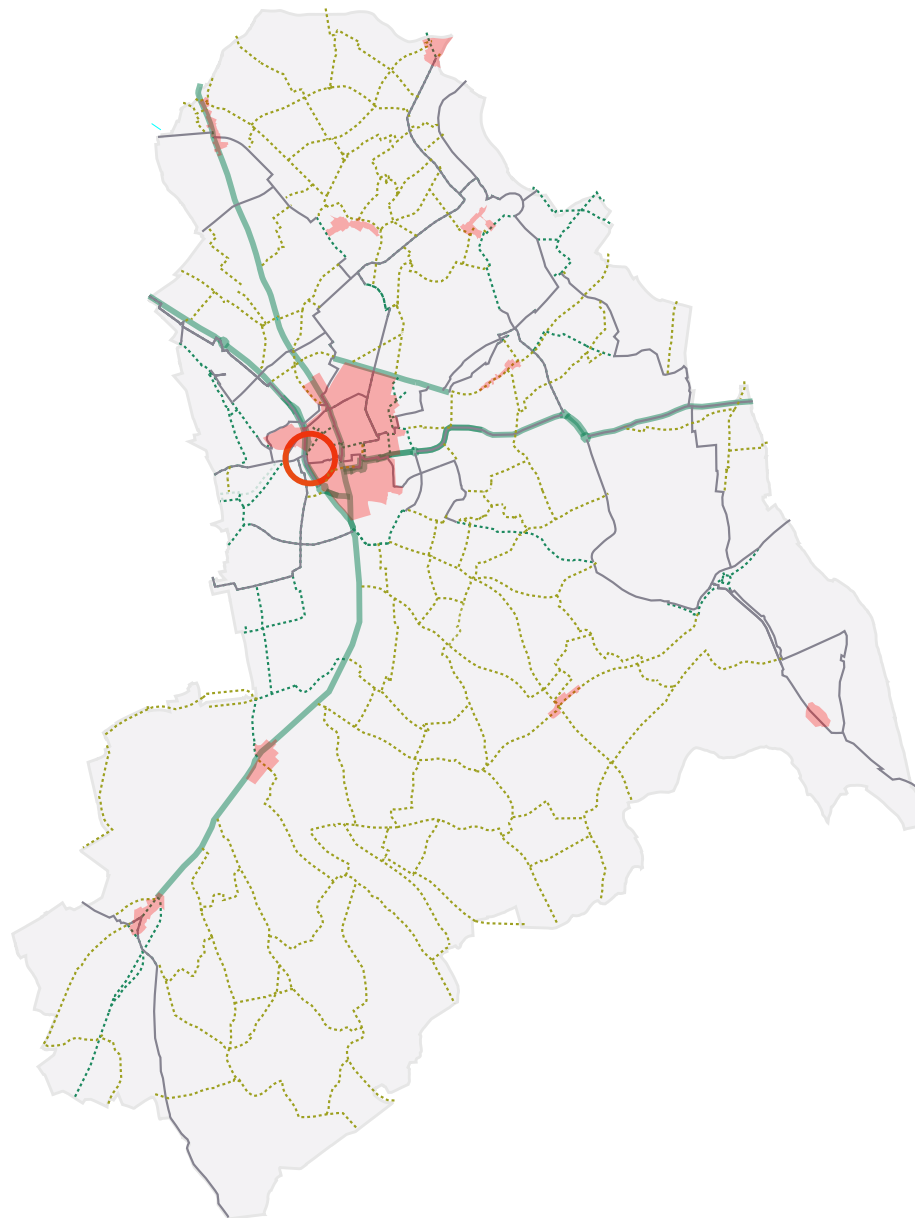


Cycling and walking routes integrated into other civic spaces. Superkilen Urban Park, Copenhagen by Superflex, Topotek1 and BIG. Image: Naotake Murayama.

# Public Transport – Vision and Opportunities



## Cycling Routes – Vision and Opportunities



- Existing cycle routes, including LCN routes:
  - C, WT, Q5, 5, 17, 20, 21, 22, 23, 27, 29, 62, 73, 75, 76, 77, 78, 212, 222, 232, 755, 777
- Proposed principal cycle routes
- Proposed secondary cycle routes
- Other routes suggested for cycling
- District Centre
- Old Town Liveable Neighbourhood funded projects, including:
  - reallocation of road space to pedestrians and cyclists;
  - reduction in traffic dominance;
  - reduction of road danger;
  - reduction in vehicle speeds;
  - improvement in personal security;
  - improvement in air quality and the resilience of the public realm through the introduction of new green infrastructure and sustainable urban drainage; and
  - creation of innovative lighting and public art to humanise the concrete ring road



# Parking

## 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, a more efficient use of land by restricting car parking provision, and well designed and integrated parking where it is needed.

## 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.



Parking, including car club spaces, integrated into public realm. Parking example at Great Knieghton by Proctor and Matthews Architects. Image: Tim Crocker.



Utrecht Bike Parking Garage by Ector Hoogstad Architects in collaboration with the Sant & Co firm and Royal Haskoning DHV. Image: cu2030.nl

- In addition to a climate change emergency there is a housing crisis with more homes needing to be built, so 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 healthy streets and ‘good growth’<sup>17</sup>.
- 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 well designed as an intrinsic part of a development proposal, meeting high design and landscaping standards and making provision for disabled persons parking. Innovative parking design solutions that are integrated into the built forms and are landscape led will be important – this is applicable to all types of parking.

<sup>17</sup> Includes reducing car dominance, providing inclusive access to public transport, creating well connected communities and seeking to improve health and reduce health inequalities (Mayor of London, Good Growth by Design 2017).

- 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.

## How could these issues be addressed through planning policy?

Policy options, in addition to those already included in the Croydon Local Plan 2018, 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 and high quality public realm will also support this policy approach.
- Aim to create healthy, sustainable places that are future proofed with emerging smart city solutions.
- Consider applying lower maximum parking standards than those set out in the London Plan, using Public Transport Accessibility Levels (PTALS) to inform provision.



Multi use parking facilities with high quality architectural design. Park n' Play, Copenhagen by Jaja Architects. Image: R. Hjortshoj.



Temporary re-use of parking areas. Platz Market and Parking Area, Berlin by Topotek1. Image: Hanns Joosten.

- 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'.

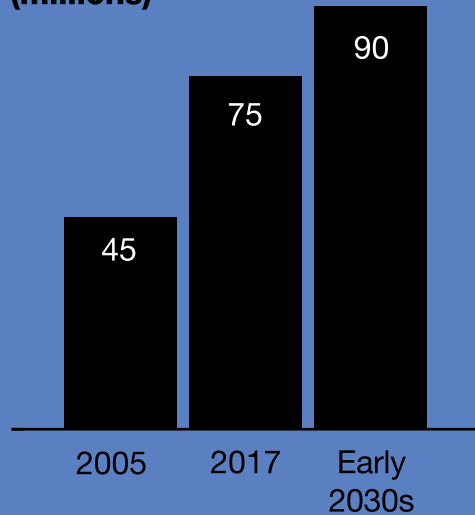
## Help us to create a sustainable parking policy for Croydon

- CP1. Thinking about parking, what's the most important thing to you?
- CP2. Do you have any thoughts on new development proposals being car free or permit free?
- CP3. What is preventing people from using alternatives to the private car?
- CP4. What are your ideas for how Croydon could make more use of car clubs, particularly in the suburbs?
- CP5. Are there any other measures which could be rolled out?
- CP6. Would you make any changes to the council's current car parking policies, to make them more effective?
- CP7. Do you have any ideas how the Local Plan review can address the parking needs of new development proposals?
- CP8. Should Croydon produce parking standards that are different to those set out in the London Plan? Please explain why?
- CP9. Should the council set a minimum level of parking in areas with very limited accessibility to public transport, and why?
- CP10. Are there any other policy options that we should be focussing on? Please explain your answer.

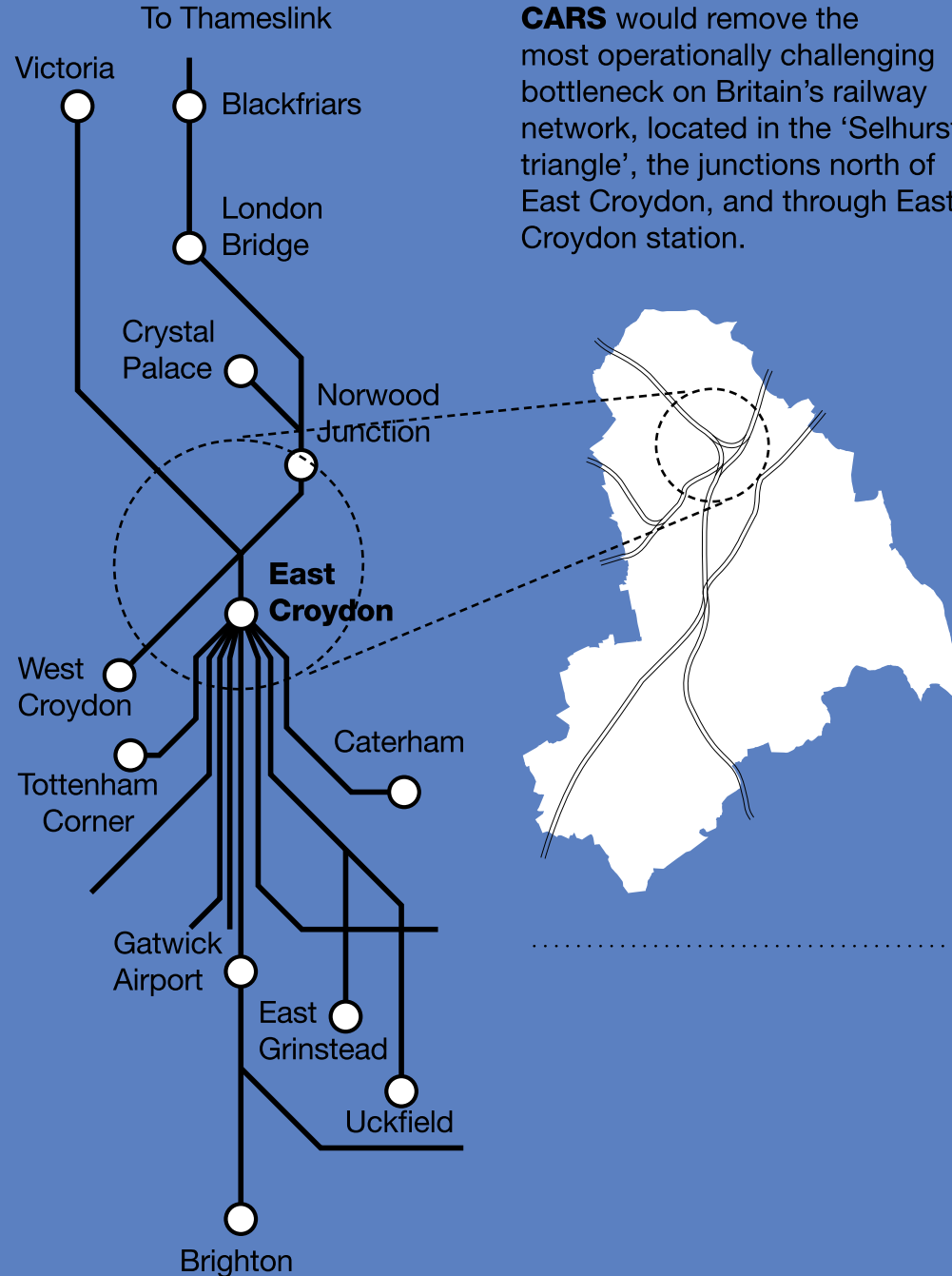
## Brighton Mainline & East Croydon Station Did you Know?

Croydon Area Remodelling Scheme **CARS** is the largest and most complex part of Network Rail's longer-term Brighton Main Line upgrade project.

Annual passenger journeys through East Croydon (millions)

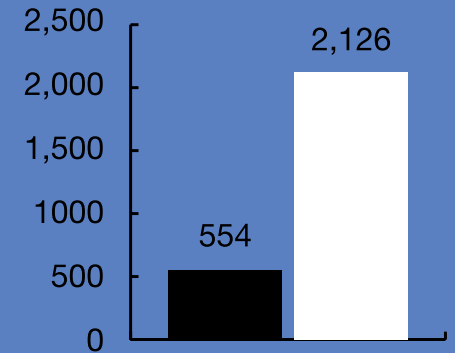


Capacity is currently limited and without change, forecast growth will lead to mass overcrowding in the years ahead.

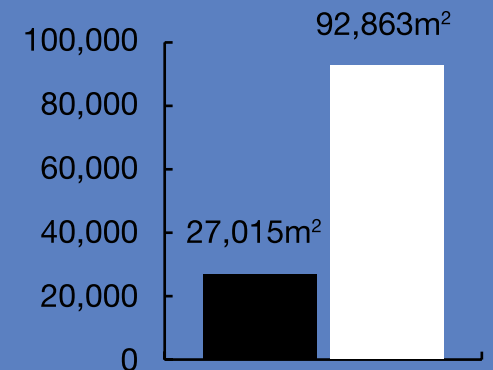


**CARS** would remove the most operationally challenging bottleneck on Britain's railway network, located in the 'Selhurst triangle', the junctions north of East Croydon, and through East Croydon station.

Adjacent to East Croydon Station **554** homes have been constructed, and **2,126** have planning permission.



**27,015**m<sup>2</sup> of office space has been constructed, and **92,863**m<sup>2</sup> of office space has planning consent.



# Brighton Mainline Upgrade and East Croydon Station

## Where we want to be

Timely and effective operational rail improvements (CARS Project), through the delivery of a high quality new East Croydon station that can service a growing population, 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, and civic place of exemplar design.

## 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.



Aerial view of East Croydon Station and the Croydon Bottleneck. Image: High Level Photography.



East Croydon Station. Image: Jim Stephenson .

- Ensure the project is based on and delivers the key principles and objectives of the East Croydon masterplan, creating a thriving and active civic place in the town centre.
- Cement the borough's position as an outer London strategic economic location to the benefit of Croydon, London and wider South East.



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

Policy options include:

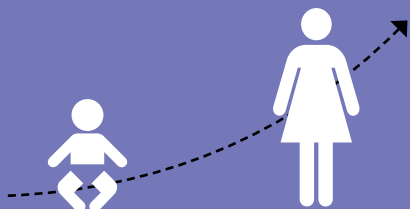
- The Local Plan review provides the policy and allocation framework for the successful protection of the land required for the CARS project, including scheme construction.
- Ensuring that the development in the Local Plan is timed and delivered alongside the need to deliver the CARS project so that it is delivered.
- The Local Plan, Opportunity Area Planning Framework, 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, East Croydon Masterplan, 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 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

- BLM1.** 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?
- BLM2.** On the basis East Croydon Station is to be a major destination, what facilities and services would you hope to see?
- BLM3.** Beyond housing and offices, what other forms of development do you think would contribute to the area surrounding East Croydon station?
- BLM4.** What improvements would you like to see to the spaces around East Croydon station?
- BLM5.** What is missing from the vision that you consider essential to the successful delivery of the CARS project?

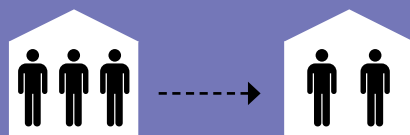
## Housing Did you Know?

Croydon's population is gradually getting **older**



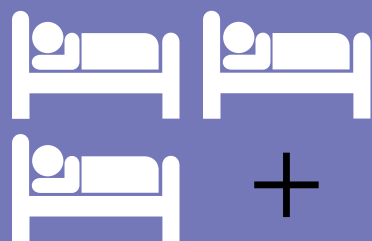
85+ age group is expected to increase by **84%** by 2036

and household sizes are getting **smaller**



higher housing growth will make Croydon slightly more affordable

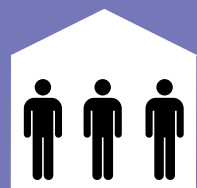
**69%** of owner occupied homes have **3** or more bedrooms



but **78%** of 3-bedroom owner occupied homes and **90%** of 4-bedroom owner occupied homes are statistically under-occupied



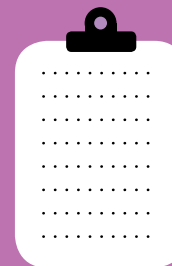
under-occupation of affordable housing and private rented homes is **much lower**



just **35 to 45%** of new market homes will need to have 3 or more bedrooms

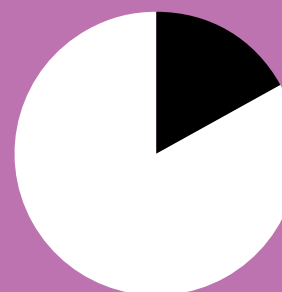
## Affordable Housing Did you Know?

**5,500** households are on the council's housing register a year



**3,500+** people approach the council for assistance with homelessness  
**650** homeless households are currently in bed and breakfast accommodation

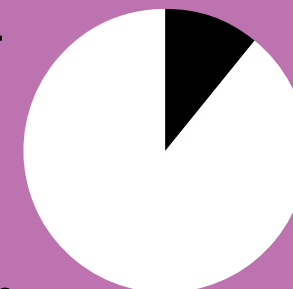
**17%** of the borough's homes are affordable



Affordable housing = **affordable homes for rent** and homes for **low cost ownership**

**2016-2018**

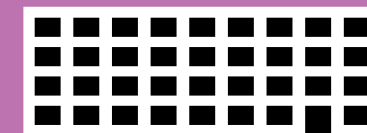
**11%** of housing completions were affordable homes



A lot of new homes come from developments on which the council cannot ask for affordable housing. These include:



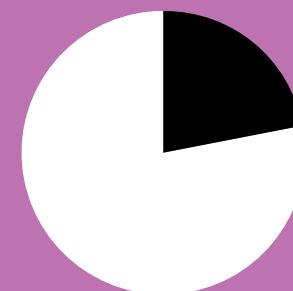
**Sites under 10 homes**



**Office to home conversions**

On sites where the council can ask for affordable housing

**22%** of new homes were affordable



# Homes

## 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'<sup>18</sup> provision, high 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, local services, retail, community facilities<sup>19</sup>, public spaces 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.

18 Includes walking, cycling and public transport use.

19 As included in the themes Community Facilities - Health and Education and Community Facilities - Social Infrastructure.

20 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



Older Women's Co-Housing, Barnet by PTE architects. Image: Tim Crocker.



Superlofts collective private commissioned self-build housing, Amsterdam by Mark Koehler Architects. Image: Marcel Van Den Burg.

- Designing new housing around residential amenity, play space, high quality public realm including cycling, walking and sustainable public transport, in accordance with 'Healthy Streets'<sup>20</sup> and 'Good Growth'<sup>21</sup> 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.

21 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). 2018).

## How could these housing issues be addressed through planning policy?

Policy options, in addition to those already included in the Croydon Local Plan 2018, 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, play space, 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.



Promoting housing design and quality guidance such as the Housing Design Handbook by Levitt Bernstein. Image: Levitt Bernstein.



Intergenerational Housing. Humanitas Deventer in Almage. Image: Humanitas Deventer.

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

- |     |  |      |  |
|-----|--|------|--|
| H1. | Thinking about housing, what's the most important thing to you and why?  | H6.  | What is preventing more community-led housing (where groups of residents build their own affordable homes) being built in Croydon?       |
| H2. | Croydon has to increase the amount of housing it currently provides. Do you have any ideas how we can achieve this?  | H7.  | 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? |
| H3. | 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?                         | H8.  | How can the Local Plan review support purpose built private rental schemes in Croydon?   |
| H4. | What is preventing more self-build homes (where you design your home) being built in Croydon?  | H9.  | Are there any other types of home that the Local Plan review should be supporting that will help to meet housing need in Croydon?        |
| H5. | 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? | H10. | Are there any other policy options that we should be focussing on? Please explain your answer.   |



## Affordable housing

### 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 equates to 98% of the borough's overall housing need as calculated using the Government's standard methodology.
- 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.



High quality shared communal spaces. Entrance at Eddington North, Cambridge by Mole Architects and Wilkinson Eyre. Image: Jack Hobhouse.



High quality shared amenity spaces. Kings Crescent Estate Shared Communal Gardens and Allotments by Karakusevic Carson Architects, Henley Halebrown and muf architecture/art. Image: Lewis Ronald.

- 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. They need to be designed and delivered to a high quality.
- 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 rents<sup>22</sup>.
- 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 higher levels of affordable housing by offering a fast track route through planning.

.....  
 22 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

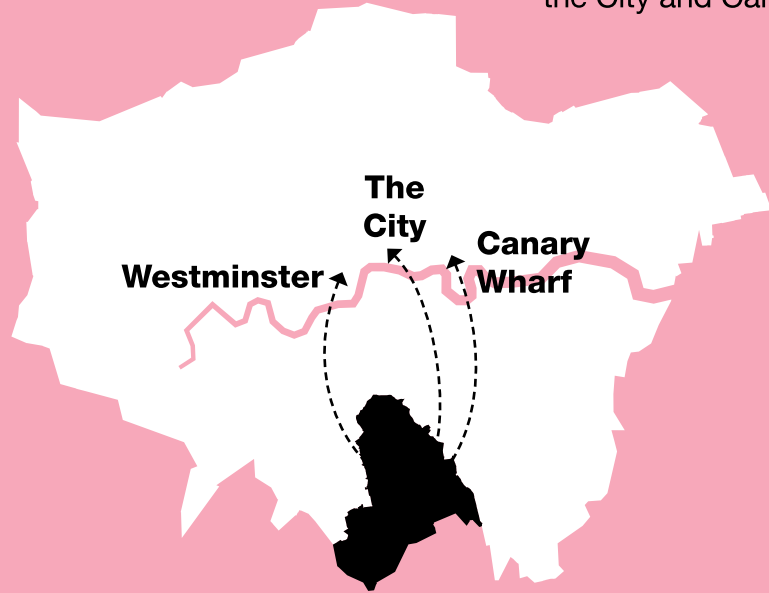
- AH1. Tell us any ideas you have for increasing the number of high quality affordable homes in the borough.
- AH2. What types of affordable housing are most needed?
- AH3. How can the council make sure there are enough affordable homes for people with disabilities or long-term health conditions?
- AH4. Should the council set minimum affordable housing percentages that apply to every housing site, and why?
- AH5. Do you think developers of smaller sites (under 10 homes) should make a financial contribution towards affordable housing, and why?
- AH6. 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?
- AH7. 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:

- AH8. 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?
- AH9. 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?
- AH10. Would adoption of the London Plan threshold approach to viability help deliver more affordable homes?

# Employment Did you Know?

Many Croydon residents commute to jobs in Central London including Westminster, the City and Canary Wharf



A higher proportion of Croydon's population is economically active compared to that of London and England

72.35%  
Croydon

71.67%  
London

69.91%  
England

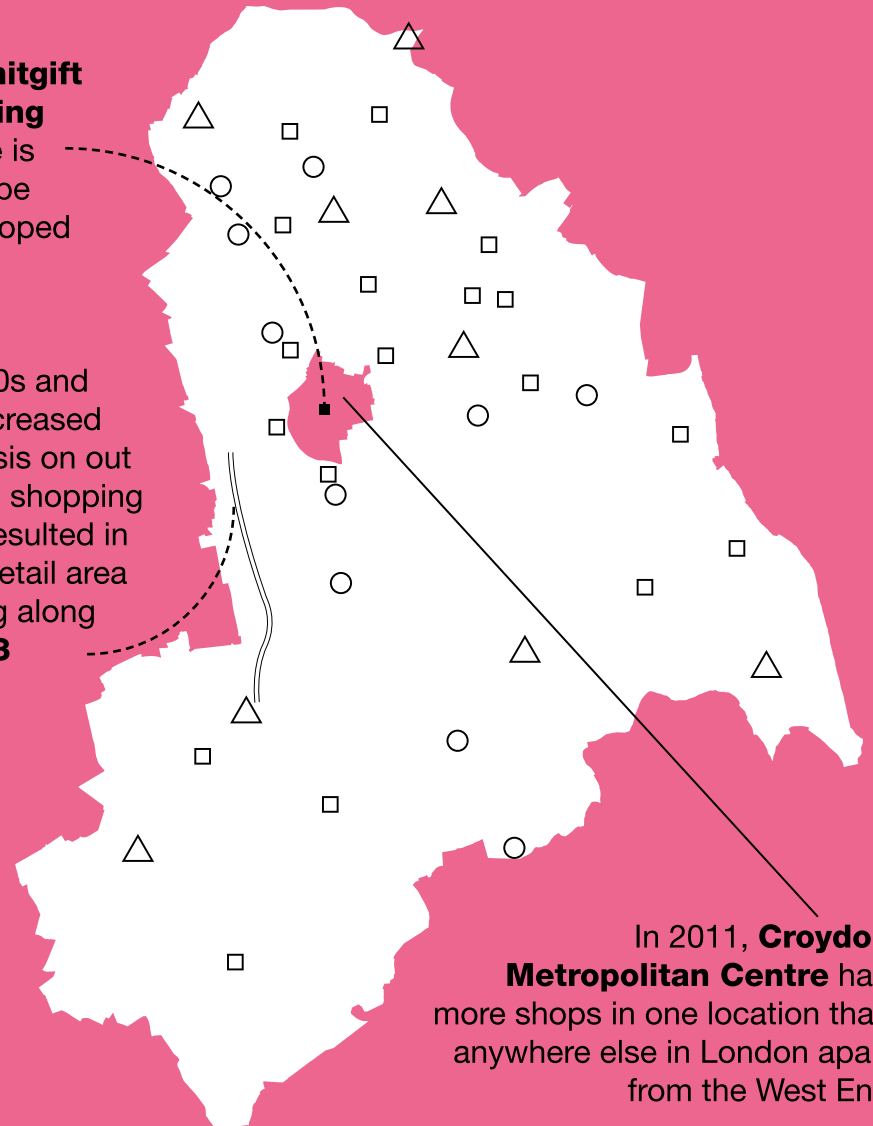
# Retail Did you Know?

Croydon has:

- ▲ 10 Town Centres
- 9 Local Centres
- 18 Neighbourhood Centres

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 Metropolitan Centre** had more shops in one location than anywhere else in London apart from the West End

# Employment

## 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, and the creative and cultural sector more broadly.
- 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.



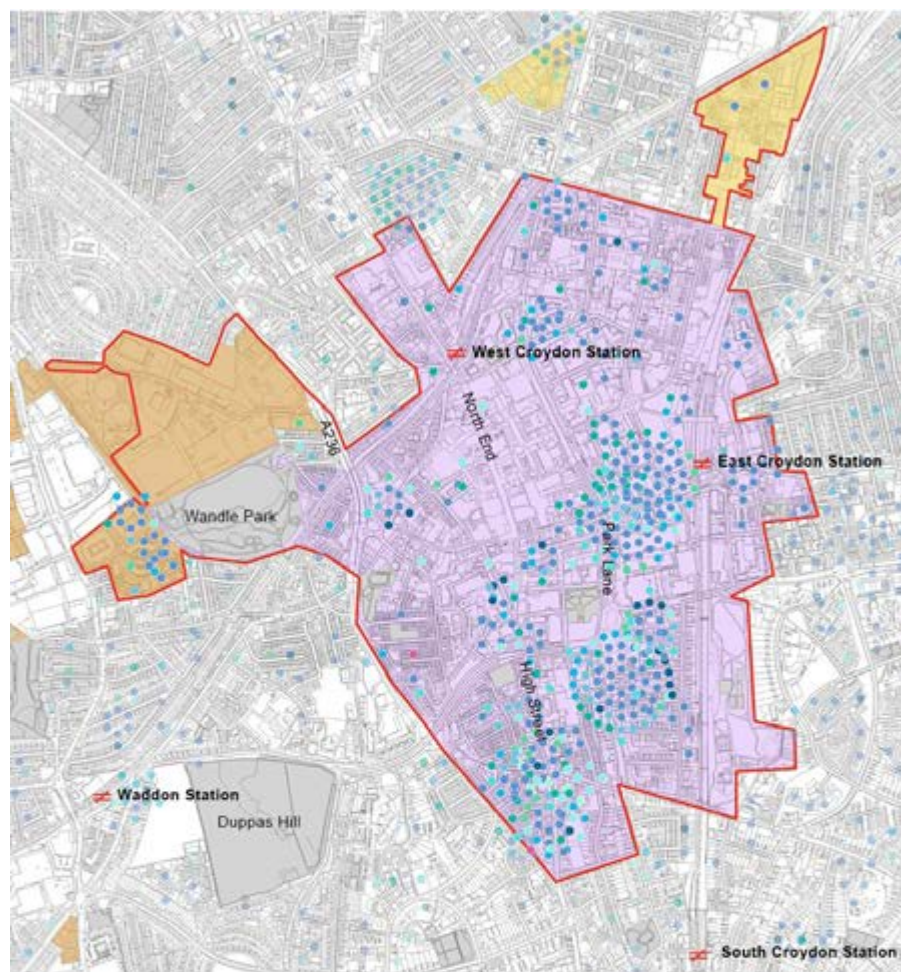
Great Western Studios, Notting Hill. Image: Great Western Studios.



HMRC Offices at East Croydon by Shedkm. Image: Jack Hobhouse.

- Exploring opportunities for intensification of employment space according to local demand, supported by high quality urban design, public realm and landscaping, promoting innovative communication and improving accessibility, connectivity and permeability to ensure the areas are attractive for businesses and pleasant places to work.
- Encouraging new and innovative workplaces in attractive urban locations where employees can live nearby and businesses can expand and grow.
- Encouraging creative and cultural businesses through the provision of affordable flexible spaces, workshops, studio spaces, display and exhibition 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.





## Key

- Croydon Creatives CEZ boundary
- Croydon OAPF boundary
- Strategic Industrial Location
- Locally Significant Industrial Site

## Creative sector businesses:

- Advertising & marketing
- Architecture
- Crafts
- Design
- Film, TV, radio & photography
- IT, software, & computer services
- Museums, galleries & libraries
- Music & performing arts
- Publishing
- Visual arts

## Help us to create policy which supports the economy in Croydon

- E1. What can be done to encourage residents to work in Croydon rather than commute out of the borough?
- E2. How can we encourage and support youth talent?
- E3. Do you have any ideas for how more businesses can operate in our existing industrial estates?
- E4. How can the council encourage more creative industries to come to Croydon?
- E5. How can we create and encourage affordable workspaces in the borough?
- E6. How do we support our independent businesses to survive as competition for land increases?
- E7. How might new homes be developed alongside industrial uses and still be spaces that work for both residents and businesses?
- E8. Are there any other policy options that we should be focussing on? Please explain your answer.

Left: Croydon Creative Enterprise Zone Map

## Retail

### 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, suffering from poor quality public realm.



Croydon South End by We Made That, HASSELL, Buro Happold and Objectif. Image: Jacob Spreiterbach.



Scenographic and multi-use retail environments. Prada Epicenter, New York. Image: Eduardo Gtz.

### How could these issues be addressed through planning policy?

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

- 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 local 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

- R1.** What is working well along your high street?
- R2.** Do you have any ideas as to how we can create more affordable space for independent retailers?
- R3.** What type of businesses would you like to see in your local town centre?
- R4.** Are there any other policy options that we should be focussing on? Please explain your answer.

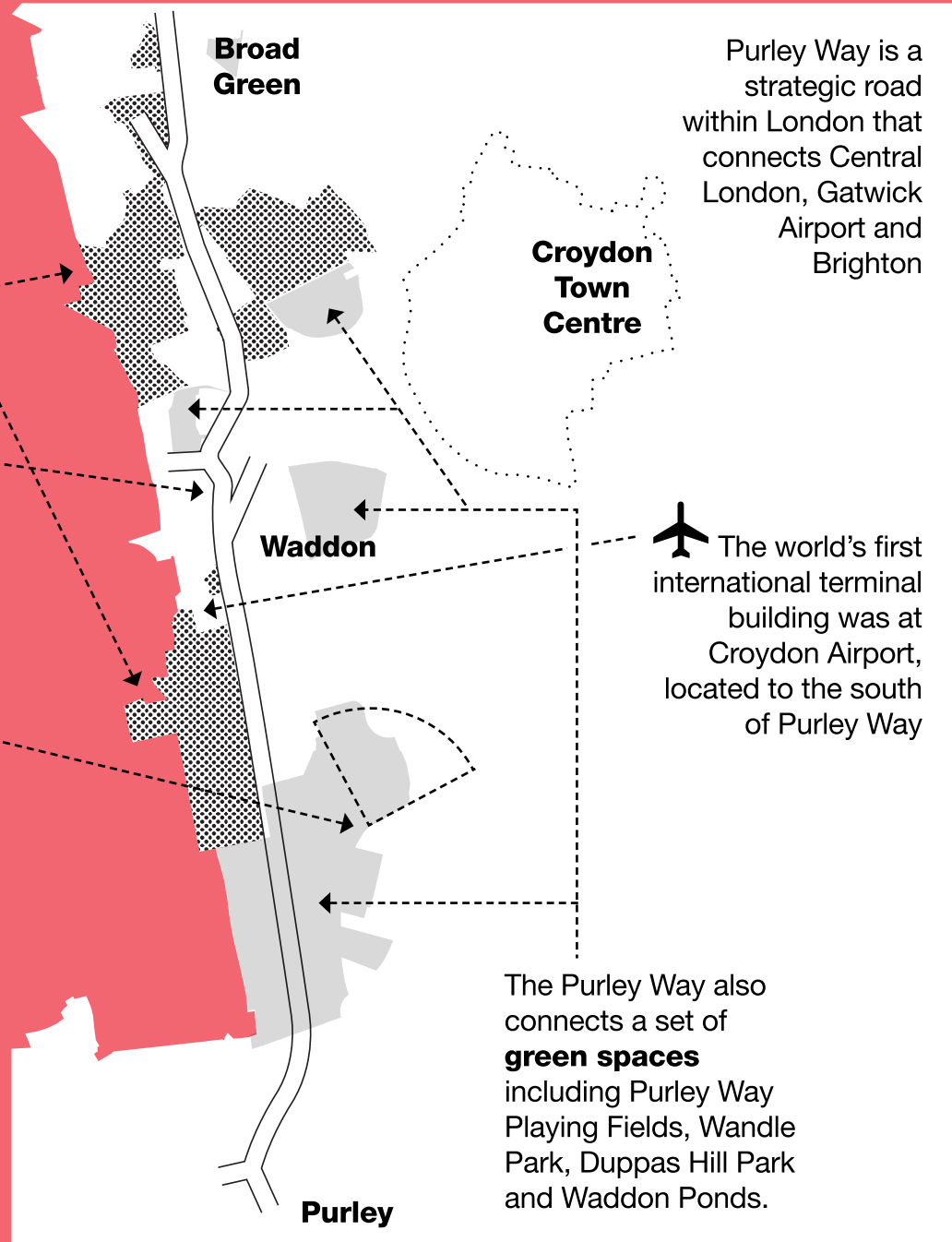
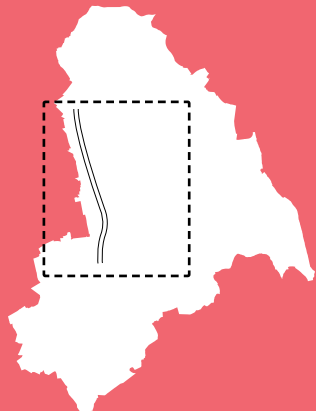
### Purley Way

## Did you Know?

Purley Way is the borough's primary employment location and includes **2 Strategic Industrial Locations**

Improvements to the **Fiveways Junction** are scheduled to be completed by **2023/24**

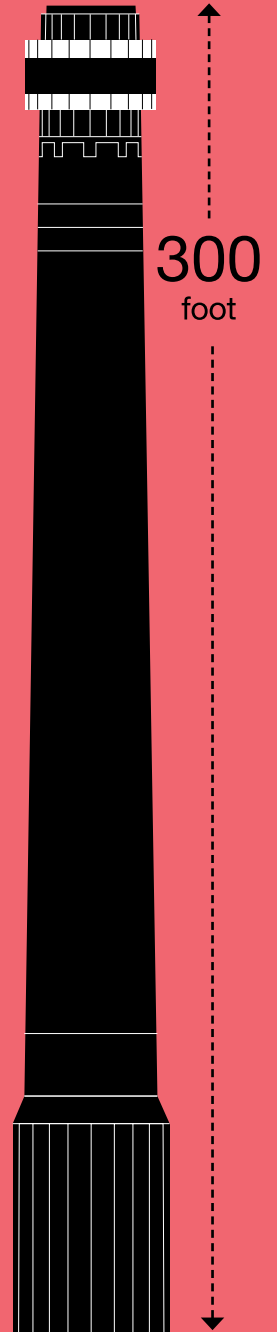
There is a **Panoramic View** of Croydon town centre from Purley Way playing fields



The area also includes the borough's primary out of town retail location including **Ikea** and other large retailers.

The **Ikea** towers are 300ft – approx. the same height as the Statue of Liberty

In the 1960's the towers formed part of a power station which generated **338 MWh** – that's enough to power **676,000** homes





## Purley Way

### 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.

### 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.



Proximity of industrial, community and cultural uses and residential. The Showroom Art Gallery, Edgeware Road. Image: Daniel Brooke.



Providing play space and green infrastructure along the Purley Way. Luchtsingel, Rotterdam by ZUS. Image: Ossip van Duivenbode.

- 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.

### 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 matter.
- 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 growth<sup>23</sup> along the Purley Way and create a functioning and coherent place.



Stacked industrial spaces, Munich by Bogsevich Buero. Image: Michael Heinrich.



High quality, connective public realm and connective uses. The Bentway, Toronto by Ken Greenburg and PUBLIC WORK. Image: Nic Lehoux.

- 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.

<sup>23</sup> 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

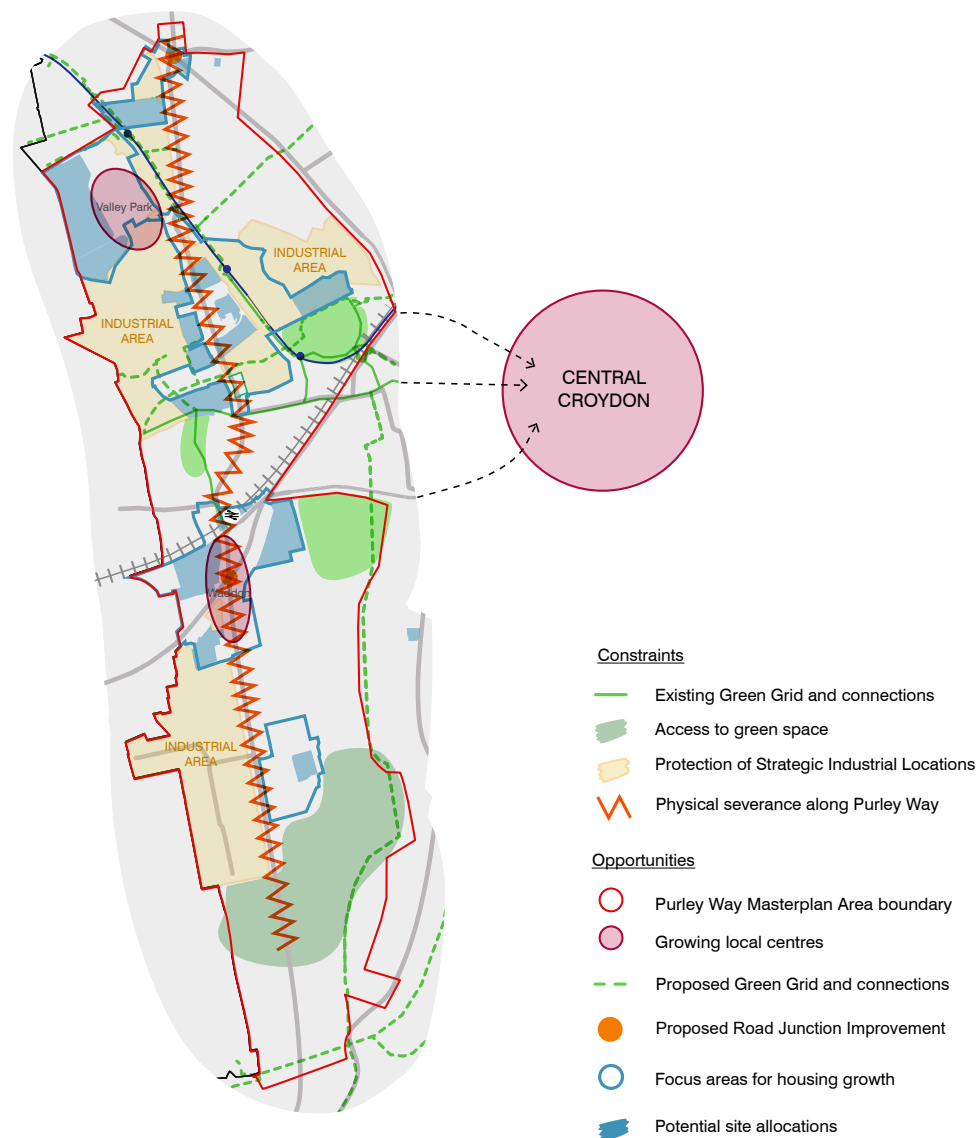
**PW1.** Can you tell us about any issues you'd expect from our proposals for a new residential and commercial neighbourhood on the Purley Way?

**PW2.** What infrastructure (green, social and physical) is needed to support a new residential and commercial neighbourhood on the Purley Way?

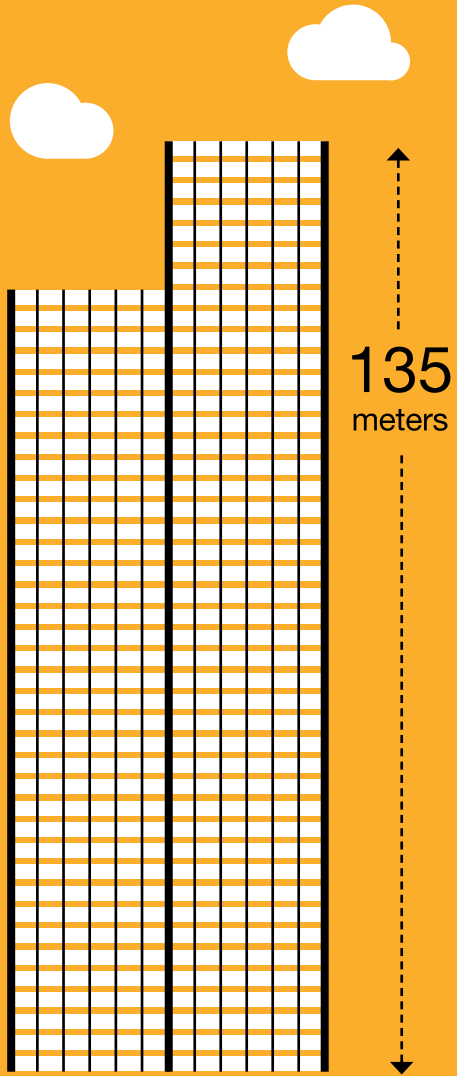
**PW3.** What would help encourage more sustainable travel between Purley Way and Central Croydon/Purley Town Centre?

**PW4.** Should we consider developing a new zero carbon district to act as an example of good practice for London? Please explain your answer.

**PW5.** Are there any other policy options that we should be focussing on? Please explain your answer.



# Housing Design Did you Know?

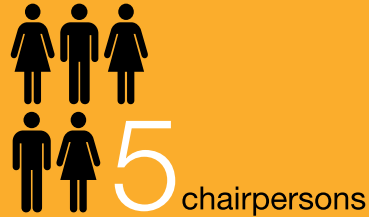


101 George Street will be the tallest modular tower in the world

Croydon has a Place Review Panel, an independent, multidisciplinary and expert panel that reviews large schemes



panel members and



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

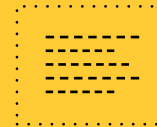
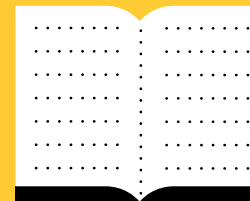


# Urban Design, Heritage & Local Character Did you Know?

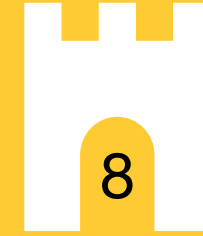
Croydon lies on **ancient Roman roads**



Croydon's Suburban Design Guide is helping to inform the design and character of our suburbs for the future



Croydon has:  
**167**  
listed buildings



Scheduled moneuments



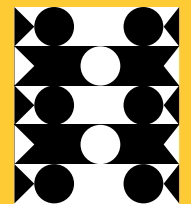
conservation areas



registered historic parks and gardens



**7** Ground Art pedestrian crossings have been installed across Croydon Town Centre



# Housing Design

## 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 residents' needs.
- New developments can contribute far more than the existing building stock, to reducing greenhouse gas emissions and climate change challenge.
- Specialist housing may free up some of 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.



Housing responsive to a heritage context.  
Rosemoor Studios by Haptic Architects. Image:  
Simon Kennedy.



Welcoming and well-defined shared spaces  
and individual entrances. 8 House by BIG.  
Image: Ty Stange.

## 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.



Contextual high density housing. Europahafenkopf, Bremen by COBE. Image: COBE.



High Quality shared amenity spaces for play and informal communal events. Silchester Estate by Haworth Tompkins. Image: Philip Vile.

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

- HD1. What would make living in a flat more appealing to a family? We are especially keen to hear about design and facilities.
- HD2. What features make a development more suitable and appealing for elderly residents?
- HD3. How can we encourage the development of zero-carbon homes? How do you think digital infrastructure help facilitate this?
- HD4. Are there any other policy options that we should be focussing on? Please explain your answer.



## Urban Design, Heritage and Local Character

### Where we want to be

Design and delivery of the Croydon's built environment, infrastructure and its placemaking will be sustainable and of consistently high standard throughout the borough. All developments will be of a high quality and development will enhance the existing local character, heritage and townscape of Croydon, supported by robust design policies that respect conservation areas and heritage assets. They will bring with them, real public benefits such as a high quality public realm.

The borough's registered Historic and Local Historic Parks and Gardens will be retained and enhanced, with new links provided where possible to incorporate them into the Green Grid network.

Developments across the borough will reinforce local distinctiveness by responding to, and enhancing their context, character and heritage Croydon's 16 Places, whilst delivering a significantly higher number of homes. 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

### 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.



Sympathetic refurbishment and extension to a listed heritage asset. Garden Museum Extension by Dow Jones Architects. Image: Anthony Coleman.



East Croydon Illustrative Masterplan

- As the borough's population increases, the design and quality of its streets, paths and other shared environments and public spaces 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 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:

- Ensure policies are future-proofed and continue to ensure safe, sustainable and high quality design and development of the borough's built environment, with exemplar placemaking at its heart

- 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. Ensure there is sufficient detailed guidance for the design and delivery of tall buildings
- 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 and to create high quality public spaces that can accommodate the more intensive use that additional homes will demand.
- Promote and ensure a high quality, well connected public realm throughout the borough that is of exemplar design and quality, whilst promoting healthy lifestyles and public life to flourish
- Ensure innovative, high quality public art is well integrated into the borough's built environment and public realm including new developments for people to enjoy as part of their daily lives.
- Ensure that 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
- Reflect the increased development set out in the strategic options in terms of what protection, evolution and change of local character means for different areas of the borough.
- 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 productive landscapes, the borough's biodiversity air quality improvement objectives.



High quality public realm that takes cues from local heritage. West Croydon Interchange by East Architecture Landscape and Urban Design. Image: Jacob Spreisterbach.



Improving parks and green spaces. Deculverted River Wandle. Image: Jim Stephenson.

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

**UD1.** Where do you think high density developments (including tower blocks and other models of high density) should be located other than Central Croydon?

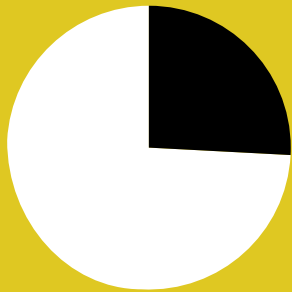
**UD2.** How can we improve public spaces to support a range community activities across the borough?

**UD3.** Are there any other policy options that we should be focussing on? Please explain your answer.

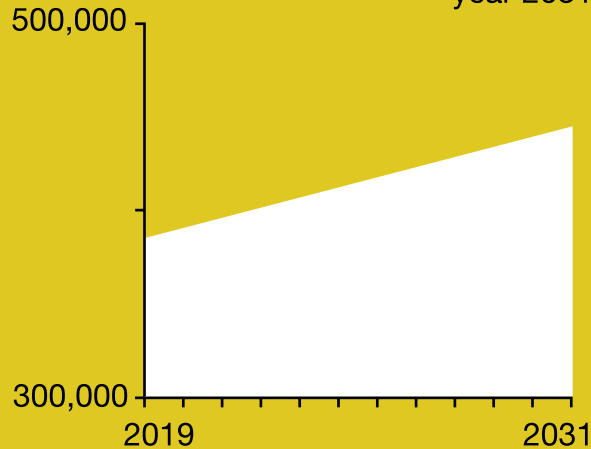
### Community Facilities Health & Education

## Did you Know?

Croydon has the highest percentage of young people (aged 0-17) of any London borough **26%**



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

**2** new primary schools and **2** new secondary schools have been granted planning permission since 2016.



### 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)

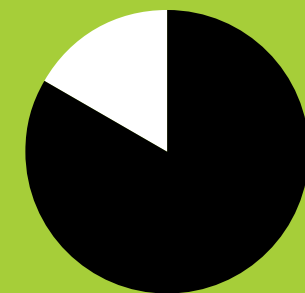


This rich diversity contributes to and enhances the local cultural landscape and economy

The Council has supported the creation of a number of community facilities including the recently delivered Legacy Youth Zone



There are approximately **1000** registered charities in Croydon, making it the largest Voluntary and Community Sector in outer South London.



**83.4%** of Croydon residents reported being in good or very good health

## Community Facilities – Health and Education

### 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 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.



High quality learning environments. Hayes School by Hayhurst & Co. Image: Killian O'Sullivan.



Alternative care facilities. Maggie's Cancer Care Centre Oldham by dRMM Architects. Image: Jasmine Sohi.

- 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. This could include land that is currently Green Belt or Metropolitan Open Land if there are no other suitable sites.
- 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

- HE1.** Thinking about health and education provision in Croydon, what's the most important thing to you?
- HE2.** What other types of health and education infrastructure need to be provided alongside the homes proposed?
- HE3.** How can high quality schools be provided on smaller sites in the borough?
- HE4.** Are there any other policy options that we should be focussing on? Please explain your answer.



## Community Facilities – Social Infrastructure

### 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.



Hackney Road Mosque by Shahed Saleem/  
Makespace. Image: Shahed Saleem.



South Norwood Community Kitchen.  
Image: Jas Lehal

- 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.
- 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, in addition to those already included in the Croydon Local Plan 2018, 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.
- 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

- SI1. Thinking about community facilities like libraries or leisure centres, what's the most important thing to you?
- SI2. Is there a need for new or improved community facilities where you live or work?
- SI3. How we could do more to support Croydon's creative and cultural industries to provide more community activity?
- SI4. How we can support existing community facilities?
- SI5. Are there any other policy options that we should be focussing on? Please explain your answer.