

Croydon Local Plan partial review

Summary of regulation 18 consultation responses

May 2020

CROYDON
www.croydon.gov.uk



@LDF

773 respondents

3050 comments

13 Councillors/MP's

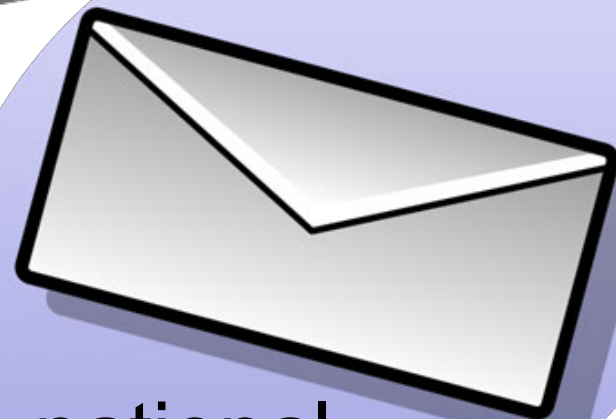


37 developers



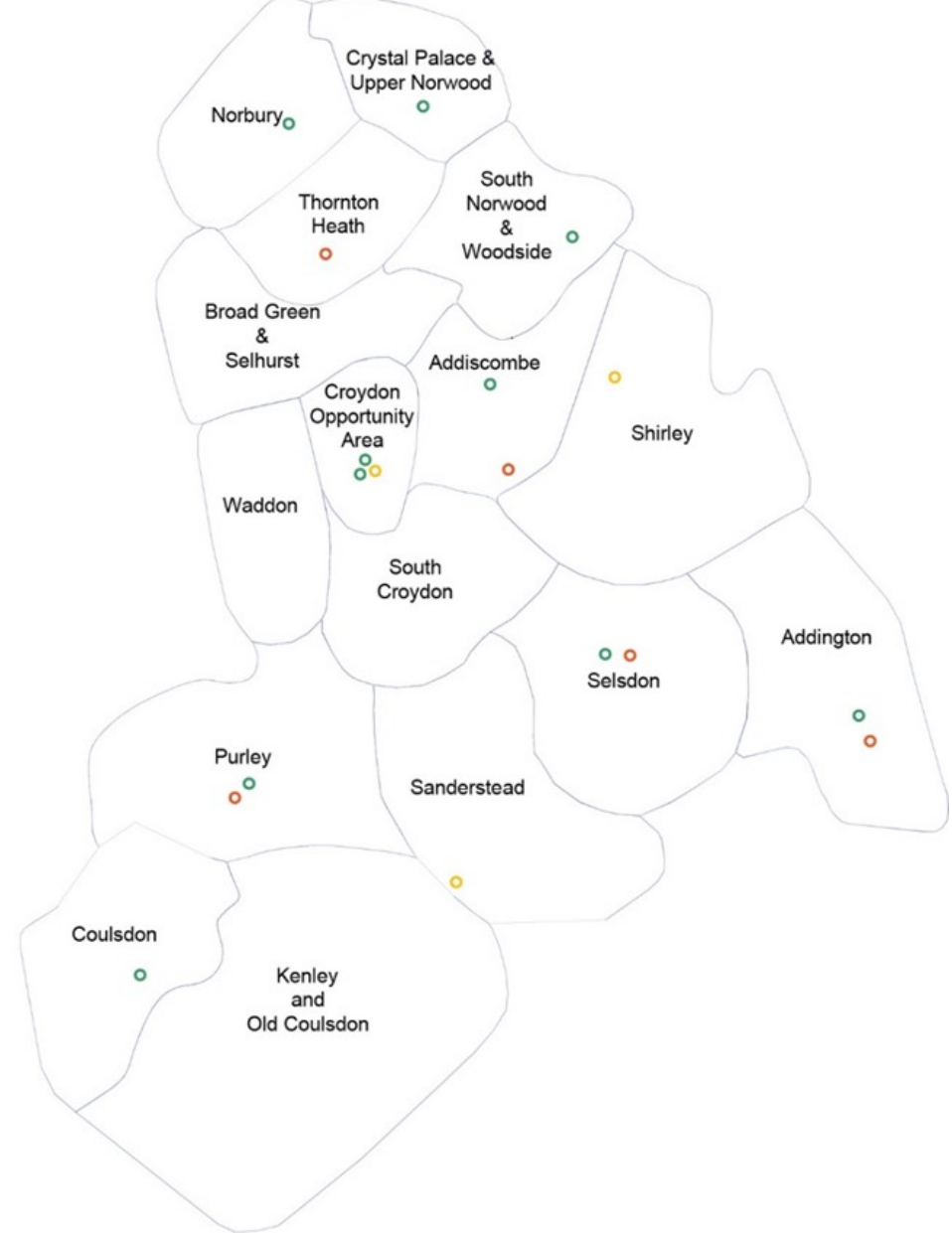
22 residents associations
22 local interest groups

13 Statutory, national
groups or utilities



Locations

-  Exhibitions & Focus Group (in Libraries)
-  High Street and Markets
-  Schools



Events

- Urban room
- 13 pop up events
- Croydon Youth Council
- School visits
- RA Meetings
- Stakeholder workshops

Help shape the future of Croydon

08 November 2019
- 13 January 2020

**Croydon is changing.
Find out how you can help
shape your area**

Have your say on our Local Plan!

Find out more about the Local Plan Review at:

- The Croydon Urban Rooms at the Croydon Art Store: Whitgift Centre, Trinity Court, Witlesey Rd Entrance
Wed-Fri 11am-5pm (8-7pm on Thurs), Sat 12-4pm.
08 Nov - 20 Dec
- Online at:
www.croydon.gov.uk/localplanconsultation

Speak to us at a high street or library event near you*:

- Surrey St Market, 08 Nov, 11am-2pm
- Crystal Palace Market, 09 Nov, 11am-2pm
- Selsdon Library, 12 Nov, 5:30-7:30pm
- Coulesdon, Brighton Rd, 13 Nov, 11am-2pm
- Thornton Heath Library, 19 Nov, 5:30-7:30pm
- Norbury, London Road, 20 Nov, 11am-2pm
- Purley Library, 26 Nov, 5:30-7:30pm
- Purley High St, 27 Nov, 11am-2pm
- New Addington Library, 03 Dec, 5:30-7:30pm
- Selsdon, Addington Rd, 04 Dec, 11am-2pm
- South Norwood Market, 07 Dec, 11am-2pm
- Ashburton Library, 10 Dec, 5-7:30pm
- Addiscombe, Lower Addiscombe Rd, 11 Dec, 11am-2pm

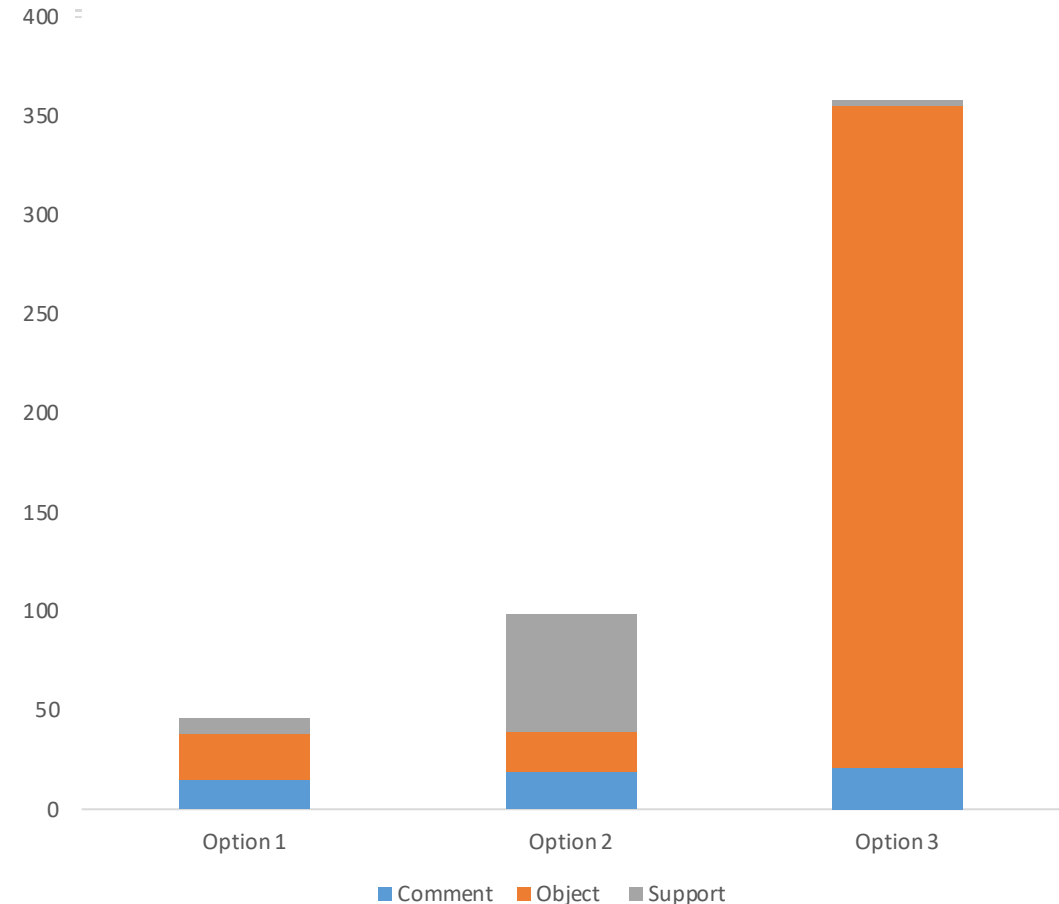
* Find out online which events we will have translators speaking in Polish, French, Hindi, Tamil and Twi.

Follow us on: @YouCroydon @YouCroydon #CroydonLocalPlan

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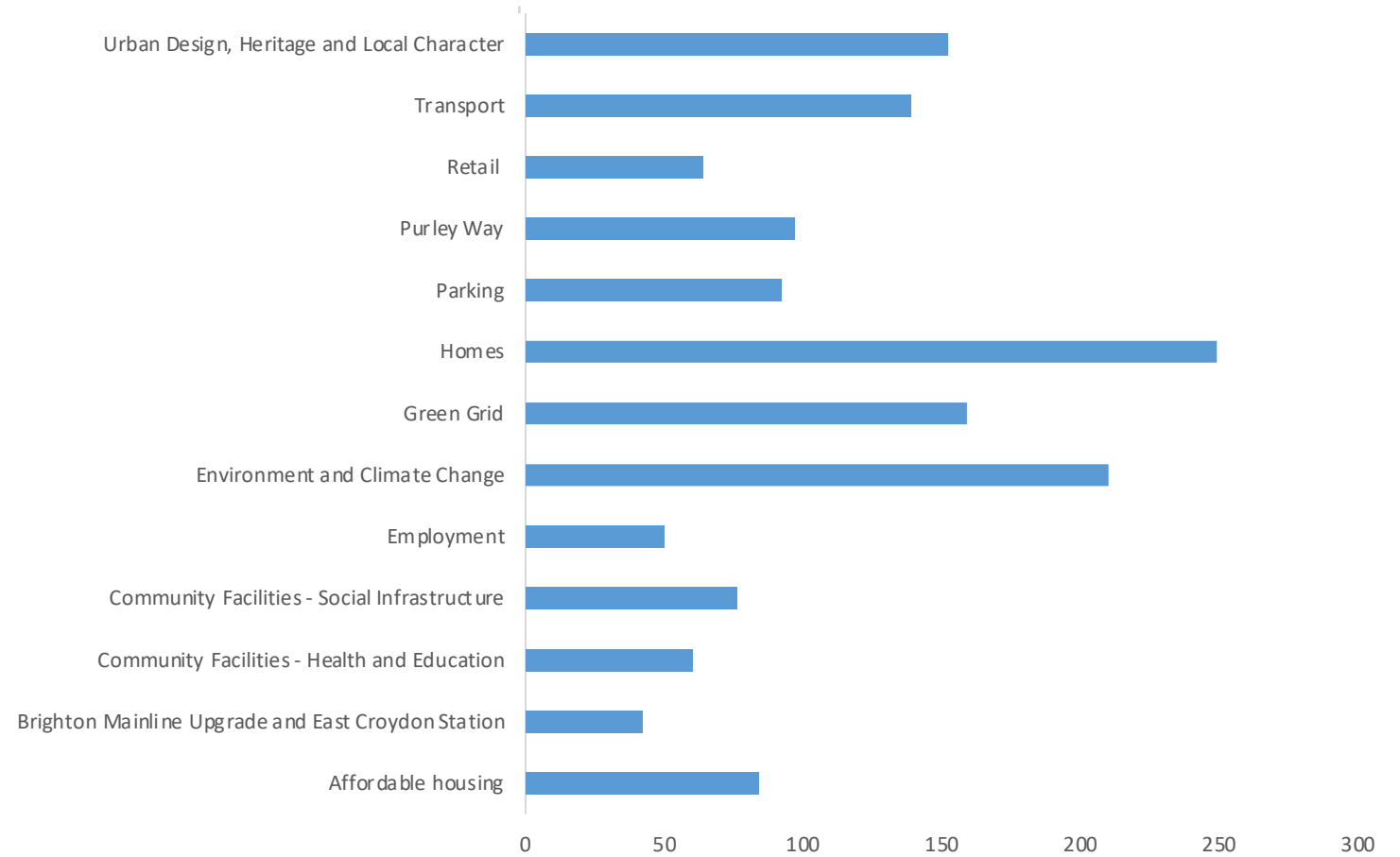
The three Strategic spatial options

There was a strong response in terms of numbers and expression of feeling against option 3 (Urban area, Purley Way and Green Belt release). The comments made on options 1 (Urban area plus smaller Purley Way) and option 2 (urban area and large Purley Way) were generally observations about the advantages and disadvantages of the approach and reflected upon the consultation material. Option 2, Purley Way attracted support.



Themes

There were 13 themes and all generated answers with the homes and environment and climate change attracting the most comments.



Environment and climate change

- Support for the Council's Climate Change emergency declaration and Citizen's Assembly, but want to see action
- Expression that it is vitally important to maintain the quantity and improve the quality of all the borough's green spaces, including gardens, parks, allotments and woodlands
- Remove cars and much of the private parking in central Croydon
- There is widespread support for a stricter SUDS policy to help minimise flood risk
- There is a wider conflict between building more homes / intensifying land in town centres and the fight against climate change

Green grid and local green space

- Concern with the need to protect local character whilst supporting intensification.
- Highlighting the need to identify where tall buildings would be suitable
- Whilst encouraging the regeneration of the Purley Way, there is a need to conserve historic elements sympathetically, including industrial relics.
- Clearer definitions of the types of change or protection that are set out are required.

Transport

- Transport improvements should be in tandem with development proposals
- Less car use in the south of the borough would be difficult due to limited public transport provision and the topography does not easily lend itself to cycling - bus/tram improvements welcomed.
- Concentrate development including higher density type development around transport nodes
- To achieve less car usage it means improving the “bus experience” as bus services are not adequate
- In wanting less car use, have the logistics been thought through

Parking

- There needs to be at least 1 parking space per dwelling as the borough, the south in particular has poor public transport
- Car free and reduced parking provision in the centre of Croydon where there is good public transport.
- Should be alternatives to the private car including suggestions of; car clubs, bike share schemes, on demand buses/transit.
- Support for disabled parking
- Call for innovative bike parking and bike rental schemes to increase provision, especially in the town centres

Brighton main line upgrade and East Croydon station

- General support for the project to address congestion and Croydon bottleneck.
- Good accessibility and connection across all transport modes at the node is essential. Concern the current proposals focus on the station only.
- A new station should operate as a destination with attractive and viable ancillary spaces and uses.
- The project should be the catalyst for inward investment – both commercial and residential.
- There needs to be more clarity regarding the funding, delivery and mitigation

Homes

- The Council should be providing all types of housing including single-level homes (for down-sizing) and family homes (semi-detached with amenity space) for a long-term and attractive housing market
- The Council should re-consider their housing target numbers given the changes made in the London Plan by the Planning Inspectors
- Larger / high density buildings should be confined to district centres or within short walking distances of public transport nodes and services / facilities
- Previously developed and brownfield land should be the priority for flatted developments (the policy of replacing a detached property in a residential location with small flatted developments is not supported)
- Community-led, self-build, HMOs and build-to-rent need to be highlighted in policy

Affordable housing

- Viability assessments are still needed for individual sites
- Policy on tenure mix should allow flexibility in the mix and types on individual sites
- Local Plan should adopt the London Plan threshold approach
- Contributions on small sites may be contrary to national policy and render them unviable
- A changed approach to AH is needed as reliance on private developers and windfall sites will not meet targets.

Employment

- Use of brownfield land for business development and support for retaining Croydon's industrial land.
- Co-locating - if housing and employment are located in close proximity, need to establish what is acceptable for new development in terms of noise, insulation measures, etc. and impact of disturbance during construction.
- Encourage small/medium sized start-ups/incubator units – providing modular businesses. *(Suggestions also of non-planning matters such as reduced business rates to attract/facilitate new businesses into the borough).*
- Co-locating uses - mixed use development offers opportunities for business/housing development, and the combination of uses proposed at Purley Way could be a model elsewhere, with the option of a true mix of uses in the Croydon Opportunity Area.
- With loss of employment buildings, how do you increase employment opportunities – suggestion of environmentally/ economically positive policies which encourage high quality employment floorspace/business into Croydon, in the best locations.

Retail

- Retail chapter should recognise the proposals for the Whitgift centre.
- Whitgift proposals have stalled – what are the alternative proposals for this area.
- Importance of maintaining district centres (range of uses, reason to go there, etc.) as these centres are often in competition with other centres, out of town, and centres outside the borough.
- Changing face of the high street – flexibility to address vacancy rates, such as permitting community facilities, health, mixed use, forms of employment, etc.
- Need more housing in town centres for vibrancy.

Housing design

- A need for greater consideration of fire and safety standards within planning applications.
- Consider an added commitment to addressing the climate crisis through housing design policies with an emphasis on passive design principle, fabric first approach, biodiversity and sustainable technologies. Can this be both incentivised as well as regulated?
- Policy should look to improve the communal experience and amenity of multi unit developments; include inclusive design principles, design for multi-generational buildings (HAPPI Principles), minimum standards for semi private external spaces and quality of environments.
- Improve the quality and standards for family units within flatted developments especially on small sites where existing family homes are being removed.
- Greater importance should be given policy supporting high quality design of landscape and public realm surrounding new developments

Urban design and local character

- Concern with the need to protect local character whilst supporting intensification.
- Highlighting the need to identify where tall buildings would be suitable
- Whilst encouraging the regeneration of the Purley Way, there is a need to conserve historic elements sympathetically, including industrial relics.
- Clearer definitions of the types of change or protection that are set out are required.

Community facilities -general

- Additional health and education facilities are required in the borough. Easily accessible health provisions (GPs, A&Es) within a specified walking distance.
- There is a lack of community facilities to accommodate the increasing population and housing in the borough.
- Decent facilities for the youths of the borough - more youth clubs, increase the facilities like sports centres, swimming baths, cinemas. Better choice and availability of these facilities.

Community facilities – providers etc

All providers sought further work to identify capacity and future needs as a result of new development. Specific additional comments are:

- **Department for Education** - new schools should have provision for expansion, as provision for schools in the future may change DfT recommends that specific developer contributions to increase capacity should be identified
- **Environment Agency** – consider the capacity and quality of systems, considering major developments identify the capacity requirements and that supply infrastructure can support the planned growth.
- **London Borough of Sutton** – consider sites in Croydon to meet burial space needs and for Purley Way development, ensure sufficient infrastructure capacity is identified
- **Police** – infrastructure required through Section 106 is not limited to buildings
- **NHS Croydon** – assess and provide for the health impacts of development to maximise benefits as per the approach in the London Plan to create a healthy city.
- **Sport England** – the approach should support improvements to low-quality facilities, no facilities should be lost, further clarification about the strategic need for a new leisure centre.