

# Scrutiny Streets, Environment & Homes Sub- Committee Agenda



To: Councillor Leila Ben-Hassel (Chair)  
Councillor Jeet Bains (Vice-Chair)  
Councillors Jamie Audsley, Luke Clancy, Stephen Mann, Vidhi Mohan and  
Caragh Skipper

Reserve Members: Jan Buttinger, Robert Canning, Jerry Fitzpatrick,  
Karen Jewitt, Michael Neal, Oni Oviri and David Wood

A meeting of the **Scrutiny Streets, Environment & Homes Sub-Committee** which you are hereby summoned to attend, will be held on **Tuesday, 16 March 2021** at **6.30 pm. This meeting is being held remotely.**

Jacqueline Harris Baker  
Council Solicitor & Monitoring Officer  
London Borough of Croydon  
Bernard Weatherill House  
8 Mint Walk, Croydon CR0 1EA

Stephanie Davis  
020 8726 6000 x84384  
stephanie.davis@croydon.gov.uk  
www.croydon.gov.uk/meetings  
Monday, 8 March 2021

**PLEASE NOTE:** Members of the public are welcome to remotely attend this meeting via the following web link - <http://webcasting.croydon.gov.uk/meetings/11815>

The agenda papers for all Council meetings are available on the Council website [www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)

If you require any assistance, please contact Stephanie Davis  
020 8726 6000 x84384 as detailed above.

## **AGENDA – PART A**

### **1. Apologies for Absence**

To receive any apologies for absence from any members of the Committee.

### **2. Disclosure of Interests**

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality to the value of which exceeds £50 or multiple gifts and/or instances of hospitality with a cumulative value of £50 or more when received from a single donor within a rolling twelve month period. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Democratic Services representative at the start of the meeting. The Chair will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

### **3. Urgent Business (if any)**

To receive notice of any business not on the agenda which in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

### **4. SECTION 106 AND COMMUNITY INFRASTRUCTURE LEVY (CIL) (Pages 5 - 12)**

To receive details on the background to the collection and assignment of the borough's Section 106 income Community Infrastructure Levy (CIL).

### **5. CROYDON LOCAL PLAN REVIEW (Pages 13 - 20)**

To consider the work done on the Council's review of the Local Plan 2018 and provide feedback that will be fed into the consultation document.

### **6. Exclusion of the Press and Public**

The following motion is to be moved and seconded where it is proposed to exclude the press and public from the remainder of a meeting:

“That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended.”

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For general release

<b>REPORT TO:</b>	<b>STREETS, HOMES AND ENVIRONMENT SCRUTINY SUB-COMMITTEE</b>  16 March 2021
<b>SUBJECT:</b>	<b>SECTION 106 AND COMMUNITY INFRASTRUCTURE LEVY (CIL)</b>
<b>LEAD OFFICER:</b>	<b>Heather Cheesbrough – Director of Planning and Strategic Transport</b>  <b>Steve Dennington, Head of Spatial Planning</b>
<b>CABINET MEMBER:</b>	<b>Councillor Colin Lewis, Cabinet Member Culture and Regeneration</b>
<b>PERSON LEADING AT SCRUTINY COMMITTEE MEETING:</b>	<b>Councillor Colin Lewis, Cabinet Member Culture and Regeneration</b>

**CORPORATE PRIORITY/POLICY CONTEXT/AMBITIOUS FOR CROYDON:**

Sustainable development and growth in the borough is planned through the Local Plan, alongside the need to deliver the necessary infrastructure and services. Section 106 agreements and Community Infrastructure Levy are obligations attached to planning permission and these financial contributions are used to fund in full or in part infrastructure necessary to mitigate the impact of completed development.

Planning policies that are used to determine planning applications and the required financial contributions align with the Corporate Plan vision and actions.

[Corporate Plan for Croydon 2018-2022](#)

For example, the Corporate Plan 2018 – 2022 includes a number of references to infrastructure being essential to meet the needs of the borough’s current population, the growth of the borough and to support inward investment. The collection and assignment of the borough’s Section 106 income and Community Infrastructure Levy make a valuable contribution to providing the infrastructure needed by the current and future population of the borough.

**FINANCIAL IMPACT:**

Section 106 and Community Infrastructure Levy collected by the Council funds in full or in part infrastructure necessary to mitigate the impact of development outlined in the Local Plan.

The Section 106 and Community Infrastructure Levy functions of management, monitoring, collection and recovery are overseen and processed by the Council’s CIL and Section 106 Team, which is funded from CIL administration income and Section 106 monitoring income.

<b>ORIGIN OF ITEM:</b>	<b>This item forms part of the Sub-Committee's work programme.</b>
<b>BRIEF FOR THE COMMITTEE:</b>	<b>To consider details on the Section 106 income Community Infrastructure Levy (CIL)</b>

## **1. EXECUTIVE SUMMARY**

1.1 This report sets out for Members of the Committee the background to the management, collection and assignment of the borough's Section 106 income Community Infrastructure Levy (CIL).

1.2 This Scrutiny Report focusses on the following.

Background to Section 106 and CIL;  
 What Section 106 and CIL income has been received;  
 Section 106 and CIL assignment; and,  
 Section 106 and CIL information availability.

## **2. COMMUNITY INFRASTRUCTURE LEVY (CIL) AND SECTION 106**

### **Background**

2.1 The Council, as Local Planning Authority, when required secures Section 106 Agreements as a requirement of the grant of planning permission to secure the mitigation measures necessary to make a development acceptable in planning terms. This includes securing financial contributions towards infrastructure types and projects. It is important to note that a Section 106 Agreement is specific to the parent development and only addresses mitigation for that development.

2.2 CIL was introduced by the Government in 2010 as a mechanism for Councils to levy development to make a contribution to the infrastructure that is necessary to mitigate the impact of development across their area. The Council introduced its CIL Charging Schedule in April 2013 and the Council's charging rates are set out below. This remains the Council's current Charging Schedule. However, it should be noted that CIL is indexed linked and the rate increases each year on 1<sup>st</sup> April.

Use	Proposed CIL rate £ per m <sup>2</sup>	
	Croydon Metropolitan Centre	Rest of the Borough
Residential – Dwelling Houses (C3)	0	120
Business (B1, B2-B8)	120	0
Institutions (C2) (D1)	0	
All other uses	120	

2.3 CIL in accordance with CIL Regulations and guidance is collected on a borough wide basis and can be assigned on a borough wide basis, regardless of the location of the contributing development. This is intended to enable the Council to make strategic borough wide decisions regarding infrastructure delivery and CIL assignment. CIL also differs from Section 106 in that it is levied on a much wider range of developments. This spreads the cost of funding infrastructure over more developments and provides certainty as to how much developers will have to pay.

## Section 106 and Community Infrastructure Levy Income

### Section 106 Income

2.4 The Council's Section 106 balance as at December 2020 was £4.7m. This balance is sub-divided into the heads of terms for infrastructure types and projects as set out in the parent Section 106 agreements. This understanding is important as Section 106 income can only be assigned in accordance with the parent Section 106 agreement in terms of infrastructure type, project and / or the location defined in the agreement.

Section 106 – Head of Term	Balance
Affordable Housing	£1,026,483.00
Air Quality	£148,328.50
Bus Improvements	£80,590.42
Carbon Offset	£536,910.66
Culture	£51,679.49
East Croydon Station	£298,657.56
Education	£278,845.18
Employment and Skills Training	£298,098.00
Environmental Improvements	£27,466.00
Equality Programme	£21,957.00
Footways & Pedestrian Environment	£2,468.12
Health	£106,728.05
Highways	£84,375.29
Libraries	£62,942.00
Open Space	£431,248.77

Parking	£25,000.00
Public Art	£26,500.93
Public Realm	£450,548.97
Renewable Energy	£56,964.00
Skyline	£1,000.00
Sustainable Transport	£514,448.59
Tree Planting & Maintenance	£14,282.75
West Croydon	£172,781.56
<b>TOTAL</b>	<b>£4,718,322.84</b>

## Community Infrastructure Levy

### Borough CIL Income

2.5 In order for CIL to be collected for a development it must both be CIL liable and be commenced. CIL has been levied on liable granted planning consents post April 2013. The table below sets out gross CIL income 2013 – 2020.

Borough CIL collected	Year
£208,000	13/14
£1,435,350	14/15
£3,435,548	15/16
£2,640,627	16/17
£10,387,852	17/18
£8,963,243	18/19
£9,290,468	19/20

2.6 As of the 31 March 2020 a total of £12,544,171 of CIL was available to spend.

### Governance and Assignment

2.7 The Council's Infrastructure Finance Group (IFG) was established in July 2012. It oversees the processes for providing access to possible funding of projects from Section 106 Agreements and CIL. The group also leads on the management, monitoring, collection and recovery of the borough's Section 106 Agreements and CIL income. IFG then reports quarterly to the Council's Capital Board on Section 106 income, recovery and assignment. IFG and Capital Board oversee the assignment of Section 106 and CIL income in accordance with the relevant planning legislation, CIL Regulations and the Council's annual budget report.

### Section 106 Assignment

2.8 A total of £3,582,344 of Section 106 income was assigned to specific projects during 2019/20 in accordance with the Section 106 parent agreement and Infrastructure Finance Group Terms of Reference. These projects are listed in Appendix 2 of the Council's Annual Infrastructure Funding Statement 2019/20 (background paper to this report).

2.9 During 2019/20 a total of £775,674 of money secured under Section 106 agreements was spent on specific projects across the borough. These projects



are listed in Appendix 3 of the Council's Annual Infrastructure Funding Statement 2019/20 (background paper to this report).

### Community Infrastructure Levy Assignment

2.10 Regulation 121A of the Community Infrastructure Levy Regulations 2010 (as amended) requires the Council to produce a statement of the infrastructure (CIL Infrastructure List) projects or types of infrastructure which the charging authority (Council) intends will be, or may be, wholly or partly funded by CIL. This broadly covers all infrastructure projects and types, except for sustainable transport and highway that are secured through Section 106 and / or Section 278 highway agreements.

2.11 The Council's current CIL infrastructure List includes the following infrastructure projects and types.

- Provision, improvement, replacement, operation or maintenance of education facilities
- Provision, improvement, replacement, operation or maintenance of health care facilities
- Provision, improvement, replacement, operation or maintenance of those projects listed in the Connected Croydon Delivery Programme dated April 2013 and any projects as may be added to the said Programme after April 2013 as approved by Cabinet.
- Provision, improvement, replacement, operation or maintenance of public open space
- Provision, improvement, replacement, operation or maintenance of public sports and leisure
- Provision, improvement, replacement, operation or maintenance of community facilities

2.12 In the period 2013 – 2018, £6,069,995 of borough CIL was as assigned as follows.

#### 2013/2018

Education – Secondary Estate	£1,213,999
Education – Permanent Expansion	£1,213,999
Fairfield Halls	£1,213,999
Thornton Heath Public Realm	£1,213,999
Ashburton Library	£1,213,999
<b>Total</b>	<b>£6,069,995</b>

2.13 In the two most recent financial years of assignment, Borough CIL has been spent as follows.

**2018/2019**

<b>Purpose</b>	<b>LOCATION/DESCRIPTION OF SPEND</b>	<b>£</b>
Special Educational Needs	St Nicholas School, Reedham Drive	£3,379,000
Community	Fieldway Cluster	£642,000
Public realm improvements	Thornton Heath	£1,254,000
	<b>Total</b>	<b>£5,275,000</b>

**2019/2020**

<b>Purpose</b>	<b>LOCATION/DESCRIPTION OF SPEND</b>	<b>£</b>
Special Educational Needs	St Nicholas School, Reedham Drive	£4,672,000
Permanent Expansion	Heathfield Academy, Aberdeen Road	£83,000
Permanent Expansion	Heavers Farm, Dinsdale Gardens	£26,000
Permanent Expansion	Christ Church School, Montpelier Road	£1,000
Permanent Expansion	Smitham Primary School, Portnalls Road	£60,000
The library buildings -	Ensure buildings are efficient and fit for purpose and provide attractive, accessible, modern, flexible community spaces that are both professional and welcoming and make the best use of space for the council and their communities	£1,607,000
	<b>Total</b>	<b>£6,449,000</b>

2.14 Looking forward, based on current CIL balances and forecast CIL receipts, it has been assumed that £6.8m of Borough CIL income will be available to support the Council's capital programme and fund in full or in part infrastructure types or projects that form part of the Council's CIL Infrastructure List and Infrastructure Delivery Plan. Also, £2m of Borough CIL income has been assigned to the Council's Education Estates Strategy as agreed by Cabinet on Monday 18th January 2021 and £2.1m has been assigned to Leisure, libraries and open space maintenance. The specific projects to enjoy borough CIL funding will be defined through the governance of the Infrastructure Finance Group and Capital Board to ensure Section 106 and CIL legislative compliance.

- 2.15 The Community Infrastructure Levy (Amendment) Regulations 2013 allow for up to 15% to be spent on the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on Croydon. This is commonly referred to as the CIL Locally Meaningful Proportion.
- 2.16 In boroughs without parish councils the equivalent amount of CIL to that which would have gone to parish councils can be spent in the same way as a parish council could spend the money. With Croydon not having parishes, 15% of the gross CIL collected can be spent anywhere within the borough as CIL Local Meaningful Proportion.
- 2.17 The CIL Local Meaningful Proportion balance at 01/04/20 was £3,917,016.
- 2.18 The Local Meaningful Proportion will fund the Community Ward Budgets for 2020/21. For 2019/20, the projects funded are listed in Appendix 3 of the Council's Annual Infrastructure Funding Statement 2019/20 (as a background document to this report). The Council's current policy is to assign the CIL Local Meaningful Proportion to Community Ward Budgets, which enables the Council through Councillors to engage with communities on how best to spend the Local Meaningful Proportion, whilst respecting what the Local Meaningful Proportion should be assigned to in terms of infrastructure or addressing the demands that development places on an area.
- 2.19 Also, as set out in the September 2020 Cabinet Emergency Budget Report, CIL Local Meaningful Proportion will significantly contribute to the costs of the 2020/21 Community Fund Projects that meet the CIL Regulation requirements. The final figure will be reported in the Annual Infrastructure Funding Statement 2020/21.
- 2.20 It should be acknowledge other models regarding CIL Local Meaningful Proportion assignment exist across London. Some models seek suggestions for projects from the public, others from just community groups and others arrive at projects through Ward Members.

### **Current situation and Publication**

- 2.21 Information on Section 106 and CIL can be found on the Council's website under Community Infrastructure Levy and Section 106 pages. This includes the Annual Infrastructure Funding Statement, which is published annually. This report summarises the amount of developer contributions on balance, collected and spent in the previous financial year. The 2019/20 Annual Infrastructure Funding Statement can be viewed as a background document to this report. The Section 106 balance sheet is circulated to all Ward Members on a quarterly basis. Finally, allocation of Section 106 income to projects through IFG can be viewed via the Section 106 Public Tracker.

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**CONTACT OFFICER:** Steve Dennington – Head of Spatial Planning

**APPENDICES:** None

**BACKGROUND DOCUMENTS:**

The Infrastructure Funding Statement published annually is available here.

[https://new.croydon.gov.uk/sites/default/files/2021-02/Infrastructure\\_Funding\\_Statement\\_2019-2020.pdf](https://new.croydon.gov.uk/sites/default/files/2021-02/Infrastructure_Funding_Statement_2019-2020.pdf)

**For general release**

<b>REPORT TO:</b>	<b>Streets Environment and Homes Scrutiny Sub-Committee</b> <b>16 March 2021</b>
<b>SUBJECT:</b>	<b>CROYDON LOCAL PLAN REVIEW</b>
<b>LEAD OFFICER:</b>	<b>Heather Cheesbrough – Director of Planning and Strategic Transport</b> <b>Steve Dennington, Head of Spatial Planning</b>
<b>CABINET MEMBER:</b>	<b>Councillor Oliver Lewis, Cabinet Member for Culture and Regeneration</b>
<b>PERSON LEADING AT SCRUTINY COMMITTEE MEETING:</b>	<b>Councillor Oliver Lewis, Cabinet Member for Culture and Regeneration</b>

**CORPORATE PRIORITY/POLICY CONTEXT/AMBITIOUS FOR CROYDON:**

The relevant sections of the Corporate Plan to planning - ‘what does success look like’ and ‘what will we do’ have been identified and informed the Local Plan Review vision. Going forward, this will allow future planning policies to align with the Corporate Plan vision and actions.

[Corporate Plan for Croydon 2018-2022](#)

**FINANCIAL IMPACT:**

The Local Plan Review is funded in full from a dedicated Local Plan reserve budget.

<b>ORIGIN OF ITEM:</b>	<b>This item form part of the Sub-Committee’s work programme.</b>
<b>BRIEF FOR THE COMMITTEE:</b>	<b>To consider the work done on the Council’s review of the Local Plan</b>

**1. EXECUTIVE SUMMARY**

- 1.1 This report provides an opportunity for Members of the Committee to inform and consider the work that has been undertaken on the Council’s review of the Local Plan 2018 and provide feedback that will be fed into the Proposed Submission (Regulation 19) consultation document that is being drafted.
- 1.2 The main aim of the Local Plan Review is to set the framework for the sustainable growth of the borough for the next twenty years, including addressing the need to help deliver more high quality housing and affordable housing, whilst developing vibrant places to live, work, visit and socialise. With the adoption of

the London Plan, Croydon has a housing target of 41,800 new homes between 2019 and 2039. A key stage of the work on the Local Plan review was the Issues and Options consultation in late 2019, which presented three spatial strategies. Work continued on the Local Plan Review until November 2020, but with the Council issuing a Section 114 notice the Local Plan Review was paused. Work on the Local Plan Review will recommence mid March 2021. The next stage, that has been partially completed, is developing a Proposed Submission (Regulation 19) draft of the Local Plan. This version will address the new London Plan, national legislative and policy changes since 2018, address the causes of climate change associated with planning, direct sustainable growth across the borough, contribute to meeting housing need and support economic growth, especially taking account of the impact of the Covid 19 pandemic.

- 1.3 The Local Plan review has also identified the need to include and has developed three additional chapters about strategic transformation areas for;  
Purley Way  
North End Quarter  
Brighton Mainline Upgrade.
- 1.4 The Local Plan Review has developed proposed policy updates (with varying scales of change) for each thematic policy areas including; housing, affordable housing, housing design, urban design, heritage and local character, employment, retail, community facilities – health and education, community facilities – social infrastructure, environment and climate change, green grid, transport and parking. Additional evidence has been assembled to support the development of updated policies.
- 1.5 The 16 Places of Croydon will change depending on their local character, their accessibility to services and public transport, their heritage assets and the ability to deliver sustainable growth with the required physical and social infrastructure. The strategy set out in the Proposed Submission document details the vision for the 16 Places as well as the proposed growth scenario.
- 1.6 The proposed changes developed to date are summarised in this report. The input of this Committee is welcomed at this stage. The information in this report is presented as work in progress. The Proposed Submission document is anticipated to be considered by Cabinet in June 2021 and approval to publish for six weeks consultation will be sought. All representations received at this stage will inform the examination in public before a Secretary of State Planning Inspector into the soundness of the Local Plan Review for adoption.
- 1.7 The Local Plan is a statutory document as it forms the basis on which planning applications should be determined unless material consideration indicate otherwise. Therefore, it is a statutory requirement for a Council to produce an up to date Local Plan.
- 1.8 The Local Plan Review is being developed ahead of implementation of the government's proposed changes to the national planning system as set out in the recent published Planning for the future White Paper. The full implications of these changes on the plan making system and the resources necessary will be known as the government progresses the detail of this legislation.

## **2. CROYDON LOCAL PLAN REVIEW**

### **Background**

- 2.1 Croydon needs to review the existing Croydon Local Plan 2018 to rise to the challenges facing the borough and its communities over the next 20 years, and ensure general conformity with the New London Plan. Planning is critical to ensuring that Croydon meets the needs of all its residents, businesses and visitors. This Local Plan Review sets out to consider 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, supporting economic growth and ensuring it is developing vibrant places for people to live, work and visit
- 2.2 It should be noted that during the course of the review of the Local Plan the New London Plan has been going through various stages of consideration and was adopted on 2<sup>nd</sup> March 2021. The Local Plan review took account of the emerging London Plan, including possibly the most significant change post submission, which was to reduce the overall housing requirement, but to fix a small sites target for each borough. The final version of the London Plan that was adopted on 2<sup>nd</sup> March 2021 needs to be reflected in the Proposed Submission Local Plan Review. This is essential as it is a statutory requirement to produce a Local Plan in general conformity with the London Plan.

### **Strategic Option**

- 2.3 During the Issues and Options consultation stage three strategic spatial options were set out. Each of the three options proposed a proportion of homes to be built in each of the boroughs 16 places based on differing criteria linked to achieving sustainable growth. The third option which proposed strategic residential led development in the Green Belt is no longer needed due to the reduced New London Plan housing target for the Borough. Taking into account the consultation responses, the statutory Sustainability Appraisal and evidence, a proposed strategic spatial option has been developed and will be included the Proposed Submission version of the Local Plan Review.
- 2.4 The proposed strategic spatial option continues with significant development in the Croydon Opportunity Area, development allocations elsewhere in the borough, a step change in housing supply along the Purley Way and continued development of windfall sites. Additional work on the quarter of housing supply to be delivered through windfalls, particularly suburban intensification is underway. This reflects the New London Plan policy on small sites. Therefore, the borough is required to accommodate a minimum of 641 units per annum from small sites, which should be in locations that have good access to a centre, social and physical infrastructure and reasonable sustainable transport. Therefore, a review of the Local Plan 2018's focused intensification areas is underway and more detailed policy is proposed to more clearly define what level of suburban intensification is planned for each of the 16 Places. An element of the Council's housing land supply being from small sites is a requirement of both national and London Plan policy.

- 2.5 A quantity of housing per Place will be included in the Local Plan Review based on this proposed spatial strategy outlined above. The figures are subject to updating, but the figures shown in the Issues and Options consultation show how distribution can be undertaken across the 16 Places (the Issues and Options consultation is a background document to this report).

### **Transformation Areas.**

- 2.6 The Local Plan review has also identified the need to include and is developing three additional chapters relating to strategic transformation areas, which for different reasons will need a comprehensive approach to plan for these areas. These will be in new chapters, which will sit above the 16 Places while the policy approach is delivered over the life of the plan. These areas are summarised as follows;

#### **The Purley Way.**

- 2.7 Forming a key part of the Proposed Submission strategic spatial option, the Purley Way transformation area policies and allocations will facilitate considerable growth in residential, mixed use (outside the Strategic Employment Locations) and industrial intensification development to support economic growth along the Purley Way. Alongside the development of the Local Plan Review chapter a masterplan for the Purley Way has been developed too, which will be adopted as a Supplementary Planning Document on adoption of the Local Plan Review. The Purley Way Masterplan has just concluded its consultation. It should be noted that the policies for the area are developed to compliment the Croydon Opportunity Area and will enable the delivery of a significant amount of housing, whilst protecting and proposing the intensification of protected industrial designations.

#### **The North End Quarter**

- 2.8 The North End Quarter covers the area that forms the retail core of the Croydon Opportunity Area. The transformation policies update the Opportunity Area Framework for the area and provide a framework for the transformation of this area as a destination to suit the modern needs of residents and providing a vibrant and successful centre.

#### **Brighton Main Line Upgrade and East Croydon Station**

- 2.9 The Croydon Area Remodelling Scheme (CARS), is the largest and most complex part of Network Rail's longer-term Brighton Main Line upgrade project. CARS would remove the most operationally challenging bottleneck on Britain's railway network, located in the 'Selhurst triangle', the junctions north of East Croydon. A new station and station square is proposed for East Croydon as part of the project. East Croydon station must remain a sustainable transport node, providing access to the train, tram, bus, walking and cycling networks. The transformation chapter will set the policy context to inform the Transport Works Act Order (the route Network Rail will seek consent for the project), especially supporting the project and setting the placemaking and renewal context for the Station Square and Station Building.



## **Policy Topic Area Changes**

- 2.10 The following changes are proposed in the Local Plan Review to support the delivery of the strategy, update the plan consistent with the National Planning Policy Framework (NPPF) and New London Plan and address environmental and climate change issues.

### **Housing - including Affordable Housing**

- 2.11 To inform the housing policies a Strategic Housing Market Assessment has been produced which sets out the quantity and type of housing needed over the 20 year plan period. The evidence that identifies that Croydon's population is gradually getting older and household sizes are getting smaller. Open market housing (both private rented and for sale) is getting less and less affordable for many households in the borough. The report concludes that 2,254 affordable rented homes a year would be needed in Croydon to meet the need of lower income households for housing.
- 2.12 The policies will be updated recognising the housing crisis and the need to encourage significant housing delivery, especially affordable homes. However, the affordable housing will be in alignment with the New London Plan. As there is an emphasis on additional housing delivery to address this there will be additional housing design guidance.

### **Employment and Retail**

- 2.13 Subject to aligning these policies with the New London Plan and the NPPF, the review addresses the need to respond to the changing function and use of all tiers of centres. Recognising the role of Croydon Metropolitan Centre as the largest town centre and further clarity has been developed around the town centre hierarchy which has been simplified. The changes to the use classes order in September 2020 has been reflected, which in simple terms introduced a blanket use class E for town centre uses. This will result in there being no requirement for main and secondary retail frontages. The Local Plan 2018 had sought to support and strengthen the role of District and Local centres and some minor policy changes are needed in to improve these in the current retail climate. Additional policies have been developed supporting the creative economy, affordable workspaces and providing benefits to the local workforce. The Local Plan plays a key role in economic growth at any time so it will be a key tool for the post Covid recovery. The revised policies will address this and the Council's post Covid recovery strategy and approach will be incorporated into policies. The Local Plan Review is informed by an updated Employment Needs Assessment, which shows that there is a need for employment land and protection, so existing policies will remain unchanged in their thrust which seeks to achieve this and encourage intensification.

### **Community Facilities**

- 2.14 These policies do not need significant change as they recognise and plan for the need to provide appropriate community facilities, such as education, health, religious, sporting, cultural and creative spaces, for all residents and visitors of

Croydon. However, due to the increased housing delivery the Infrastructure Delivery Plan, which informs these policies is updated.

## **Transport**

- 2.15 As Croydon grows, we need to reduce the amount of private car use, traffic and congestion and resultant pollution in our streets in accordance with the Mayor's Transport Strategy. Changes to the transportation policies aim to address the climate emergency, support the Mayor's Transport Strategy and enable growth in the borough.

## **Green Grid**

- 2.16 Reflecting the pressure that increased housing development would place on the green grid and the need to address the climate emergency the Local Plan Review is an opportunity to strengthen these policies. This is supported by the revisions to the NPPF and the New London Plan policies.
- 2.17 Following on from the Planning Inspector removing Local Green Spaces in in the Local Plan 2018, a consultation and evidence gathering exercise has been undertaken to support the introduction of Local Green Spaces as part of the Local Plan Review.

## **Collaboration and Consultation**

- 2.18 The Local Plan Review has been approached as a collaborative project building on the 16 Places approach in the Local Plan 2018, which has been adopted corporately. The project is led by the Spatial Planning Service who facilitate input and feedback in the policy review from colleagues across the Council with significant input from Development Management, Strategic Transport and Regeneration. Partners such as the GLA, TfL, NHS and Network Rail have also been meaningfully engaged. Neighbouring local authorities have been engaged to develop a proposed strategic spatial option and meet the statutory requirements under the Duty to Cooperate. A cross party Joint Member Working Group has also informed the Local Plan Review and provided advice to the Cabinet Member.
- 2.19 For the public consultation a broader and more inclusive form of consultation was developed at the Issues and Options stage, which was effective in encouraging responses from a wide range of people and stakeholders. The format of the Urban Room, roving pop up displays, focus groups, youth involvement and a permanent Urban Room display in the Whitgift was particularly successful. Indeed the Urban Room was commended in the Planning Awards 2020 and shortlisted for a NLA Award. The Issues and Options Consultation was also supported by an independently facilitated Planning for Real exercise on the proposed strategic spatial options with community groups and resident associations', which was helpful in rehearsing the considerations for arriving at a proposed strategic spatial option.

## **Resources and the way forward**

- 2.20 The Local Plan Review project is largely resourced from the Spatial Planning Service. The resource level is based on existing statutory requirements and

timetables. However, proposals set out in the governments recently published Planning for the future White Paper would increase the level of resource required with increased emphasis on design and setting design codes for each type of growth area.

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**CONTACT OFFICER:** Steve Dennington – Head of Spatial Planning

**APPENDICES:** None

**BACKGROUND DOCUMENTS:**

Local Plan 2018 - <https://new.croydon.gov.uk/planning-and-regeneration/planning/planning-policy/croydons-development-plan/local-plan-2018>

The consultation documents and evidence supporting the Local Plan review and the previous round of Issues and Options consultation are relevant documents.

They are located on the [Councils Local Plan Review Page](#)

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