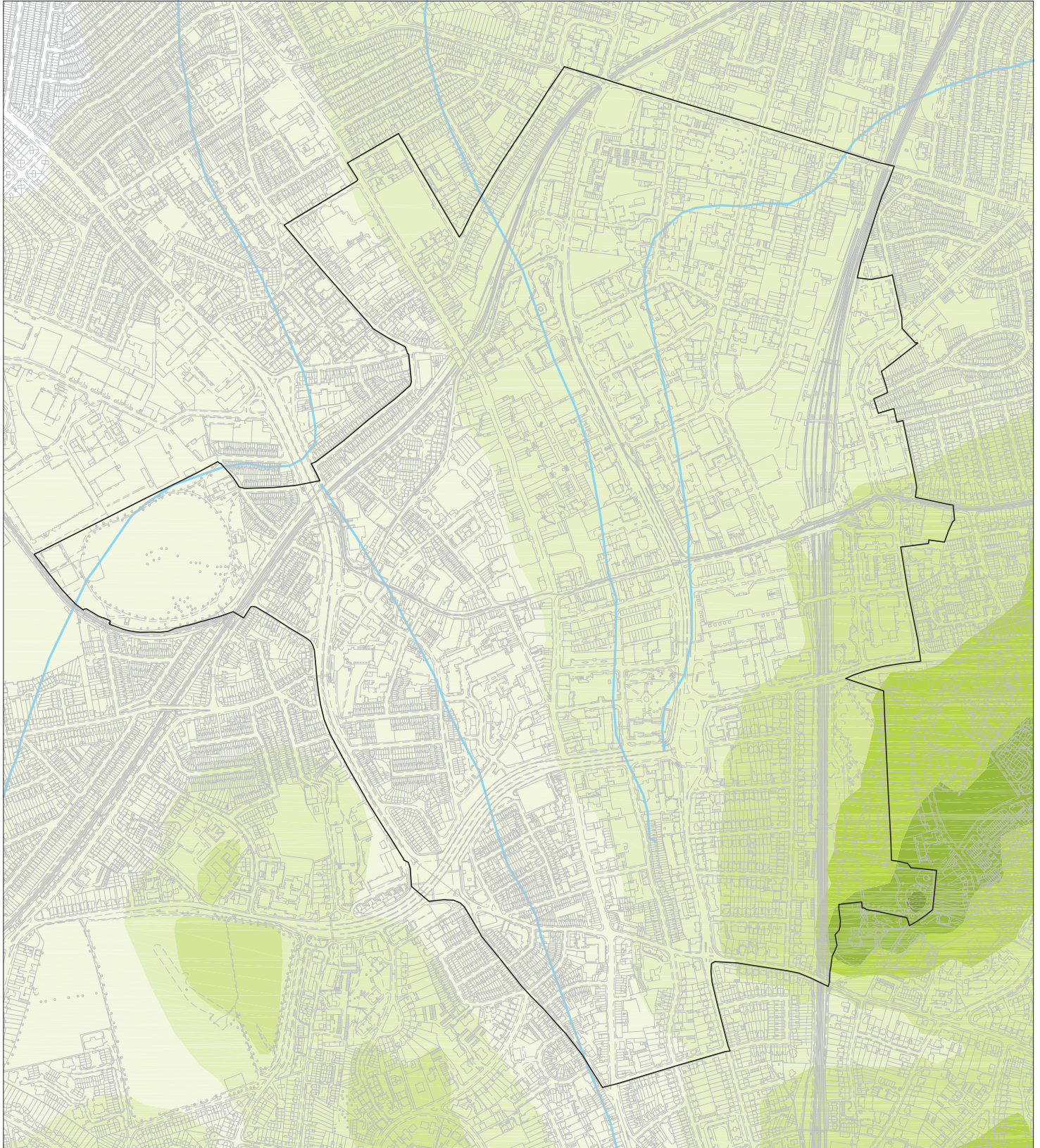
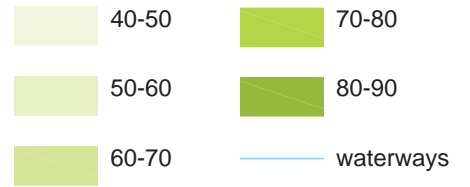


3.5 TOPOGRAPHY

While the Borough of Croydon provides an interesting backdrop of hills to the CMC, the metropolitan area itself is reasonably flat. The surrounding hills provide viewpoints from which the CMC can be viewed clearly as a whole.

Metres above sea level:

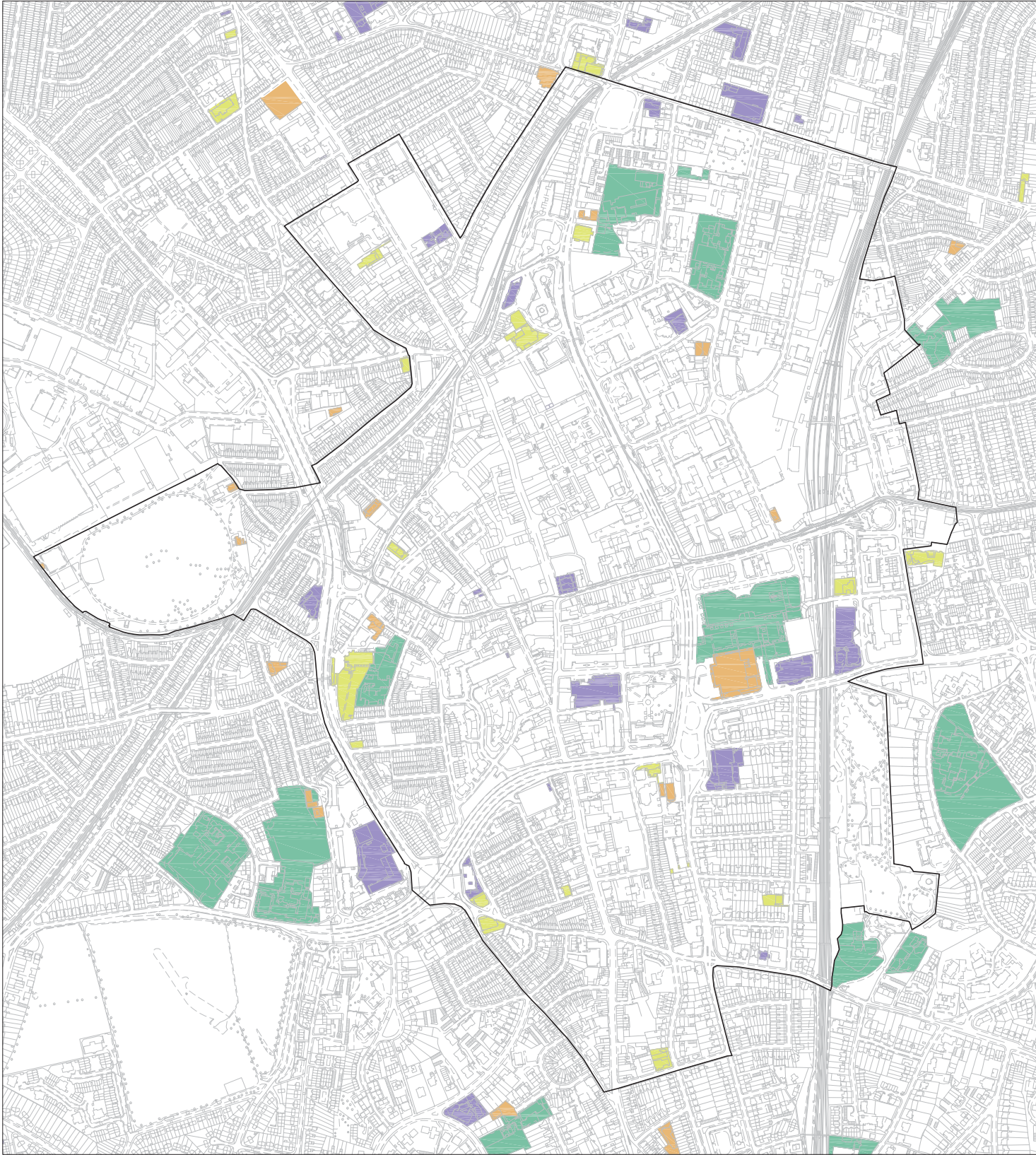


3.6 SOCIAL INFRASTRUCTURE

Are we suggesting that this is ample provision or does this represent a bare minimum?

Socially significant buildings:

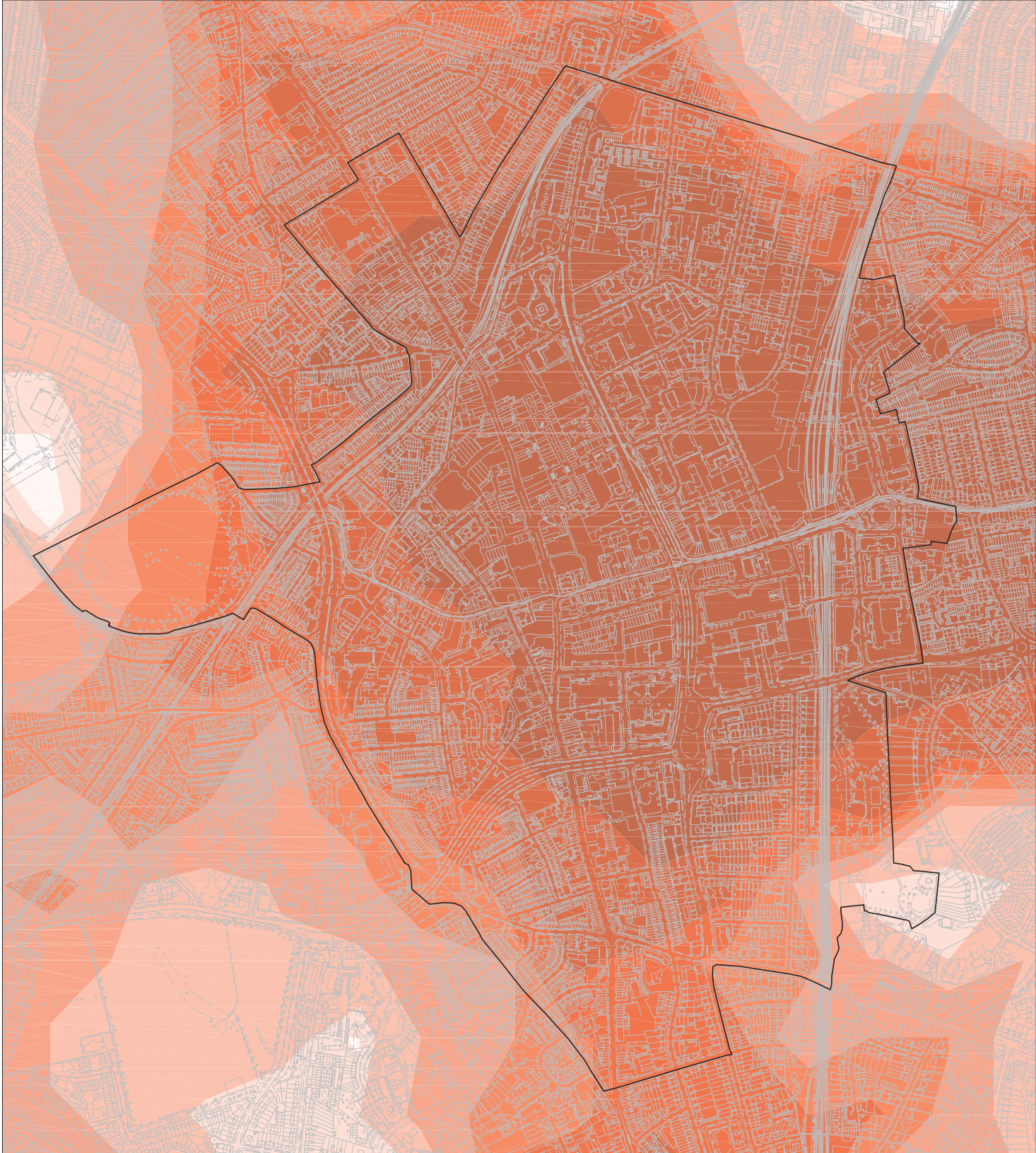
- Educational
- Leisure
- Religious
- Institutional



3.7 TRANSPORT CONNECTIVITY

Public Transport Accessibility Level (PTAL) calculations, show that the CMC is extremely well connected, with the majority of its area achieving the highest possible rating. The confirms the identity of Croydon as a major transport 'hub' and as a gateway in and out of London.

PTALs of transport connectivity:



Housing Quality

- Seek high quality development that meets certain minimum floorspace standards (DRLP Policy 3.5 and draft Housing Design Guide).

Amenity and Play Space

- Seek certain minimum amounts of residential amenity space and play space (10sqm per child) (LP Policy 3.5 and MoL draft Housing Design Guide and LP SPG and UDP extended Policy UD8).

Public Open Space

- Seek 18.5 sqm per person of new open space – with a presumption that this is on-site for large residential developments (30 homes+ and with a site area of 0.5 hectare+) (UDP extended Policy RO12 and Planning Obligations SPG).

Accessible Housing

- 100% Lifetime Homes and 10% of new homes to be built as wheelchair housing (or 'easily adaptable') (LP Policy 3A.5 and DRLP Policy 3.8).

Sustainable Housing

- All new grant-aided housing to be Code for Sustainable Homes Level 4 as a minimum (HCA Proposed Core Housing Design and Sustainability Standards, March 2010).
- Create and connect into decentralised energy networks (DRLP Policy 5.5 and Croydon Decentralised Energy Strategy).

Car Parking

- LP Policy 3C.23, DRLP Policy 6.13 and 'extended' UDP Policy T8 set out consistent maximum standards
 - 1+2-bed - 1.0 (maximum)
 - 3-bed – 1.5 (maximum)
 - 4-bed – 2.0 (maximum)
- MoL draft Housing Design Guide calls for Wheelchair housing/ 'easily adaptable' – 1.0 (minimum).

Cycle Parking

- LP Policy 3C.23, DRLP Policy 6.13 and 'extended' UDP Policy T8 all call for 1 space per dwelling.

3.8 CMC MARKET CONTEXT FOR HIGH DENSITY HOUSING

Croydon's central area is distinguished by its high density office building stock, larger shopping centres, high street retail and a collection of law courts, colleges and other civic facilities. It is also very well served by rail, tram and bus and is a major transport hub for the South London Sub Region. It will also benefit from the extension of the East London Line to West Croydon Station in 2010.

Borough ambitions are for central Croydon to build on its scale. It is the largest Metropolitan Centre and eighth largest retail centre in London, and is a Strategic Office Location outside Central London. Croydon is one of the UK's larger stand alone Metropolitan centres by scale of office and retail floorspace.

Croydon Metropolitan Centre is seen as an area likely to experience considerable change, with the London Plan identifying the Centre as an "opportunity area" for providing more employment and several thousand new homes. The Centre is also the preferred location for new retail development and other facilities and services aimed at serving a wide area of south London.

The Draft Replacement London Plan suggests that central Croydon has the capacity to delivery 10,000 new homes, as well as 7,500 new jobs. This scale of residential development, in combination

with a desire for high densities and tall buildings development in central Croydon requires that a new housing market be established and evolved.

The Croydon Metropolitan Centre offers significant prospects for development and change based on:

- A strong, existing local employment base and role in the Outer London economy;
- Long term market values that could support development, with a return to trend;
- Active private sector promotion of residential and office growth;
- A public-private local delivery vehicle led by the local authority;
- Strategic alignment among the GLA and the LB of Croydon in support of growth and transformation;
- Existing rail, bus and tram infrastructure, with new East London line connections to West Croydon;

Ongoing progress has been made within the OA. A number of high profile visioning processes, such as those involving Will Alsop have raised the visibility of Croydon Metropolitan Centre. The Borough Council has played a strong leadership role in promoting growth, advancing policy through the Core Strategy and Croydon Metropolitan Centre AAP. While specific policies are being resolved through the AAP, the broad alignment of GLA and Borough policies send a strong signal to the private development sector that higher density housing proposals will be welcomed. This has not, as yet, translated into large scale new development on the ground.

3.9 KEY PLANNING CONTEXT

The London Borough of Croydon has the largest population of any London borough and is currently home to around 341,800 people living in approximately 150,000 homes.

PLANNING FRAMEWORK

The key relevant planning framework comprises the adopted/published and emerging local, regional and national policies and guidance. This is summarised in Appendix X. The key relevant land use designations are as follows:

CMC-wide

- London Plan Opportunity Area
- Opportunity Borough status (Borough as whole)
- Air Quality Management Area
- Strategic Office Location
- Strategic Outer London Development Centre

Specific parts of CMC

- Metropolitan Centre (Primary Shopping Area/Secondary Retail Frontage)
- Archaeological Priority Zone
- Area of High Density (although UDP Policies H9 and H10 have lapsed)
- High Building Zone
- Conservation Area
- Greenspace Information for Greater London (GIGL)
- Area of High Risk of Flooding
- Local Area of Special Character (LASC)
- Listed Buildings
- Locally Listed Buildings
- Green Chain (Wandle)
- UDP Proposals Site
- Local Park Deficiency Area

PLANNING HISTORY

An analysis of the planning history of the 145 sites within the study area (as set out in CMC OAPF potential development sites with possible office sites Version 4 (25-05-10) reveals that permission has been granted for 1,046 new homes. Details are set out in Appendix X. This reveals that of the 1,033 homes where the dwelling mix is known, just 97 dwellings (9.3%) are for 3-bed+ sized dwellings.

KEY MESSAGES FROM POLICY AND EVIDENCE BASE

Set out below are the key relevant messages from adopted/published and emerging policy and the current LDF evidence base.

Borough-wide Housing Targets

- London Plan target - 11,00 additional homes (2007/8 to 2016/17), with an Annual monitoring target of 1,100 (LP Policy 3A.2)
- Draft Replacement London Plan target – 13,300 (2011 to 2021), with an Annual monitoring target of 1,330 (DRLP Policy 3.3)
- LHAA identifies need for 19,100 additional homes up to 2021
- Croydon exceeded its housing target by nearly 600 new homes and in the first half of 2009/10 has already met its target for conventional homes for the whole of 2009/10 (AMR 2008/09).

CMC-specific Housing Targets

- Croydon Opportunity Area indicative employment capacity of 5,500 and minimum 2,700 additional homes (2001-2026) (LP Policy 5E.2)
- Croydon Opportunity Area indicative employment capacity of 7,500 and minimum 10,000 additional homes (2001-2031) (DRLP Policy 2.13, Annex 1)
- LHAA identifies that around 80% of capacity (6,000 to 8,000 homes) in Addiscombe, Broad Green and Fairfield (which cover the CMC).
- CMC to accommodate 10,000 additional homes up to 2031 (4.10 of Towards a Preferred Core Strategy)

Residential Density

- The amount of housing should be maximised/optimised, with an indicative range of 650-1100hr/ha (175-355 u/ha) (based on Central Character and PTAL 4-6) (LP Policy 3A.3 and DRLP Policy 3.4)
- For mixed-use schemes with 35%+ non-residential floorspace, it may be appropriate to use plot ration – with 5:1 being identified for Opportunity Areas (LP Interim Housing SPG)

Affordable Housing

- Maximise on-site provision of affordable housing (subject to viability and the need to encourage rather than restrain residential development) on sites above a certain threshold (LP and DRLP Policies and extended UDP Policy H13)
- Seek affordable housing in the following proportion 70% Social Rented and 30% Intermediate) (LP Policy 3A.9 and extended UDP Policy H13)
- DRLP Policy 3.12 proposes to change this to 60% Social Rented and 40% Intermediate
- The SHMA identifies the need for around 32% of all new homes in Croydon to be Social Rented up to 28% Intermediate.
- 415 (or 33%) of new build homes in 2008/09 were affordable (2008/09).
- There should be no discernable difference in design quality/external appearance between new Market and Affordable homes (LP Housing SPG)

Dwelling Mix

- Extended UDP Policy H4 calls for a mix (with 55% family housing needed)
- The SHMA identifies the need for around 37% of new properties to be 3-bed properties, 7% being 4-bed homes and 1% of properties requiring 5 or more bedrooms.
- London Mayor Housing Strategy identifies the need for 42% of Social Rented and 16% of Intermediate housing to be 3-bed+ (Policy 1.1C)
- Towards a Core Strategy (5.9) calls for 35% of all homes in CMC to be 3-bed+
- 89% of new homes provided in Croydon in 2008/9 were one and two-bedroom units (AMR, 2008/09).