

# Transformation Areas

## 12. Transformation Area -Brighton Main Line and East Croydon

### Transforming East Croydon Station and corridor through the Brighton Main Line Upgrade Programme

#### Where we are now

#### Strategic policy

**12.1** The key issues that the borough faces in terms of the East Croydon Station and corridor through the Brighton Main Line Upgrade Programme are as follows;

- Prior to the COVID-19 Pandemic more than 300,000 passengers and 1,700 trains passed through the Croydon area each weekday, making it the busiest part of the country's rail network. East Croydon station is the 17<sup>th</sup> busiest station in the UK in terms of passenger numbers. Govia Thameslink (and its predecessors), the principal operator of passenger trains through East and West Croydon stations saw a 41% increase in passenger numbers from April 2011 to December 2019<sup>109</sup>.
- The complex railway through the area means the Croydon bottleneck is widely considered to be one of the most operationally challenging railway junctions in the UK, regularly causing delays on the Brighton Main Line, its branches and the wider network.
- Until the outbreak of COVID-19 passenger numbers at stations in Croydon had been rising, from 42.4m in 2010/11 to 52.9m in 2018/19<sup>110</sup>. The further development of CARS has been affected by issues such as the significant uncertainty about future passenger behaviour and demand following the COVID-19 pandemic and funding constraints following the Government's 2020 spending review.
- Given the significant investment required to deliver this scheme, Network Rail require time to consider how the pandemic may affect passenger behaviour and travel patterns in the future and how any such changes should be reflected in infrastructure investments such as this. At this time, it is not known when CARS may proceed and it is noted the Brighton Main Line Upgrade does not form part of the government's only current transport project, Network North – Transforming British Transport – October 2023. However, it is appropriate to set the planning framework for the Brighton Main Line and East Corridor Transformation Corridor to provide development plan clarity given the uncertainties outlined.
- Network Rail recognises the significant positive changes that CARS could bring to a heavily used and constrained route and will continue to develop the case for CARS in a way that

<sup>109</sup> Office of Rail and Road passenger journeys by operator

<sup>110</sup> Office of Rail and Road estimates of station usage

responds to the wider uncertainties. This will help build a stronger business case and ultimately improve the chances of securing a positive decision and move the project to the next stage of the Government's investment pipeline.

- The London Plan 2021 states the importance of the Brighton Main Line by referencing the project in the title of Croydon's Opportunity Area and identified in the Plan as a Strategic Infrastructure Priority.

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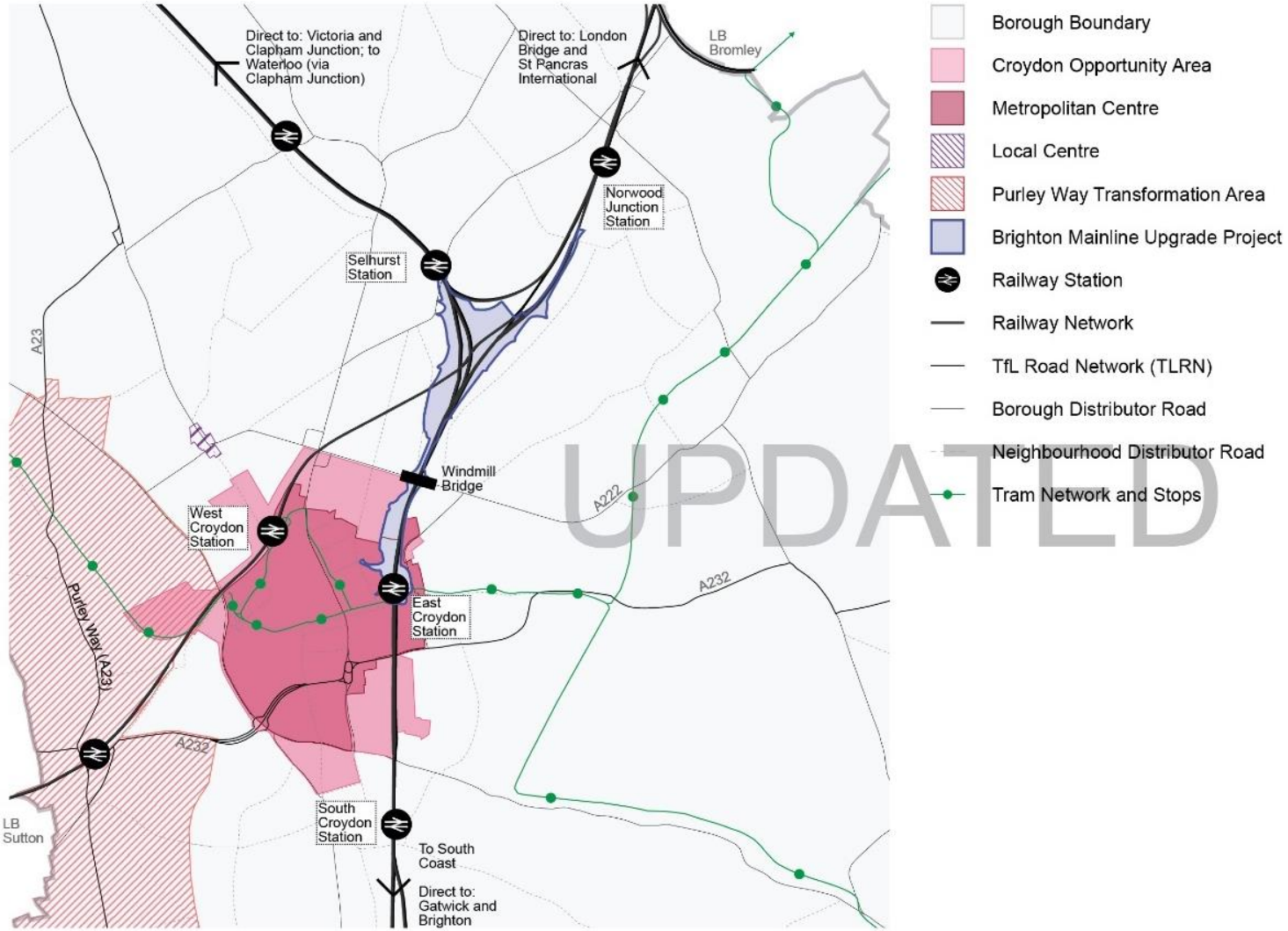
### **Vision - Croydon Area Remodelling Scheme (CARS)**










- *The step-change transport improvements that could be brought about through the Croydon Area Remodelling Scheme (CARS) as part of the Brighton Main Line Upgrade Programme, should it be funded, could be a once in a generation opportunity for Croydon, London and the wider South East. They would establish the East Croydon station area as a destination and transport hub of regional connectivity and a civic place of exemplar design quality and sustainability, one that can service a diverse and growing population (residents, visitors and workers) for generations to come. This would be facilitated by significant and sensitive infrastructure delivery at Selhurst Triangle to address rail operations constraints and enable metroisation of the borough's suburban rail network.*

- The approach in this chapter broadly reflects Network Rail's existing scheme designs and seeks to support delivery of CARS.
- However, given the current uncertainty over the final scheme and the constrained funding environment, the policies provide for a flexible approach to be applied to a future scheme.

- *The transformation brought about by the Croydon Area Remodelling Scheme would bring significant opportunities for Croydon's residents, its existing and future communities, businesses, visitors, developers and investors. This would be achieved through delivery of a high quality and inclusive station, Station Square and wider public realm, which enhances East Croydon's heritage and character, an integrated and intuitive transport interchange and significant new green infrastructure to enhance the borough's Green Grid. It would encompass substantial enhancement in the rail infrastructure and surrounding environment at East Croydon, Selhurst Triangle and Windmill Bridge. It would strengthen, celebrate and enhance Croydon's unique heritage – physical, social and cultural, whilst improving the amenity of the town centre and wider catchment.*

**Figure 12.1 - East Croydon Transformation Corridor (Indicative Figure)**



-  Borough Boundary
-  Croydon Opportunity Area
-  Metropolitan Centre
-  Local Centre
-  Purley Way Transformation Area
-  Brighton Mainline Upgrade Project
-  Railway Station
-  Railway Network
-  TfL Road Network (TLRN)
-  Borough Distributor Road
-  Neighbourhood Distributor Road
-  Tram Network and Stops

## Where we want to be

**Strategic Objective 1:** Establish Croydon as the premier business location in South London and the Gatwick Diamond.

**Strategic Objective 2:** Foster an environment where both existing, and new, innovative, cultural and creative enterprises can prosper.

**Strategic Objective 4:** Reduce social, economic and environmental deprivation, particularly where it is spatially concentrated, by taking priority measures to reduce unemployment, improve skills and education and renew housing, community and environmental conditions.

**Strategic Objective 7:** Conserve, enhance and create spaces and buildings that foster safe, healthy and cohesive communities.

**Strategic Objective 8:** Improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough.

## Why this area will be transformed

**12.2** The opportunity to create a vibrant and exemplary front door to the town centre will bring significant opportunities for Croydon's existing and future communities, businesses, visitors, developers and investors. It represents the key physical piece of infrastructure which will bring people to the business heart of the borough.

**12.3** East Croydon station and the immediate surrounding area has been a focus for development since the East Croydon Masterplan of 2011, the principles and objectives of which remain valid. This has seen notable developments reach consent, commencement and completion adjacent to East Croydon Station. The allocations and policies of this plan for the sites adjacent to the Brighton Main Line will continue to facilitate these growth and development opportunities. The area also remains Croydon's core office location and the office retention area remains part of the development plan. East Croydon, for many, is the gateway for those that live, work and visit the borough.

**12.4** Alongside the rail infrastructure CARS presents an opportunity to strengthen biodiversity along the corridor, particularly through the new public realm and a station square, enhancing the Croydon Green Grid.

**12.5** The final form of the station square, particularly whether the station square includes a void or not, should be determined prior to submission of the Transport and Works Act Order application after a joint Council / Network Rail assessment of the options. A robust assessment process means that reasonable options have been considered using agreed evaluation criteria to select the preferred option. The policies of this plan relating to the station square and public realm are to be applied to the station square whether a void exists or not.

## What is the Croydon Area Remodelling Scheme?

**12.6** The Croydon Area Remodelling Scheme (CARS) encompasses the range of interventions that are being taken forward by Network Rail, sponsored by the Department for Transport, to address the current issues in this area. CARS forms part of Network Rail's extensive Brighton Main Line Upgrade Programme providing significant capacity and reliability improvements to this important railway corridor.

**12.7** The benefits of CARS go beyond technical improvements to the tracks, stations and operational arrangements. From the passenger experience and for the people of Croydon this promises to be an exciting and refreshing improvement to a busy place which many residents pass through regularly. It is also a major gateway to the borough and is many people's first experience of Croydon as a place. Once CARS is completed anyone travelling to, through or from East Croydon station will have a better experience through technical improvements that make their journey more reliable and physical improvements to the station's architecture, facilities and surroundings.

**12.8** The full transformation of East Croydon station, including relocating the main station building approximately 150m to the north of its current location, an increase in the number of platforms from 6 to 8 and the creation of a new station square are integral components of CARS.

**12.9** Network Rail will seek approval for the CARS main interventions through the Transport and Works Act Order process. This includes approval for the infrastructure, deemed planning permission for the elements requiring planning consent and land acquisition powers for the physical and construction land requirement. As a consequence, this chapter of the Local Plan will be the council's development plan position to the Transport and

Works Act Order process, particularly any Public Inquiry. At the Public Inquiry the Local Plan will be material to the consideration and determination of Network Rail's proposals. Network Rail will also be engaging their permitted development rights to support delivery of CARS.

## How we are going to get there

# BML SP1 Transforming East Croydon Station and corridor through the Brighton Main Line Upgrade Programme

**SP9.1** The Brighton Main Line and East Croydon Transformation Corridor will provide a high quality station and transport interchange enabling the increased use of public transport to, from and through East Croydon station and via Windmill Junction and the Selhurst Triangle. To ensure this development proposals in the Brighton Main Line and East Croydon Transformation Corridor area will be expected to:

- a. Enable the delivery of the Brighton Main Line Upgrade Project;
- b. Provide for efficient and effective transport interchange which facilitates transfers between different modes of transport;
- c. Include innovative measures to improve passenger transfer and integrate digital and smart city infrastructure;
- d. Enable the ongoing effectiveness of the existing transport network during the Brighton Main Line Upgrade delivery; and
- e. Outside of the remit of the Transport and Works Act Order (TWAO), but within the Brighton Main Line and East Croydon Transformation Corridor area, deliver a mix of uses, which contribute to the development of the Town Centre as a significant transport-oriented commercial centre alongside associated services and facilities and residential development.

**SP9.2** To deliver an effective transport hub integrating all modes of transport the redevelopment will:

- a. Provide for an effective accessible, inclusive and legible network integrating all modes of transport focussed on East Croydon Station;
- b. Establish new or integrated connections to the wider transport network through the borough and to the south east; and
- c. Connect and enhance the accessibility of to the Croydon Metropolitan centre including the retail core.

**SP9.3** Enhancements to public transport facilities will incorporate:

- a. Significant improvements to East Croydon Station for rail and tram passengers;



- b. Improvements to the bus infrastructure and network to enable full integration with the new station location; and
- c. Taxi and private hire provision that meets the needs of station users.

**SP9.4** To deliver a high quality transport interchange in the new location, development will be required to manage the impacts of increased passenger numbers, the change in geographical location of the station and support growth and development in the Brighton Main Line and East Croydon Transformation Corridor area by;

- a. Providing for the effective onward distribution of passengers in an integrated format by all modes of transport;
- b. Providing new east-west connections across the station;
- c. Providing new, direct connections to the station from the east and west, together with direct, legible connections via George Street to the south; and
- d. Providing a new public station square adjacent to George Street and the relocated station entrances.

**SP9.5** Key measures to manage the impact of the new station and support growth and development in the area will include measures to promote walking and cycling, including new routes and facilities, enhanced signage and significant public realm improvements, in order to reduce pressure on the public transport network.

**SP9.6** To reduce the impact of construction works associated with CARS and make provision for sustainable freight routes, phasing and modes, which minimise the impact of freight and construction traffic.

**SP9.7** Redevelopment in the Brighton Main Line and East Croydon Transformation Corridor Area will be phased to support its transformation to ensure that:

- a. The effective and efficient health and viability of local businesses is protected so that the local economy of Croydon continues alongside the transformation; and
- b. The phasing of development ensures that the strategic transport network is effective and operates in support of local business, Croydon's function as a strategic outer London centre

**Table12.1 The allocations that fall directly under consideration of Brighton Main Line and East Croydon Transformation Area are as follows:**

<b>Local Plan Allocation No.</b>	<b>Local Plan Allocation Address</b>
37	45 Lansdowne Road
21	Former Royal Mail site, 1-5 Addiscombe Road
195	Stonewest House, 1 Lamberts Place
199	20 - 22 Lansdowne Road

## What it could look like (indicatively)

Figure 12.2 Indicative London Borough of Croydon Strategic Regeneration Framework (2020) East Croydon station and the new station square



## Why we have taken this approach

**12.10** The station building, station square, rail systems, highways, bridges and construction planning associated with CARS will form part of a Transport and Works Act Order (TWAO) application to secure the parliamentary powers required for the scheme's development.

**12.11** It will encompass substantial enhancement in the rail infrastructure and surrounding environment at East Croydon, Selhurst Triangle, Windmill Bridge and all other works within the TWAO boundary. CARS will build on, strengthen, celebrate and enhance Croydon's unique heritage – physical, social and cultural, whilst improving the amenity of the town centre and wider catchment. It will significantly improve one of London's key stations through a high quality and user centred transport interchange at East Croydon and investment in a high-quality public realm will deliver a more attractive, destination experience that connects into the wider Opportunity Area and complement the core functions of these locations.

**12.12** Given the considerable change CARS could bring to Croydon it is critical the council has a Development Plan covering the project. This is to ensure that if in the future the business case is made, a statutory land use framework is in place to support the Transport and Works Act Order process. Should the Brighton Main Line Upgrade Programme be delayed, the policies and allocations will still be engaged to determine proposals in the Brighton Main Line and East Croydon Transformation Corridor area, unless directly related to the CARS end state, such as the Station Building and Station Square.

**12.13** Notwithstanding the anticipated change, the project also presents significant growth and development opportunities for the Council.

**12.14** The ambition is to create a high quality station and transport interchange at East Croydon, which responds to its new geographical context and spurs development linked to passenger growth. To achieve this the new station will be expected to be a high quality civic hub and transport interchange and have a spacious and inclusive design.

**12.15** Central to achieving the vision of a relocated East Croydon Station is the opportunity to realise a high quality transport interchange, enabling easy, intuitive and efficient transfer between modes of transport integrated within the local context and routes.

**12.16** The character of the East Croydon area will evolve in the coming years. A busier town centre with more residents, people coming to Croydon for work and leisure, a future station and adjoining public realm will need to serve a multitude of new residents and continue to improve perceptions. The station re-location presents the opportunity to create a user centred transport environment that celebrates and enhances Croydon's diverse heritage, character and communities, integrates public facilities, social infrastructure and activities. To do so, the streets and spaces connecting the station to its surrounding environment will need to enable an uplift in the levels of walking and cycling and provide the opportunity for seamless interchange with other modes of transport. Significant opportunity exists to set this interchange function within an exemplary station environment, with an exceptional public realm integrated with its surrounding street and open space network.

**12.17** An overarching urban design ambition for East Croydon is to deliver an environment where pedestrians are prioritised in the local environment. This means re-prioritising space for people within the urban realm and ensuring that this space is attractive, safe and welcoming. This also means that facilitating sustainable modes of transport should be prioritised over private transport, with through-traffic on the streets around the station removed and rat-running deterred. Additionally, it means that where buildings and developments meet the public realm, care should be taken to improve the experience of being in the street.

**12.18** Development around the new East Croydon Station and station square will be of exemplary quality, well integrated in alongside the surrounding streets and contribute to sustainable transport and a transport interchange. To guide the project and development a Strategic Regeneration Framework has been prepared. The Framework expresses how the new East Croydon Station and associated public realm can best integrate and link with the wider Croydon Opportunity Area and Addiscombe through the street network.

**12.19** An upgraded pedestrian environment around the station will include the creation of a legible street network, wider footways, together with safe and conveniently located crossing facilities and new direct east-west walking and cycling routes across the rail corridor. New pedestrian and cycle routes should be facilitated by developments in the streets around the station.

**12.20** As part of the Station Square proposals and the reconfiguration of bus stopping arrangements around the station, there is an opportunity to enhance the Tram/Rail interchange at East Croydon.

**12.21** To enable increased capacity within the wider Tram network and in order to meet the service level increases set out in the London Mayor's Transport Strategy, an additional tram platform has been proposed at East Croydon Station. The removal of the existing Train Station building fronting George Street enables a fourth Tram platform to be located adjacent to existing platforms. This proposal will require further technical feasibility studies to ensure the bridge structure can support an additional platform and Trams. However, it is expected the TWAO submission will provide provision for this additional platform opportunity.

**12.22** The provision of bus facilities, including a relocation of services to fully integrate the bus network with the new station, including new bus stops, high quality passenger waiting facilities, along with standing and turning space for terminating services, will be required in order to meet increased future passenger demand and operational requirements. The design of the bus facilities needs careful consideration, in order to ensure that passengers benefit from safe, welcoming and direct interchange between modes, they enhance the public realm environment and contribute positively to the image and attractiveness of East Croydon.

**12.23** Options for bus stopping and standing will be subject to further testing through RailPlan with Transport for London ahead of the TWAO submission to determine the end state bus stopping and standing arrangements within the Croydon Area Remodelling Scheme area.

**12.24** The new provision for buses should meet the requirements of bus passengers whilst also providing a permeable, safe and attractive environment for pedestrians and cyclists. The new bus network arrangements will be designed to be of similar scale to the

surrounding street network and to feel like a part of an attractive London streetscape.

**12.25** Taxis play an important role at the station, being the first or final component of many journeys via East Croydon station. It is, therefore, important to make provision of taxis. At the same time taxis can have an impact on neighbouring areas through queuing and contributing to an often impenetrable public realm around taxi ranks. To mitigate these issues whilst still meeting the needs of users of East Croydon station consideration will be given to promoting alternative modes such as walking and cycling. Provision will ensure that ranking and pick up/drop off areas are carefully managed, making the most efficient use of space, enhancing the public realm and paying due regard to access arrangement for those within mobility issues. Opportunities will be explored for a larger feeder rank that could be located outside of the immediate station area, with use of apps / cameras to indicate available space at the pick-up location.

**12.26** These proposals are subject to TWAO approval and scheme funding being secured from the Department of Transport. A key component of the TWAO application stage will be the full consideration by the Department for Transport of the Outline Business Case for the scheme.

**12.27** The transformation provides a huge opportunity, but will cause significant disruption to existing residents, businesses and development proposals. The project is needed to cement the borough's position as an outer London strategic economic location to the benefit of Croydon, London and wider south east. Disruption caused by the transformation includes:

- a. Network Rail taking control of land that is not currently railway land in order to carry out the works – some land will need to be taken over permanently and other areas can be returned to non-rail use when the project is completed;
- b. Delaying the development of some existing Local Plan allocations, which will need to be implemented later than originally planned in order to allow the upgrade works to take place; and
- c. The loss of some commercial and industrial areas

**12.28** Network Rail will be acquiring land to facilitate the physical delivery and construction of CARS. Post construction, the land that was required for construction will become available for development. Any proposals will be assessed on their merits against the development plan policies at the time of pre application engagement and planning application determination. However, if the land to be acquired and made available post construction is currently either a Tier 1, 2 or 3 employment site, as defined in Policy SP3.2 Employment, this will be the land use designation at the point the land becomes available post CARS construction.

### **Key Supporting Documents**

- East Croydon Strategic Regeneration Framework (2020)
- Croydon Opportunity Area Planning Framework (2013)
- East Croydon Masterplan (2011)
- Public Realm Design Guide (2019)

## Policy BML DM1 Station building and Square

**BML DM1.1** The Station and Station Square will serve as a key gateway to the town centre for the users of the rail, bus, tram and taxi services that pass through. To enable this both the new station building and the square should;

- a. Integrate built in digital infrastructure in the design and as a means to enable passengers of all mobility capabilities to efficiently move around and between the different transport modes;
- b. Provide enhanced provision for cyclists and pedestrians in order to support an increase in the mode share of cycling and walking to and from East Croydon Station; and
- c. Land uses proposals that are outside of the remit of the TWAO, but within the Station and Station Square area, should be commensurate to the function of the station and complement the core function of other areas within the Croydon Opportunity Area.

**BML DM1.2** Development proposals for the new station building should;

- a. Produce a strong identity fitting of being the borough's gateway and reflective of Croydon's unique heritage, local character and diverse communities and users;
- b. Frame views towards and enhance the setting of the NLA Tower as well as compliment other unique architectural assets in the area;
- c. Respecting sensitive boundaries with adjacent developments and respond to the emerging scale of the surrounding developments;
- d. Be clearly identifiable through its architectural forms, materials and details. In particular, all entrances should be clearly articulated and visible through their placement and design;
- e. Have a clear physical connection to George Street and its approaches to aide wayfinding and interchange with trams and buses;
- f. Be visually and physically permeable;
- g. Sensitively integrate security measures into the design of the station and associated public realm; and

h. Ensure arrangements for delivery and servicing are accommodated in off-street locations or away from the key streets and movement corridors with minimal disruption to public realm.

**BML DM1.3** As a consequence of the station building shifting north there is the opportunity to create a high quality public space between the new station site and George Street, acting as a catalyst and point of orientation for wider regeneration and development for the benefit of residents and visitors. A new Station Square and associated public realm should;

- a. Establish a new vibrant space and focal point for the east Croydon area enhancing its sense of place and identity;
- b. Frame and enhance the setting of the NLA Tower;
- c. Accommodate the demands of a diverse communities and users through being a welcoming, safe, accessible and inclusive environment for all including provision for the needs of young people, older residents and visitors and those with mobility challenges;
- d. Include integrated public art, given the size and significance to Croydon;
- e. Be integrated with the station building itself;
- f. Integrate active frontages facing onto the square from adjacent developments;
- g. Provide a programme of a variety of activation throughout the week which complement the daytime and evening economy uses within Croydon Town Centre;
- h. Create a micro-climate environment that allows for short and long stays; and
- i. Include a provision of non-rail ancillary land uses that are commensurate to the function of the station and complement the core function of other areas within the Croydon Opportunity Area.

**BML DM1.4** A significant enhancement within the streets, public realm network and frontages around the new East Croydon station is vitally important to ensure the station integrates with the wider Opportunity Area and will greatly improve the quality of experience for all users, particularly pedestrians. These improvements should;

- a. Integrate significant green infrastructure including nature based SuDS interventions and tree canopy cover;



- b. Widen footways at locations of high footfall to accommodate expected increase in footfall;
- c. Locate crossing points intuitively along anticipated desire lines;
- d. Development should actively address the street and contribute to a high quality arrival experience;
- e. Enhance the setting of heritage assets and their role as wayfinding markers within the street network; and
- f. Streamline street furniture to make sure key views and routes are not obstructed.

### How the policy works

**12.29** The station re-location presents the opportunity to create a high quality transport interchange that is uniquely 'Croydon' in character and that creates strong connections to surrounding areas and local communities. To do so, the streets and spaces connecting the station to its surrounding environment will need to encourage more people walking and cycling and provide the opportunity for seamless interchange with other modes of transport. A significant opportunity exists to set this interchange function within an exemplary station environment, with a high quality public realm integrated with its surrounding street and open space network.

**12.30** The station site should provide enhanced provision for cyclists in order to support an increase in the mode share of cycling to and from East Croydon Station. Cycle parking will be expected to integrate well with the new cycle routes and desire lines around the station, to help encourage cycling as a convenient way to travel to and from the station.

**12.31** The station building will shift approximately 150 metres along the rail tracks and will be located north of George Street. It is necessary for way finding and to serve as a gateway to Croydon Town Centre for the building as seen from George Street and beyond to be able to have a clear physical presence.

**12.32** There will be a secondary entrance onto Lansdowne Road (north of Caithness Walk) which will unlock development potential in this area. The creation of a new station in a different location will enable the existing station to continue to function and eventually to be decommissioned to reduce impact.

**12.33** The Station and square will integrate with the surrounding public realm to create a civilised transport interchange uniting different forms of mobility and be focused on passengers through excellent connectivity and legible routes. The policies seek to ensure that the square is a new vibrant space and focal point for the east Croydon area enhancing its sense of place and identity and which compliments local community facilities. Through careful design using innovative new integrated technologies the space will serve to help passengers move smoothly and efficiently between trains, busses, trams and other sustainable forms of transport.

**12.34** The station square will be created above the existing train lines on an elevated deck at the existing level of George Street and would be defined by the proposed East Croydon station to the north, proposed developments along Cherry Orchard Road, including a redeveloped Royal Mail site to the east, tram interchange and George street to the south and the existing building and Ruskin Square proposed developments to the west.

**12.35** The final form of the station square, particularly whether the station square includes a void or not, should be determined prior to submission of the Transport and Works Act Order application after a joint Council / Network Rail assessment of the options. A robust assessment process means that reasonable options have been considered using agreed evaluation criteria to select the preferred option. The policies of this plan relating to the station square and public realm are to be applied to the station square whether a void exists or not.

**12.36** Station Square will cohesively integrate with the wider network of public spaces and walking and cycling routes both existing and proposed across the Opportunity Area, re-prioritising the area for pedestrians and cyclists and providing a focal point for this part of Croydon.

**12.37** In addition to being an area for passenger transport movements the square will act as a notable gateway to the town centre. It will provide an immediately recognisable signature view for passengers arriving in Croydon. However, recognising the large numbers of people living nearby it will need to function as a local meeting and recreation space. There should be generous green infrastructure as there is a lack of natural landscapes in the town centre.

**12.38** The character of the area and sense of identity can be emphasised in the square through integrated public art. To be most effective this should be collaboratively designed delivered with the community.

**12.39** The station square should be able to offer a rich variety of activity throughout the week providing multifunctional amenity opportunities and social infrastructure for a diverse range of communities and users of the square. These will need to be present in perpetuity and arrangements for this will need to be set out at the planning application stage.

## Policy BML DM 2: Other improvement Areas along the Brighton Main Line

### The Selhurst Triangle

**BML DM 2.1** The Selhurst triangle rail improvements, whilst recognising that this is an engineering improvement, to ensure that impacts benefit and are not to the detriment of neighbours it must;

- a. Be led by a comprehensive design which through the layout, location and form of development addresses the impact on the surrounding community; and
- b. The layout and landscaping should be used to complement and add biodiversity value to the Selhurst Triangle Site of Nature Conservation Importance, incorporating biodiversity corridors that link the area into the wider Green Grid.

### Windmill Bridge

**BML DM 2.2** Prior to works on Windmill Bridge taking place a construction methodology must be agreed that ensures;

- a. Walking and cycling connections across the railway line in this location are generally retained during the construction phase;
- b. Any road closures to traffic are minimised via the use of innovative construction methods; and
- c. Minimises and mitigates any adverse impacts on Little Road playground.

**BML DM 2.3** The Windmill Bridge will be fully rebuilt at Lower Addiscombe Road and St James's Road to accommodate the increase in railway tracks from 5 to 8. The new bridge must incorporate;

- a. Sufficient width to accommodate walking and cycling
- b. Significant urban greening around the abutments and their surrounds;
- c. A high-quality, sustainable design that responds to local character, enhances the setting of the immediate area and provides a useful wayfinding function;
- d. Improved north-south pedestrian and cycle connections beneath the Bridge on the west side of the railway line; and

e. Improvements and uplift in quality of playground provision at Little Road playground.

Loss of surrounding industrial and commercial area.

**BML DM 2.4** Land acquired under the Brighton Main Line Upgrade Transport and Works Act Order for construction either a Tier 1, 2 or 3 employment land, as defined in Policy SP3.2 Employment, will be considered as this land use designation for the purposes of assessing any planning applications post CARS construction.

**How the policy works**

**12.40** Beyond the improvements around East Croydon station there are other improvements which contribute to the project. Some of these improvements are unseen engineering improvements that may be carried out as part of the permitted development enjoyed by the rail infrastructure providers. However, where the project leads to development covered by the local plan these policies seek to ensure that the project adds benefit to the residents and the environment.

The Selhurst Triangle

**12.41** The Selhurst Triangle is the heart of the rail infrastructure requirements of the Brighton Main Line project where the core causes of the Croydon Bottleneck will be addressed in rail operation and infrastructure terms. Network Rail's current proposals outline a complex arrangement of rail infrastructure including rail realignment, grade separation and a series of under passes and flyovers. The Council acknowledge the infrastructure importance of the Selhurst Triangle. However, there are measures that can mitigate any impact where they take place outside the railway.

**12.42** The policies seek to mitigate the impact of the infrastructure on surrounding properties, especially neighbouring residential areas and is a key policy requirement.

**12.43** Given part of the Selhurst Triangle is a Site of Nature Conservation Importance, the approach to the landscape has to be holistic to work alongside the necessary physical infrastructure. The Brighton Main Line Project presents a unique opportunity to produce an innovative and unique landscape intervention that works with the proposed structures to produce a unique natural and man-made urban intervention. A high quality landscape solution will contribute to an enhanced first impression to rail users arriving or passing through Croydon.

Windmill Bridge

**12.44** The Windmill Bridge improvements should ensure that walking and cycling connections across the railway line in this location are retained when reasonable during the construction phase and any road closures to traffic are minimised via the use of innovative construction methods.

Norwood Junction station

**12.45** Norwood Junction Station is proposed to be improved but falls outside the TWAO boundary. Significant track and internal station improvements will be provided which should lead to improved capacity and a better experience for passengers including installation of two new footbridges and step-free access to all platforms.

# 13. Transformation Area - The North End Quarter

## Introduction

The North End Quarter includes the land bound by Wellesley Road, George Street, Frith Street, Tamworth Road and Poplar Walk. North End runs along its central spine and includes a significant part of Croydon Town Centre's Primary Shopping Area. It sits within the Croydon Opportunity Area. Part of it also sits within the Central Croydon Conservation Area and has an array of listed and locally listed buildings. (See fig 13.1, Site Plan).

## Transforming the North End Quarter

### Strategic policy

#### Where we are now

**13.1** The key issues that the borough faces in terms of the North End Quarter are as follows:

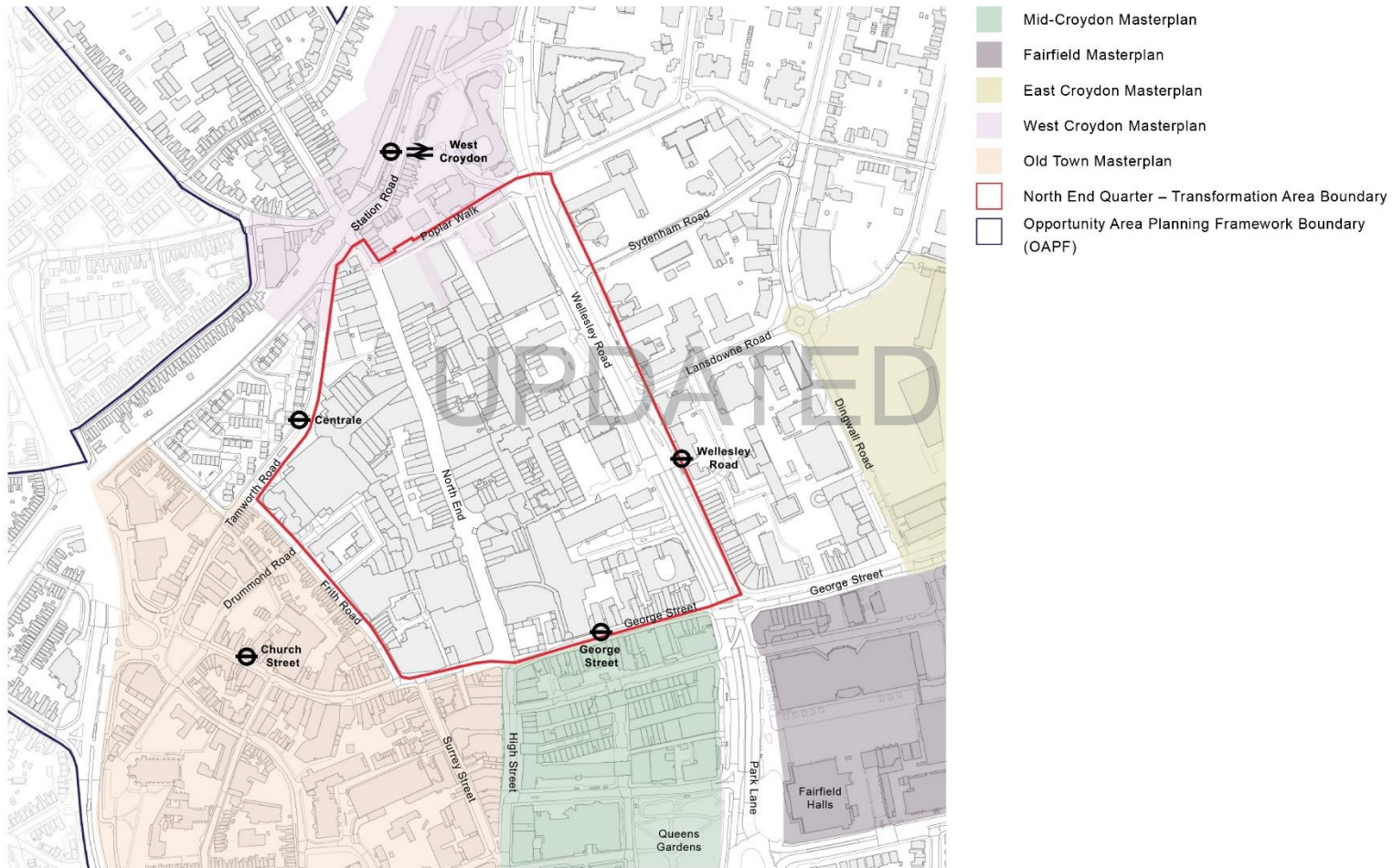
- Croydon town centre has a vibrant retail history. It grew swiftly during a post war boom. This saw significant redevelopment of its historic fabric, with the creation of new wide roads, the separation of pedestrians and vehicles and a large amount of commercial floor space built in the modernist and brutalist architectural styles. Fifty years on, the resulting fractured townscape, with many buildings suffering from a prolonged lack

of investment, combined with an outdated and tired public realm, has created an environment that discourages people to spend time and linger.

- Competition from the development of other large retail centres such as Bluewater, Kingston and the development of the out of town big box retail centre in the Purley Way in the 1990's, has also contributed to this sustained period of decline for this previously thriving centre.
- The Whitgift Centre is an inward facing mall, lacking connectivity with its surrounding streets and public spaces. There are a series of historical passageways. This style of shopping, once drawing a clientele from across south London and the wider south east has undergone a sustained period of decline over recent decades and no longer suits modern retailers' needs or provides a strong leisure and food and drink offer.
- The once iconic anchor department stores in the distinctive buildings of Grants and Alders closed over 20 years ago.
- As a result of its historic land ownership and strong retailing heritage, Croydon town centre has more retail floor space than any other Metropolitan Centre in London, with 30,000m<sup>2</sup> more floor space than Stratford. Whilst Croydon town centre is in the top ten highest rates of spending on comparison goods amongst Metropolitan Centres in London, when this is converted to how much is spent per square metre of floor space, Croydon falls to the lowest rate of spend in London.
- Whilst many town centres in general have declined over the past 20 years, with the increase in online shopping and changing trends in the retail industry; COVID-19 accelerated these pre-existing challenges. Today, primary retail zone (Zone A) rents are now significantly reduced and in Croydon they are still declining.

- Centrale shopping centre, on the western side of North End, now provides the main retail offer. Opened in 2004, it offers relatively modern accommodation, however, the draw of Croydon shopping is no longer strong enough and even this shopping centre, which retains several major fashion brands and a department store is now challenged like many centres.
- North End and George Street retain many 19<sup>th</sup> and early 20<sup>th</sup> century buildings reflecting Croydon's past commercial prosperity. A number of frontages are of high quality and protected as part of Central Croydon Conservation Area. A number are also listed and locally listed with significant heritage value such as the Grade I listed Whitgift Almshouses (over 400 years old) and the Grade II listed Electric House. The relationship between the Victorian shopping streets and post-war modernist development around Wellesley Road is important to its character and represents an interesting challenge for redevelopment.
- Wellesley Road is a key barrier to pedestrian movement between East Croydon station and the Whitgift Centre. Development activity around the station has been strong in recent years, however this has not migrated down to the retail core. The severance caused by this major road requires addressing to improve east west connectivity of the town centre and to create an environment that is attractive for pedestrians.
- Currently Croydon town centre has in excess of 8,500 car parking spaces which is 2,000 more spaces more than the next closest Metropolitan Centre (Kingston) in London using valuable land and promoting car borne trips.
- Today North End remains Croydon's principal shopping street. However, much of the retail offer including the types of businesses and quality of space is tired, does not meet current expectations and has suffered from years of uncertainty and a lack of investment.
- Alongside the post war boom as a retail centre, Croydon was also a planned 'out of centre' area for offices including some large organisational headquarters that moved from Central London. Between 1963 and 1973, 20% of offices and 30% of jobs moved out of Central London to Croydon. Until recently, Croydon was experiencing 30 years of continued decline as a location for offices, however recently the demand for new offices has begun to increase again and there is a need for follow on space for small and medium businesses.
- Redevelopment and regeneration of the Whitgift Centre is still the only way to deliver the changes that are needed, but it is recognised that this is likely to be a phased medium-term process reliant upon the timing and appetite of the development industry and wider economic and market conditions. Until this time, meanwhile and short-term solutions are necessary to bring improvements without impeding the future redevelopment or creating new problems of inappropriate uses and poor design, which accentuates existing issues and reinforces the cycle of decline.
- Developers continue to see the potential of the Whitgift redevelopment, evidenced by three comprehensive planning consents granted over the last ten years for new retail led mixed use schemes (which has involved the approval of the associated Compulsory Purchase Order), however the fast-changing nature of retail and town centre leisure has run ahead of the planning process and no permission has been implemented.

Figure 13.1. North End Quarter Transformation Area Boundary (with surrounding masterplan areas and partial OAPF boundary)



## **Vision for The North End Quarter**

- *The North End Quarter will build on its history as a residential, commercial and social hub, to be an attractive destination to live, work and visit with a vibrant public and cultural offer alongside retail, leisure and commercial development.*
- *It will continue to be an integral part of the Metropolitan Centre for the borough and a strategic commercial centre in South London.*



## Where we want to be

<b>Strategic Objective 1:</b> Establish Croydon as the premier business location in South London and the Gatwick Diamond.
<b>Strategic Objective 2:</b> Foster an environment where both existing, and new, innovative, cultural and creative enterprises can prosper.
<b>Strategic Objective 3:</b> Provide a choice of housing for people at all stages of life.
<b>Strategic Objective 4:</b> Reduce social, economic and environmental deprivation, particularly where it is spatially concentrated, by taking priority measures to reduce unemployment, improve skills and education and renew housing, community and environmental conditions.
<b>Strategic Objective 5:</b> Ensure that high quality new development both integrates, respects and enhances the borough's natural environment and built heritage.
<b>Strategic Objective 6:</b> Provide and promote well designed emergency services, community, education, health and leisure facilities to meet the aspirations and needs of a diverse community.
<b>Strategic Objective 7:</b> Conserve, enhance and create spaces and buildings that foster safe, healthy and cohesive communities.
<b>Strategic Objective 8:</b> Improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough.
<b>Strategic Objective 9:</b> Ensure the responsible use of land and natural resources and management of waste to mitigate and adapt to climate change.

## Why this area will be transformed

**13.2** Town centres are increasingly becoming places where people live as well as work, shop, visit and socialise. Residential uses have the potential to supply activity for uses that extend into

the evening, thereby keeping the centre active for longer. The diversification of the North End Quarter with a mix of residential, retail, knowledge & innovation, arts & culture, food & drink, leisure & entertainment, offices and homes alongside high quality streets and public spaces with community and social infrastructure will

enable it to develop with resilience over the lifetime of this Local Plan. This change will generate greater levels of footfall and spending, supporting the town centre economy. The redevelopment of the area with a new mix of uses that complements a renewed retail offer along with public open space will encourage multi-purpose trips, in the heart of the town centre.

**13.3** With the proportion of retailing conducted online likely to continue to increase, Croydon's town centre will need to provide a unique experience and a more diverse offer if it is to maintain its position as a Metropolitan Town Centre. A range of commercial, cultural, leisure, (including evening and night time uses) will be needed to achieve a sustainable 'destination.'

**13.4** Bricks and mortar retail will remain an important component of town centres in the future. Towns and cities grew up around the activities of 'exchange', with a shop's physical presence being an important attractor for consumers, but their role is changing. On average, retailers record a 12% increase in online sales in the catchment area after opening a store. This, in turn, will drive demand for higher quality and in some cases, larger shop units, as well as the need for higher quality public realm including green infrastructure. This will create a much more pleasant environment in which to shop, an attractive destination to socialise and enhance the area to support its economy while having environmental benefits. A more diverse mix of uses and infrastructure will also be needed to support a growing residential community in the town centre.

**13.5** The urban form of Croydon town centre and in particular the Whitgift Centre, has poor permeability and accessibility issues. East to west routes across the heart of the town centre and through the North End Quarter are limited, poor quality and difficult to navigate during the day. At night it is impossible to travel east to west

through the shopping centres and North End becomes one, long north to south canyon across the town centre with no activation or natural surveillance. Wellesley Road is a dual carriageway with tram lines and with limited pedestrian surface crossings. Redevelopment and regeneration will need to ensure that the existing significant barriers for pedestrians are addressed. It should be possible to easily and safely travel north to south and east to west 24 hours a day in the future. The existing poor relationships of the shopping centres with the surrounding townscape, consisting of illegible public realm, inactive frontages, left over space, poorly designed car park entrances and highly visible service yards and rear entrances to the Whitgift Centre, will all be improved to create overlooked and attractive townscape. Wellesley Road will need to function as more than just a transport corridor segregating the Metropolitan Town Centre and contribute to a positive sense of place.

**13.6** The significant heritage value of the area (within the Central Croydon Conservation Area with its Grade I listed Whitgift Almshouses, the Grade I listed St..... Michael and All Angels Church and other listed and locally listed buildings) will need to inform future redevelopment proposals, resulting in an enhancement of their settings. Whilst acknowledging that future development is intended to transform the North End Quarter into a high density, mixed use and active heart of the town centre, development should use the area's rich heritage and evolving surrounding townscape as a positive foundation to build on and seek to further enhance its special history and character, while improving the setting of these heritage assets with a high quality public realm.

**13.7** Post war development was predicated on car use and it has been a root cause of the poor pedestrian connectivity and accessibility, contributing to a lack of inclusivity in the public realm

and built environment. As a result improved connectivity with the wider town centre and the principle of permeability needs to be placed at the heart of the revival of the North End Quarter.

**13.8** Transformation is needed to create a diverse and resilient central neighbourhood with the area providing for a mix of commercial uses and social infrastructure to support a new notably increased residential community. The transformation will result in range of commercial and community spaces that help celebrate and showcase local organisations whilst supporting Croydon's diverse community. It will complement the rich and distinctive character of the adjacent Old Town and West Croydon areas.

**13.9** Transformation of the North End Quarter will be led by a masterplanning process. The first proposal for substantial redevelopment of the area should be informed by a high-level analysis of how the policies of the Transformation Chapter and the Local Plan will be achieved. This masterplan should form part of a planning application and will cover the application site as well as the rest of the Transformation Area, or another reasonably defined surrounding area. The Council's Town Centre Regeneration Strategy and Delivery Plan is underway separately and will inform the Croydon Opportunity Area regeneration.

## How we are going to get there

### NEQ SP 1 Transforming the North End Quarter

**NEQ SP 1** The significant change and redevelopment of the North End Quarter will be led by an initial masterplan which will demonstrate how the policies of this Transformation Chapter are achieved which delivers the following outcomes;

- a. Deliver at least 1,250 new homes, town centre uses, including retail floorspace focussed along North End and commensurate to a Metropolitan Centre;
- b. Development will be appropriately sequenced, to ensure that the town centre remains active throughout the phases of redevelopment. This will include appropriate triggers to retain a minimum quantum of town centre floorspace within the Primary Shopping Area. Meanwhile uses will be encouraged as part of a proposal linked to the phasing of a larger development; and.
- c. The infrastructure requirements to deliver and mitigate the comprehensive development of the Transformation Area.

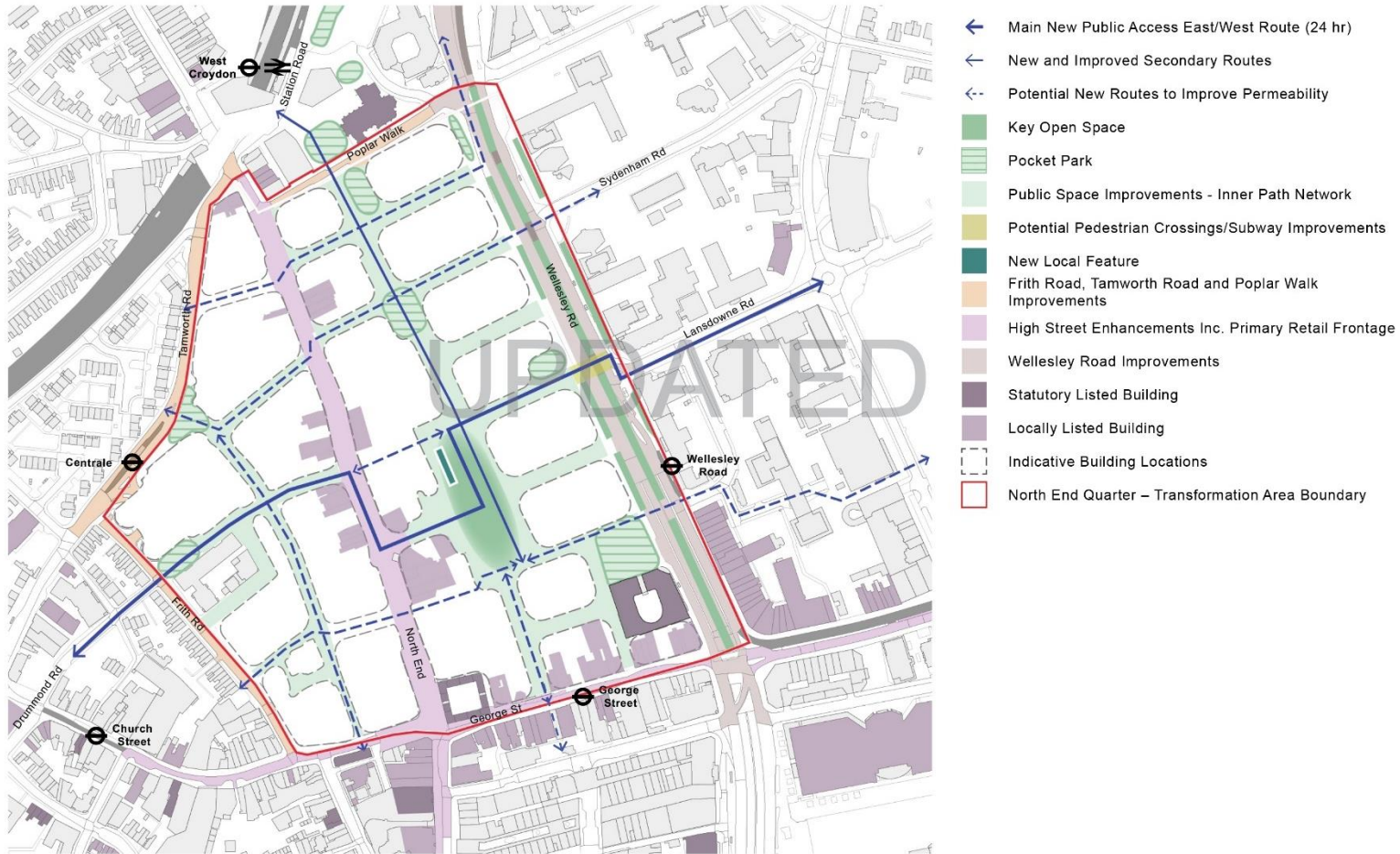
**NEQ SP 2** The redevelopment of the North End Quarter should build upon its historical context creating attractive spaces suitable to a range of commercial and town centre uses, as well as residential uses through the following outcomes;

- a. The North End street frontage between George Street and Poplar Walk will serve as a primary frontage within the town centre's Primary Shopping Area;
- b. The areas behind North End street frontages will be new neighbourhoods;
- c. To deliver a more sustainable location and to support new town centre living, new routes through the town centre will be established, replacing the current enclosed shopping centres streets with permeable open active town centre streets, the routes joining the North End Quarter and the spine routes will have Secondary Frontage uses:
  - i. North-south to the east of the North End façade, linking George St with Poplar Walk.
  - ii. East-West, potentially including creating improved at-grade connections across Wellesley Rd, linking Sydenham Rd with Centrale tram stop, Landsdowne Rd with Drummond Rd and Walpole Rd with Priddy's Yard.
- d. Facilitate connections with the rest of the Croydon Opportunity Area Place and the wider borough through improved pedestrian and cycle permeability;
- e. Improved connections to West Croydon Station and beyond to the local businesses on London Road;
- f. Capitalise on the proposed pedestrian crossings across Wellesley Road, with opportunities to improve walking and cycling infrastructure along Wellesley Road alongside urban greening without compromising the future creation of a two-way tram route and combining space for buses, cyclists and trams;
- g. Tall buildings and higher density development are supported to facilitate and deliver the scale of transformation required. Tall buildings should generally be focused towards the eastern side of the Whitgift centre. All tall buildings should respond to the setting of the Central Croydon Conservation Area and protect the most sensitive locations in terms of privacy, heritage assets, security, overshadowing; and wind;
- h. An improved public realm network established. This will include new spaces at a range of scales to benefit both new occupants (commercial and residential) and visitors to the area and should be complementary to the town centre uses proposed;
- i. Existing Heritage Assets should be used as a key factor in the design of development, ensuring that development respects their collective and individual settings, balanced against the transformational change expected across the area;

- j. The area will be a location for higher education uses; and
- k. Where development is of an insufficient scale to meet all of the objectives of this policy, supporting evidence will be required to justify not meeting the scale outlined in policy.

## What it will look like – Indicative Spatial Vision

Fig 13.3 Indicative Spatial Vision as informed by the Future Destination of Retailing Study



## Why we have taken this approach

**13.10** Since 1945 Croydon has relied heavily on large scale, comprehensive developments within the town centre to deliver change. These schemes are challenging and expensive to deliver so the policies enable development to be delivered in a phased, flexible and simpler form, allowing for viable developments to evolve. Initially a simple spatial approach to the redevelopment of the town centre needs to be provided showing that the objectives and policies of this transformation chapter can be achieved.

**13.11** The strategic spatial approach requires the delivery of an area wide Council supported masterplan, series of masterplans or equivalent document(s) that set out;

- a. How a joined up, coordinated spatial framework that guides the coordinated redevelopment and revival of the town centre across multiple sites and phases can be achieved.
- b. The identification of other developments and existing uses ensuring that meanwhile uses are not constrained.
- c. Phasing and process for gaining planning consent
- d. How the policies are to be interpreted
- e. Phasing and delivery principles across the NEQ area

**13.12** .Any individual smaller development proposals that come forward would therefore need to reflect and support the principles and objectives of this chapter and contribute to achieving its vision.

**13.13** Short term phases of development will also play an important role in the revival of the town centre as it undergoes transformation. These will help to hold off further decline as elements of the North

End Quarter undergo redevelopment or renewal by helping to attract residents and visitors to the town centre at all times. Interim uses where sites are unlikely to be redeveloped in the short term will be welcomed and encouraged provided that they do not compromise the long term objectives of the area and contribute to the area's vitality and vibrancy.

**13.14** A large proportion of the North End Quarter is located in the Central Croydon Conservation Area which retains significant heritage assets and a distinct local character. Many buildings can and should be retained and revived to a high standard, particularly considering the heritage context and contribution to that area's particular sense of place.

**13.15** Many buildings within the North End Quarter make a positive contribution to the Central Croydon Conservation Area. Where a building does make a positive contribution the Council will favour its retention and high quality restoration – where retention cannot be achieved due to the requirements for transformational change and benefits for the NEQ as new buildings, development will be supported recognising the overarching objectives of the regeneration of the town centre.

### East-West routes and the Wellesley Road frontage

**13.16** It is critical to the success of the Quarter's transformation that longstanding barriers to pedestrian and cycle movement are removed and replaced with a new legible pattern of streets and public spaces across the area. The east-west route will need to connect the Old Town area of the town centre with the New Town area and on towards East Croydon station.

### Local character, townscape and public realm

**13.17** Development should seek to celebrate the history and heritage of the North End Quarter. The North End Quarter features a rich history of social and commercial innovation and some high-quality buildings of diverse architectural styles that can contribute to its distinct destination offer. North End itself is Croydon's principal shopping street; formed as a result of the late Victorian commercial expansion of the Town Centre. It is part of the historic north-south route that connects through to central London and south to Brighton.

**13.18** Buildings in the town centre range from the modest domestic scale of two-three storeys in some of the oldest buildings, including the Grade I listed Whitgift Almshouses, to a maximum of four storeys in the later 19th century commercial buildings. Redevelopment needs to balance the need for growth and achieving transformational change, with a design approach which preserves or where possible enhances the setting of Central Croydon Conservation Area, surrounding heritage assets and other sensitive locations.

**13.19** The flexibility to providing a range of sizes of public spaces will support a diversity of uses and enable the redevelopment of the town centre. Where the enhanced public realm includes new and improved green and blue framework where possible this will connect to the wider green and blue grid in the borough to help facilitate a positive response to climate challenges, improving biodiversity and greening throughout the borough along with wider benefits captured in the Green Grid chapter.

#### Transport and servicing

**13.20** The North End Quarter lies in the heart of Croydon town centre between East and West Croydon stations. Bus routes surround or converge on the area serving large roads leading to the

rest of the borough. There are also tram stops serving the town and taking passengers to the rest of the borough and beyond.

**13.21** As the North End Quarter lies in the most accessible location in the borough any transformation should seek to maximise the opportunity for development to be supported by a range of transport options to reduce the carbon footprint of development and improve air quality in the town centre. However, a balance needs to be achieved to ensure a commercially successful town centre is created. This may result in an overall reduction in the level of car parking in the North End Quarter compared to the start of the plan period.

**13.22** Innovative servicing and delivery and logistics plans that minimise the need for vehicles will be embedded. For example the use of sustainable methods such as cargo bikes alongside centralised distribution centres in locations away from the town centre will be encouraged for appropriate uses e.g. residential deliveries.

#### Designations shown on the Policies Map

**13.23** The designations used to address the policies are shown on the Policies Map. The designations are summarised in table 14.5 below:

#### **Key Supporting Documents**

- Croydon Opportunity Area Planning Framework (2013)
- Central Croydon Conservation Area Appraisal and Management Plan (2014)
- Town Centre Masterplans (various)
- Future of Destination Retail Research Study (2020)
- Town Centre Health Check 2017



- Retail Study 2024

## NEQDM 1-North End: Town centre retail focal point

Serving as the central 'civic' spine of the North End Quarter and key pedestrian thoroughfare from West Croydon Station to the Mid-Croydon quarter, development on North End should;

- a. Have primary frontages at ground floor level through design and land use;
- b. Provide for 24-hour presence; including outside food and beverage spaces, restaurants and cafes; experiential retail; civic, leisure, community, creative and cultural uses;
- c. Integrate well-designed walking routes, cycle parking and consider the relationship with perpendicular pedestrian and cycle routes;
- d. Contribute positively to street frontages to ensure a high quality and coherent streetscape, whilst preserving and enhancing the setting of heritage assets;
- e. Complement the existing predominant building heights of 3 and 4 storeys along the North End frontage, respecting and responding appropriately to sensitive locations;
- f. Retaining and enhancing the existing façade of the former Alders Department Store;
- g. Celebrate the designated view of the Town Hall Complex and Clocktower from North End and respect the setting of St Michael and All Angels Church whilst improving connectivity to these key assets; and
- h. Ensure that development is designed to protect the retention and respect the setting of the Alms Houses.

### How the policy works

**13.24** North End is a key pedestrianised artery and civic space in the town centre requiring the provision of a recognisable Main Retail Frontage. Behind North End Quarter a mix of uses will be provided on a network of secondary streets that will become Secondary Retail Frontages. Above the ground floor level, a new

residential neighbourhood will evolve. To serve this neighbourhood there will need to be a series of 24-hour spaces off the North End Quarter. These might comprise of a series of small open spaces with a larger open space that will serve as a recreation space for residents and as a feature of the town centre.

**13.25** North End is lined by many high-quality buildings, the majority relating to the area's prosperity in the late 19th century and early 20th century and displaying well-detailed frontages (surviving to the upper floors in particular). In addition to the predominant Victorian architecture, particularly notable buildings include the former Allders store and medieval Whitgift Almshouses (Grade I listed). The buildings are largely individually designed but their height, quality and overall character provide a cohesive streetscape which underpins the area's distinctive character.

**13.26** The view south towards Croydon Clocktower (grade II listed, designated landmark) further enhances the distinctiveness of the

area and contributes to wayfinding through the area. Ensuring growth in the area responds to this distinctive character, preserves and enhances heritage assets and their settings, will provide a unique identity to the destination, contributing greatly to the attractiveness of the North End Quarter as a place to spend time.

**13.27** Providing cycle routes to and cycle parking along North End will encourage active travel and its associated health and economic benefits. Active travel will assist in creating vitality and help with surveillance along North End and allow increased use of this important link through to West Croydon Station.

## Policy NEQ DM2 North End: Central Neighbourhood

An area bounded by North End, Poplar Walk, Wellesley Road and George Street to the east of North End Quarter (Whitgift) and the area bounded by North End, Tamworth Road, Frieth Road and Church Street to the west of North End Quarter (Centrale) will be developed, in whole or part as a diverse residential led central neighbourhood with public life at its heart. It should;

- a. Provide a network of streets and spaces to create a new residential neighbourhood;
- b. Ensure that these are 24 hour to serve town centre living and supporting commercial uses;
- c. Be laid out to improve north – south and east – west permeability and connectivity throughout the quarter, including a key 24 hour east-west route;
- d. Provide for a vibrant mixture of uses;
- e. A public and sustainable green framework;
- f. Include a network of public realm; and

- g. Between North End and Wellesley Road, include a new anchor public space that serves as an open space to serve residents, the North End Quarter area and wider Croydon Opportunity Area.

### How the policy works

**13.28** Behind North End a series of secondary streets will be created. Above the ground floor level, a new residential neighbourhood will evolve. To serve this neighbourhood there will

need to be a series of streets that will be 24-hour spaces. These will have a series of small open spaces with a larger open space that will serve as a recreation space for residents and as a feature of the town centre.

### Policy NEQ DM 3: Northern Boundary - Poplar Walk

Reflecting that this is the northern boundary and northern entrance of the North End Quarter, development in this area should support and enhance current uses beyond its boundary and be designed to reflect the distinctive character to the north of the quarter by;

- a. Incorporating new active frontages;
- b. Work with land level changes in the area to ensure step free and active access of the public realm and into buildings;
- c. Ensuring the setting of heritage assets is respected and enhanced including, in particular St Michael and All Angels Church, within the context of surrounding built form;
- d. Contribute to creating a safe, legible and welcoming forecourt to the North End Quarter with enhanced public realm that supports the delivery of a rationalised transport interchange and cycle hub facility at West Croydon;
- e. Integrating a strategic cycle route; and
- f. Building on the diverse character of the area at the edge of London Road.

## How the policy works

**13.29** Poplar Walk and Station Road are close to the West Croydon Station, the ‘new doorway to Croydon’ and a primary arrival point into the North End Quarter for Croydon residents and visitors. Introducing active and positive frontages along Poplar Walk will help create a cohesive and legible northern entrance to the North End Quarter that is safe and welcoming to all users. As part of this, consideration will need to be given to reducing the impact of servicing and carpark access on the pedestrian environment and the road network. The impact of these access points will need to be addressed as part of the overall transformation of the North End Quarter. Consideration will also need to be given to improvements being provided through emerging developments in the area such as the new St Michael’s development and its enhanced public realm.

**13.30** The area around Poplar Walk features a vibrant collection of uses and building scales which contributes to its distinctive character, varying from fine grain shopfronts to large office buildings, residential towers and carparks. Innovative new uses on Poplar Walk should be explored, building upon the existing range of uses and range of building sizes. The varied historic character includes Grade 1 Listed St Michael and All Angels Church, post war office blocks and historic shopfront at 10 Station Road. Development should respect and enhance this varied character.

**13.31** Views of St Michael and All Angels Church are long-standing landmarks and key to informal wayfinding into the North End Quarter, therefore the scale and massing of developments should respond to existing variation in heights to respect and maintain this. Other important views in and around the Quarter must be preserved and enhanced.

**13.32** Existing pedestrian flows into North End Quarter from West Croydon Station are focussed on the busy junction of Station Road and North End where pedestrian space and crossings are severely restricted, the new public space at the St Michaels creates an important alternative route, demonstrating permeability and place making. Public realm improvements with improved permeability between Station Road and Poplar Walk, will help improve pedestrian accessibility and also support active travel into the Quarter

## Policy NEQ DM 4: Wellesley Road

This is the main highly trafficked route into Croydon town centre through all modes of travel however the redevelopment of this transformation area should contribute to reducing the dominance of the road infrastructure by:

- a. Providing active frontages;
- b. Delivering a surface level crossing to create a strongly legible east west route at the junction of Lansdowne Road;
- c. Limiting the impacts of car parking and servicing;
- d. Address the limited level in sustainable green infrastructure within the area;
- e. Complement and enhance the historic modernist architecture of the area;
- f. Ensure tall buildings complement the existing surrounding townscape, respect and enhance the setting of heritage assets, address environmental impact and create a cohesive townscape; and
- g. Ensure buildings fronting the western sides of Wellesley Road enhance and connect to the public realm around them and appropriately announce themselves with activity integrated wayfinding and public access.

## How the policy works

**13.33** Passive surveillance, active frontages and widening of footways are critical to improving the public realm and pedestrian experience along the western side of Wellesley Road. As part of this, consideration will need to be given to reducing the impact of servicing of commercial developments on the pedestrian environment and the road network. Access to public car parking has the same detrimental impact, notably providing some difficult road crossings for the pedestrians walking along the western side of Wellesley Road. A reconnected urban realm will serve as a public backbone for future developments.

**13.34** Green infrastructure that is informed and supported by Green Grid and Healthy Streets principles will be essential to reducing the severance caused by the road network, improving the

environmental quality of the area and creating an attractive public welcome to the North End Quarter to draw in more visitors. Noise and air pollution, traffic dominance and poor accessibility create a confusing and hostile environment, which will need to be repaired as part of its transformation.

**13.35** Historic landmarks such as St Michaels & All Angels Church to the north and Electric House to the south are important informal wayfinding signposts and contribute to the overarching destination offer of the North End Quarter. The landmarks can be part of a wider wayfinding strategy that connects through to Fairfield Halls, setting up a series of historic building signposts along Wellesley Road.

## Policy NEQ DM5: George Street (to the west of Wellesley Road) – Historic Southern Edge

Development in this area should be informed by its rich heritage assets and should form the southern boundary of the North End Quarter by:

- a. Creating a distinctive historical entrance on the southern edge of the quarter and along a key east-west route through the town centre and creating a strong building line; and
- b. Improve shopfronts and building facades along the George Street frontage, ensuring that continuous, attractive and active frontages are created and contribute to the distinctive offer of this key town centre arterial route.

## How the policy works

**13.36** George Street is an important artery of the Central Croydon Conservation Area and respecting and enhancing its historic character will contribute to the distinctive destination offer in the

North End Quarter. The medieval street pattern is distinct to the area and includes a series of high quality Victorian commercial buildings with prominent dormers and gables. The Grade I Listed Whitgift Almshouses sited on the corner of George St and North End underpin Croydon's depth of history. Development should

reflect and enhance this character with the aim of preserving and strengthening a clear building line and the streetscape. Given its central location, improving active frontages to bring out this history will help attract pedestrians into the North End Quarter and improve passive surveillance.

**13.37** Pedestrian routes lead to several major destinations in the Quarter through Fairfield Halls, the Clocktower and Town Hall complex, the Minster and Surrey Street Markets through to the tramline which connects beyond to East Croydon Station and Purley Way. Public realm improvements should seek to enable improved connections to the historic Thomas Turner Path and to enhance pedestrian access through to Park Street.

**13.38** The internal arcade in the former Allders building previously provided a pedestrian through-route to George Street. Proposals for interim or early phase use of the building that re-utilises it and/or

improves permeability and connectivity from George Street – northwards in a different manner will be welcomed and encouraged.

**13.39** The provision of interim and short-term uses for existing buildings is supported provided that they do not compromise the long-term aspirations and are limited as temporary uses. The former Allders building has a rich history of incremental development and innovation which should be celebrated and enhanced as part of new phased development of the building. This can include a short and / or medium-term precursor phase that in turn informs longer term use and development proposal for the building.

**13.40** Pedestrian safety on these routes will be of paramount concern so it is important that they benefit from active frontages during the day and evening and passive surveillance at night from overlooking residential properties.

## Policy NEQ DM6: Frith Road and Tamworth Road (Western Edge)

Development in this area should be of a scale and design to enable it to gradually integrate with the predominantly two storey residential development adjoining the western boundary of the Transformation Area by;

- a. Concentrating residential development on the Frith Road boundary with a transition through a network of streets to the commercial North End;
- b. Providing a legible entrance with high quality public realm into the west to east link to North End from Frith Road; and
- c. Improving the existing harsh environment where the service area to the rear of the shopping centre faces the street.

## How the policy works

**13.41** This part of the transformation area could go through the most significant change and improvement. The area is dominated by harsh commercial rear façade of the Centrale Shopping centre. It contrasts with the Frith Road Victorian residential terraces behind that are both domestic character and scale. Adjacent to this boundary of the transformation area is the Old Town Conservation Area. The boundary along Church Street has a continuous commercial frontage which is made up of a mixture of Georgian, Victorian and 20th century buildings. This is a successful lively and active frontage that needs no change but could be better linked to the north.

**13.42** As a result of the topography there is a significant height change from North End to Frith Road if considered in section. The trams run along Church Street and Tamworth Road bounding this

area with the closest tram stop, Centrale immediately adjacent to the north west portion of the transformation area. The permeability of the area should be improved with the east to west link from North End. Frith Road should continue to be a key pedestrian route between Church Street and Tamworth Street. However the servicing arrangements should avoid this street as it will eventually become residential on both sides of the road.

**13.43** The redevelopment of the area to the west has the opportunity to create a more appropriate transition from the commercial to residential areas. There will still need to be servicing and parking to support the commercial uses on North End but the access to this should use the redevelopment to allow this to be reconfigured. The significant additional residential development would need to be designed to enable the efficient functioning of the commercial uses alongside the new residential neighbourhood.

**Table 13.5 Proposals for uses of land of specific sites in North End Quarter Transformation area**

Ref no	Site name	Proposed use
220.	9-11 Wellesley Road	Residential and/or hotel and/or retail and/or finance
393.	Whitgift Centre, North End	Masterplanned redevelopment to meet the requirements of the North End Quarter transformation chapter.
NEW 4	Centrale	Masterplanned redevelopment to meet the requirements of the North End Quarter transformation chapter



## 14. Transformation Area - The Purley Way

### Strategic policy

#### Where we are now

**14.1** With a long industrial heritage Purley Way remains the industrial and warehousing heartland of the borough and is strategically important for London as a whole. The area is home to around 600 businesses and 115 artists, occupying nearly 706,000m<sup>2</sup> of employment floor space and providing approximately 10,000 jobs. The key issues that the borough faces in terms of the transformation of the Purley Way are as follows:

- The majority of businesses in the area are Small and Medium Enterprises (SMEs) comprising 0-9 employees. Given its strategic location relative to central London, airports and road connections, the number of logistics, storage and distribution businesses is growing.
- The area is a significant out-of-town shopping and leisure destination and includes a large number of 'big box' low-rise retail buildings. Shopping habits and how people consume leisure and cultural experiences is changing rapidly and this is likely to affect future demand for the mainly 'big box' shops, leisure and cultural infrastructure in the area.

- The area includes established and a growing residential community, which has increased in population by about 7% over the last five years, more than double the rate of the borough as a whole.
- There has been limited commercial development in recent years and there is significant demand for warehousing space locally. Demand is also changing, as witnessed by the proposed Amazon distribution centre on a non-Strategic Industrial Land (SIL) designated site at Trojan Way.
- The Purley Way (A23) corridor itself currently dominates and divides the area. The road is heavily trafficked and public transport is limited along the corridor. It also has an unpleasant street environment which is noisy and suffers from poor air quality. This means walking and cycling are not attractive options at present.
- The area has little tree cover and the quality of buildings is generally poor. However, there are pleasant green oases nearby and hidden gems including Wandle Park, Waddon Ponds and the River Wandle.
- The area's important industrial and social heritage is revealed through several listed and locally listed buildings. Buildings such as the locally listed power station chimneys and the Grade II listed former lido diving boards were operational in their original uses within living memory and as such hold a particular local significance amongst older residents.
- Local engagement has revealed that the retail and leisure parks such as Valley Park and the Colonnades have specific resonance for local young people, who enjoy socialising in these areas.

## Vision for the Purley Way

*The Purley Way (A23) will be transformed from a hostile and divisive road in to a green city street. It will integrate developments with important retail and industrial areas and existing communities in Broad Green and Selhurst and Waddon. Three new local centres and one neighbourhood centre will be delivered, with roles complementary to Croydon Metropolitan Centre, Purley Town Centre, the Beddington Lane industrial area and other places in Croydon and Sutton.*

*Enhanced public transport links and services, including an improved Waddon Station and enhanced tram services, together with additional health, child care, education and other community facilities will support new homes in these centres. The important economic role of the area and its thriving business community will be further strengthened and celebrated as an integral part of these mixed-use neighbourhoods.*

*The road environment will be enhanced to encompass welcoming, high-quality public spaces, linked by a network of high quality walking and cycling routes. Deculverted sections of the River Wandle will help to link existing green spaces, central Croydon and the wider Wandle Valley. Together, these interventions will reinvent the area as a desirable, sustainable, healthy and attractive place.*

## Where we want to be

**Strategic Objective 1:** Establish Croydon as the premier business location in South London and the Gatwick Diamond.

**Strategic Objective 2:** Foster an environment where existing, new, innovative, cultural and creative enterprises, civic uses, knowledge economies and learning & development can prosper, and create a new vibrant place for all.

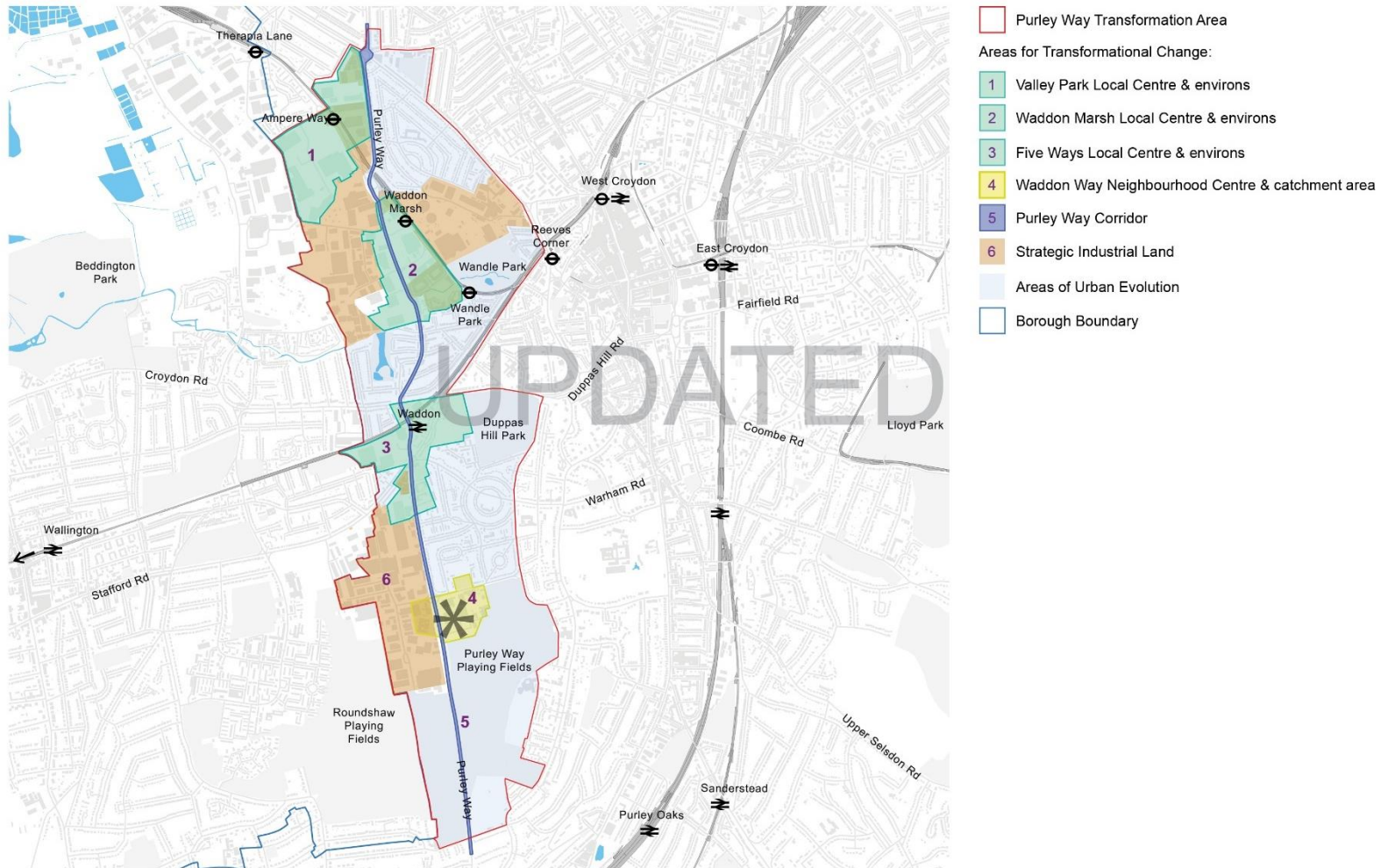
**Strategic Objective 3:** Provide a choice of housing for people at all stages of life, from all socio-economic and cultural backgrounds and for a variety of mobility needs.

**Strategic Objective 4:** Reduce social, economic and environmental deprivation, particularly where it is spatially concentrated, by taking priority measures to reduce unemployment, improve skills and education and renew housing, community and environmental conditions.

**Strategic Objective 5:** Ensure that well designed, high quality development both integrates, respects and enhances the borough's natural environment, unique character and built heritage.

<p><b>Strategic Objective 6:</b> Provide and promote well designed emergency services, arts &amp; culture, education, health &amp; wellbeing, hospitality, leisure and entertainment facilities to meet the aspirations and needs of diverse and growing communities</p>
<p><b>Strategic Objective 7:</b> Conserve, enhance and create spaces and buildings that foster safe, healthy and cohesive communities.</p>
<p><b>Strategic Objective 8:</b> Improve the public realm, smart city and social infrastructure including accessibility, inclusivity, permeability, sustainability and ease of movement to, from and within the borough. Ensuring this enhances and integrates the borough's green and blue grids and in turn public health and wellbeing.</p>
<p><b>Strategic Objective 9:</b> Ensure the responsible use of land, natural resources and management of waste to mitigate and adapt to climate change.</p>

**Figure14.1 Areas for transformational change and areas of urban evolution**



**Table 14.1: Areas for transformational change**

<b>Area of transformation</b>	<b>Strategic opportunities</b>
1. Valley Park Local Centre and environs	Valley Park is a gateway into Beddington industrial zone and currently accommodates a hub for leisure and big box retail. There is potential to consolidate these uses and mitigate large areas of car parking which currently make this area less pedestrian and cycle friendly. The area benefits from existing connectivity with Croydon Town Centre via tram links and has capacity to accommodate a variety of innovative housing models including self-build, custom-build, intergenerational and community-led housing, along with intensification of industrial sites. The area’s industrial heritage, including the Ikea chimneys (Local Designated Landmarks) are key contributors to its sense of place.
2. Waddon Marsh Local Centre and environs	Waddon Marsh is primarily characterised by big box retail plots with large car parks which flank both sides of the Purley Way (A23). The area benefits from existing connectivity with Croydon Town Centre via tram links as well as proximity to two historically rich and high quality green spaces – Wandle Park and Waddon Ponds. There is opportunity to strengthen the retail and employment offer by consolidating into a local centre replacing car parking with active frontages to accommodate new community uses, a high quality public realm and a variety of innovative housing models, co-located with retail, leisure and industrial uses.
3. Fiveways Local Centre and environs	Fiveways is currently dominated by a convergence of main vehicle routes which has resulted in insensitive transitions between character areas and a lack of sense of place. The area does benefit from its proximity to Waddon Station which gives opportunity for increased density, as part of a new local centre for both existing and new residential communities. The centre could include the co-location of a variety of innovative housing models with retail, community and leisure uses, whilst celebrating the Waddon Hotel and Old Tithe Barn heritage assets.
4. Waddon Way Neighbourhood Centre	Waddon Way is the southern gateway into Purley Way transformation area which accommodates a range industrial, residential, leisure and recreational uses, including key local assets such as Croydon Airport and Purley Way Playing Fields. The convergence of multiple uses within the area presents a prime opportunity to provide a retail/leisure destination, co-located with family housing. The existing historical landmarks in this area should be celebrated and enhanced.
5. Purley Way Corridor	The main road is currently noisy, dirty and harsh – with parts of it being identified as an Air Quality Focus Area. There is the opportunity to transform the quality of this space by turning the road in to a sustainable green urban street that unites rather than divides the Purley Way Transformation Area and encourages walking and cycling by reducing the impacts of traffic.
6. Strategic Industrial Land	The Purley Way Transformation Area contains three distinct sub-areas of SIL which provide vital employment space for the borough and the wider region. There is an opportunity to deliver intensification of employment uses in these areas and better integrate them with other uses, whilst ensuring new adjacent uses do not prejudice the functionality of the SIL.

## How we are going to get there

### PWSP1 Transforming the Purley Way

**PWSP1.1** The Purley Way Transformation Area will make a significant contribution to the borough's Spatial Strategy, delivering 6,300 new homes alongside a substantially reconfigured set of local centres and an improved set of green spaces and active travel options. To support the Transformation Area, the following new centres will be created:

- a. Valley Park Local Centre
- b. Waddon Marsh Local Centre
- c. Fiveways Local Centre
- d. Waddon Way Neighbourhood Centre

**PWSP1.2** Development will strengthen the important role that the area plays in terms of business and enterprise. This will be achieved by:

- a. Consolidating, intensifying and safeguarding Strategic Industrial Land (SIL) while ensuring that there is no net loss of industrial and warehousing/distribution floorspace (B2/B8) and non -Town Centre employment generating Class E uses within the Transformation Area;
- b. Protecting existing industrial and warehousing/distribution floorspace and facilities, ensuring that businesses can operate on a 24-hour basis and on land adjacent to SIL any permitted non - industrial and warehousing/distribution uses/buildings are located and designed accordingly to ensure industrial floorspace is not compromised;
- c. Encouraging the intensification of all industrial stock and poor-quality industrial and warehousing/distribution floorspace and facilities;
- d. Supporting the retention, intensification and re-provision of cultural production space (industrial, warehousing, small-scale offices occupied by creative industries) in the streets around Wandle Park;
- e. Proposals will improve the environmental quality and safety of streets and public spaces within SIL, bringing forward public realm enhancements, improved streets, additional street trees and better lighting to connect the areas of SIL with the proposed Local and Neighbourhood Centres;

- f. Ensuring that there is a better range of small-scale 'walk to' services for industrial occupiers, such as workplace crèches and cafés; and
- g. Encouraging proposals that will deliver additional provision of convenience goods to support new neighbourhoods.

**PWSP1.3** The creation of distinctive Local and Neighbourhood Centres will help provide a stronger structure and sense of place for the area. This will be achieved by:

- a. Focusing development and taller buildings in proposed Local and Neighbourhood Centres;
- b. Integrating these Centres with their environs, including existing industrial/warehousing, open spaces and residential areas, by new attractive green streets and routes that will enable the creation of more viable frontages;
- c. Safeguarding and revealing the significance of existing landmarks, views and heritage assets (and their settings) and drawing upon these assets to develop attractive development that responds to the character of Broad Green, Selhurst and Waddon, to enhance the identity of places along Purley Way (A23); and
- d. Ensuring that development has a positive relationship with and provides natural surveillance of streets, routes and spaces. High-quality tree planting and landscaping helps ensure an attractive walking and cycling environment along heavily trafficked routes.

**PWSP1.4** Growth in the area incorporates sufficient additional social infrastructure to meet additional demands and facilitates integration between existing and new communities. New facilities should be located in the new Local and Neighbourhood Centres alongside enhanced active travel connections so that they can be used by existing as well as future residents, businesses and visitors, whilst complementing and integrating with existing facilities and networks.

**PWSP1.5** Growth within the Transformation Area will be expected to take advantage of the area's proximity to the Beddington Energy Recovery Facility to allow the use of a low carbon heat source for its future residents and commercial users. To maximise opportunities to make a positive contribution to tackling climate change and to improve air quality, new major development will be required to :

- a. Incorporate a communal heating system powered by an appropriately located energy centre with sufficient space for a district heat substation;

- b. Explore opportunities to include an appropriately sited soft wall to allow a connection to a future Beddington - Central Croydon District Energy Network (DEN); and
- c. Ensure any green renewable energy technologies incorporated in developments are compatible with a future connection to the DEN.

#### Green Grid & Open Space

**PWSP1.6** Development that will improve access to green and blue spaces in the Transformation Area will be supported. Particular projects include:

- a. The development of the Wandle Valley Regional Park;
- b. De-culverting the River Wandle and integrating the open river with developments, routes and spaces;
- c. The provision of additional green space and public realm, particularly in the area to the north of Mill Lane/Waddon Road;
- d. Improvements to Canterbury Road Recreation Ground, Wandle Park, Duppas Hill Park, Waddon Ponds, Purley Playing Fields and Purley Way West are supported; and
- e. Tree planting along Purley Way (A23) and other public highways.

#### Transport

**PWSP1.7** The Purley Way (A23) corridor (as defined in Figure 14.1 and part 5 of Table 14.1) will be improved to create a pleasant, new city street which balances its important movement function with a sense of place in the Local and Neighbourhood Centres it passes through. The scale and transport requirement to facilitate these improvements will be informed by Transport for London (TfL) transport modelling. The following design principles will be applied:

- a. Provide a street-based frontage for new high-quality buildings;
- b. Frame the street with buildings that establish a rhythm of rising and falling heights along its length and avoid creating canyons where poor air quality could get trapped;
- c. Create separate perpendicular streets for residential access and service for employment areas either side;



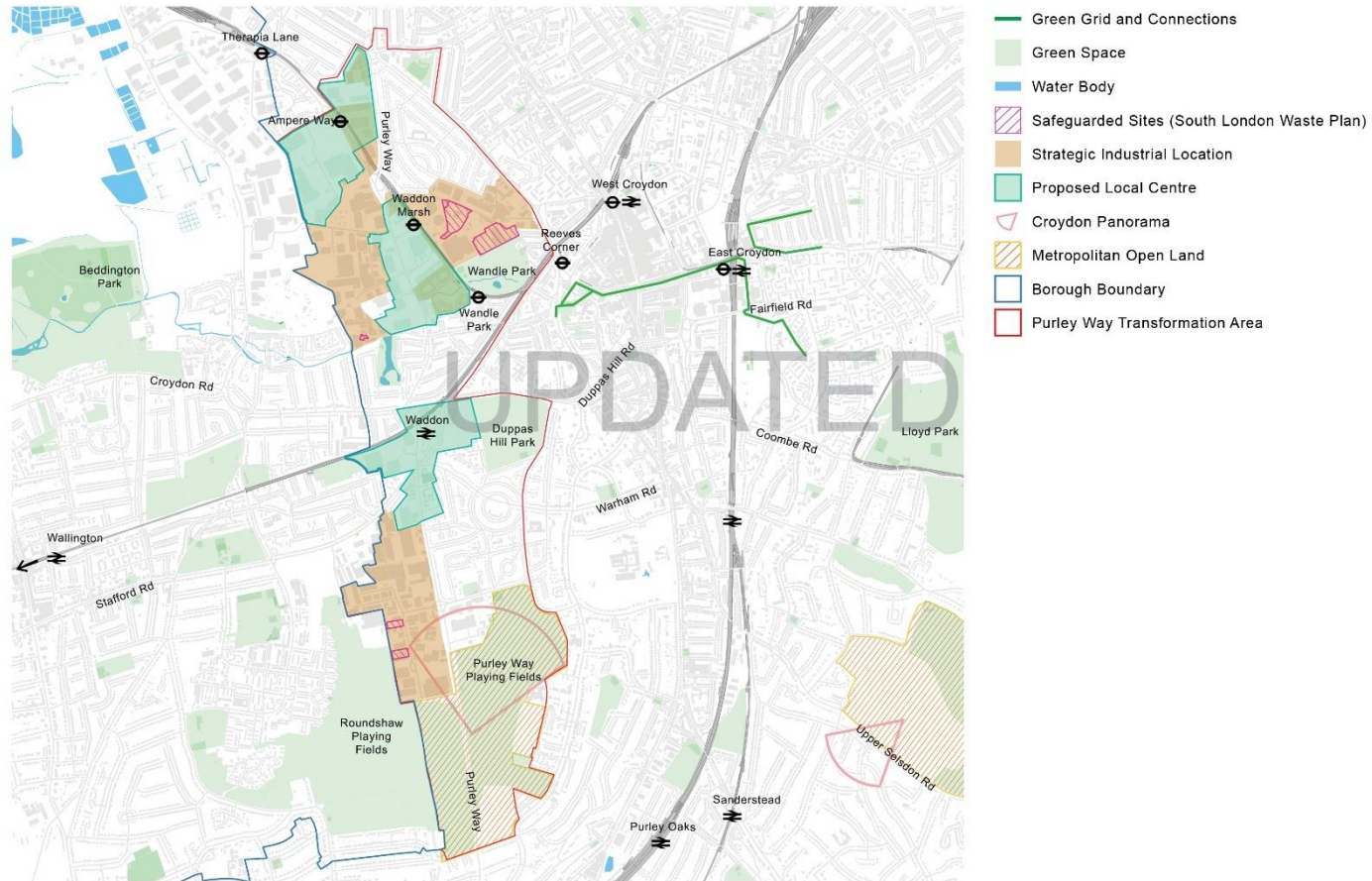
- d. Establish parallel routes that provide priority for pedestrians and cyclists, stitch together development with existing neighbourhoods and provide high-quality amenity space; and
- e. Create an overall reduction in parking across the Transformation Area, including through the consolidation of surface parking into multi-storey facilities where appropriate.

**PWSP1.8** Working with landowners, developers, TfL, Network Rail and other stakeholders to secure provision and/or financial contributions towards improving the area's walking and cycling, public transport, highway and parking infrastructure to ensure that the Purley Way Transformation Area has sufficient capacity to support the level of proposed growth and maximises the use of sustainable modes of transport. This will be achieved by:

- a. Creating a network of attractive walking and cycling routes that safely and conveniently connect developments with shops, services and open spaces and reduce the severance effect of Purley Way (A23), the tramline, the railway and other roads;
- b. Enhancing public transport nodes (bus stops, tram stops and Waddon Station);
- c. Facilitating enhanced rail services and metroisation at an improved Waddon Station;
- d. Facilitating additional tram capacity on the Wimbledon Tram branch;
- e. Establishing Purley Way (A23) as a sustainable transport corridor by reducing 'pinch points' to secure wider footways, improved cycle lanes, better bus priority measures and enabling a potential extension of the tram network;
- f. Facilitating enhanced and/or new bus services along the Purley Way (A23) corridor;
- g. Supporting TfL with implementing improvements to the Fiveways junction and improvements to other priority road junctions;
- h. Requiring development sites to make use of existing junctions to avoid adding additional turning movements and increasing congestion on the network; and
- i. Improving and reducing the impact of deliveries and servicing to designate traffic routes for new industrial, warehousing/distribution and retail developments.

## What it will look like

Figure 14.2 Purley Way Transformation Area



## Why we have taken this approach

### Homes

**14.2** Based on a number of assumptions, capacity testing work carried out as part of preparing the Purley Way Masterplan evidence identified the potential to successfully accommodate a significant number of homes over the plan period.

**14.3** The expected level of growth is likely to increase the number of people living in the area over the plan period. The need to make additional provision of physical, social, cultural and green infrastructure to serve a bigger population and integrate with existing residential and business communities is addressed under a number of headings below.

**14.4** The co-location of housing with other uses will help to make the best use of land, incorporate necessary additional social infrastructure, create vibrant mixed-use developments, improve personal safety, reduce the need to travel and help enable delivery of the site.

**14.5** The Agent of Change principle, as set out in London Plan Policy D13, will be applied to protect existing SIL and waste sites safeguarded in the South London Waste Plan (including those that are in LB Sutton) to ensure that new housing does not compromise the integrity and effectiveness of industrial and waste uses.

**14.6** The detailed location and design of new housing will have to respond positively to the existing context. For example, housing at ground floor next to Purley Way (A23) itself is very unlikely to be acceptable and single-aspect homes facing Purley Way or other noisy streets with poor air quality will be resisted. Communal open space and play space will be expected to be carefully located in sheltered areas of developments.

**14.7** Developments will need to consider the existing Gypsy and Traveller site at Latham's Way to ensure that the site integrates with the area as it changes and that residents living on the site feel part of and benefit from growth and investment.

**14.8** The Purley Way Masterplan evidence found that most residents travelling in the peak hour for work head towards central Croydon (either to destinations within central Croydon or travelling onward to central London). A smaller proportion travel west towards Wimbledon. Given this, TfL has estimated that there is sufficient capacity on the Wimbledon branch of the existing tram network to support 2,000 additional homes in the area.

**14.9** Beyond this number and dependent on the outcome of TfL transport modelling, public transport and specifically capacity on the existing tram network will need to be increased, either by longer trams, increased frequency, or both.

### Employment

**14.10** There are three distinct sub-areas of SIL in the Purley Way Transformation Area:

- The Beddington Farm / Commerce Way SIL area currently accommodates around 115 businesses in around 160,000m<sup>2</sup> of employment space. There is a greater proportion of manufacturing businesses in this sub-area and a notable concentration of pharmaceutical activity. Sites are typically larger and suited to stand alone warehouses and larger scale operators of logistics and distribution.
- The Factory Lane/ Whitestone Way SIL area includes the former gas works and Stubbs Mead Depot. Once the gasholders have been demolished, both of these areas have potential for intensification of employment floorspace to significantly increase

employment and economic activity on the sites. The area also accommodates smaller-scale construction retail and over 100 artists' studios in the Grafton Quarter development.

- The Imperial Way sub-area includes particularly dense employment, accommodating 41% of all businesses in the transformation area, including 72% of all creative businesses. There is a higher proportion of small and light industrial floorspace here, which may be suited to multi-level and stacked industrial provision. Existing businesses and new arrivals will benefit from the amenity of the Waddon Way Neighbourhood Centre.

**14.11** The Purley Way Masterplan evidence estimated that potential intensification of SIL and new mixed-use development focused on Local and Neighbourhood Centres could result in around 1,750 additional Full Time Equivalent (FTE) jobs over the plan period. Construction work will also generate additional temporary employment opportunities. The land use policies set out in this chapter should ensure that there is a diverse range of job opportunities, including jobs that drive up skills. The Council will secure in-kind and financial contributions from developers in accordance with Local Plan policy SP3 to help maximise training and job opportunities for local people.

**14.12** In order for the area to be successful and sustainable, a series of new Local Centres in the area will be the focus for main town centre uses, as part of consolidating and focusing high-quality mixed-use development that ensures that the area is supported by centres which are vibrant and attractive hubs for people to live and work with good access to local services. The 'Town Centre and Retail Study' 2023 indicates that it is not appropriate to support further big box retail in the Purley Way area as it detracts from trade in the Croydon Opportunity Area. The study does however support for the provision of additional convenience goods. The wider

environs of these centres will successfully link with their residential and industrial hinterlands. Here, appropriate and diverse business together with residential uses will be the primary uses. The creation of attractive streets will help integrate existing and new residential and business communities.

**14.13** The new Neighbourhood Centre at Waddon Way will provide small-scale (less than 280m<sup>2</sup>) day-to-day shopping and services for the local business and residential communities, shift workers and users of the Purley Way Playing Fields.

**14.14** SIL and the new Local and Neighbourhood Centres will be well connected to support industrial intensification and ensure that people working in and visiting the area for business purposes have sufficient access to cafes, restaurants and other day-to-day services.

#### Urban Design and Local Character

**14.15** Developments will safeguard the setting of designated and non-designated heritage assets in the area and in neighbouring areas of Croydon and Sutton including Croydon Airport and Ikea Towers. Opportunities will be sought to deculvert the River Wandle. Development will also frame and make a positive contribution to the designated Croydon Panorama from Purley Way Playing Field to Croydon Metropolitan Centre (landmarks include NTL mast, the Town Hall Clock Tower in Katharine Street, No.1 Croydon and the Park Hill Water Tower).

**14.16** New buildings and open and public realm spaces will draw on the positive characteristics of Broad Green, Selhurst and Waddon Places to transform the quality of the built environment by adopting the five principles included in Policy SP2.6. Guidance for implementing this is set out in the Purley Way Masterplan SPD.

**14.17** New buildings are expected to make the best use of urban land and optimise density. The four Local and Neighbourhood Centres will accommodate the taller buildings in the area, to reinforce and mark their role as the focus of use and activity and to aid wayfinding. Buildings should respect and respond positively to the height of existing buildings, ensuring development positively mediates transitions with lower density areas and responds to predominant height, in line with relevant borough-wide policies.

#### Community facilities

**14.18** The Purley Way Transformation Area includes the Harris Academy Croydon, Harris Primary Academy Haling Park, Harris Primary Academy Purley Way, Harris Academy Purley Secondary and just outside the area, the former St Andrews Secondary School. Planning permission has been granted for an additional 3-FE primary school at 91-93 Canterbury Road. The area also has a number of childrens' nurseries and play groups. It is also home to Broad Green Library, Waddon Leisure Centre and commercial leisure and entertainment uses at the Colonnades, Valley Park (including VUE Cinema) and other locations. However, there are relatively few community, youth and sports facilities and places of worship.

**14.19** The expected level of demand for secondary school places should be capable of being absorbed by the existing secondary schools in the area, including the possible re-use of the site where St Andrews CE School is located just outside the area (subject to agreement from the Southwark Diocesan Board of Education).

**14.20** Additional facilities will generally be directed to the new Local and Neighbourhood Centres, where existing and new residents can best access them to help foster a united local community sharing local facilities and experiences.

#### Environment and Climate Change

**14.21** The orientation, layout and design of developments, particularly housing, should take account of the existing environmental constraints of the area, including noise and poor air quality. The Purley Way Masterplan SPD includes guidance on how developments could respond to and improve existing air quality conditions including site orientation and ground floor uses/design.

**14.22** The council is investigating bringing forward a District Energy Network (DEN) to supply heating and hot water to the Croydon Growth Zone and the Purley Way Transformation Area. This would connect Purley Way and the Growth Zone with the Beddington Energy Recovery Facility (ERF) in nearby Beddington Lane, via a central energy centre in the Wandle Road car park site.

#### Open Space, Green and Blue Grid

**14.23** The area is particularly harsh, with very little tree cover or greenery. If its full potential is to be realised, it needs to be transformed into a more attractive, greener and more biodiverse place.

**14.24** The Council supports the continued development of the Wandle River Regional Park concept and will work with the Trust, the Environment Agency and other stakeholders to play its part in delivering the Wandle Valley Area Green Grid Framework developing a connected, cross-borough network of green spaces. As part of this commitment, the Council will manage Wandle Park and Waddon Ponds and look for opportunities to connect these with other open spaces and deculvert stretches of the River Wandle as and when development opportunities arise to manage flood risk, secure connectivity and biodiversity net gain.

**14.25** Canterbury Recreation Ground, Duppas Hill Park and Purley Way Playing Fields provide much needed open space

within the Purley Way area and are all in need of enhancement to increase their attractiveness and ability to accommodate increased levels of activity associated with the expected rise in residential population. The Council will seek to improve these spaces, including incorporating additional habitats and implement the Parklife project so that the Playing Fields become a high-quality sports-hub.

**14.26** The Council will seek to secure additional high-quality publicly accessible green open spaces and areas of public realm wherever possible, particularly in that part of the area to the north of Mill Lane/Waddon Road where there is a current lack of open space.

**14.27** The Council will invest in public realm and lighting improvements across the Purley Way Transformation Area. These may include providing a network of high-quality pedestrian routes deculverting and naturalised sections of the River Wandle to provide walking and cycling routes connecting Local and Neighbourhood Centres.

**14.28** Key priorities for the green links will include:

- a) Additional north-south connections to provide alternative routes to Purley Way (A23) and east-west connections in the northern part of the area to provide quieter walking/cycle routes;
- b) Improved pedestrian infrastructure along strategic east-west connections with Stafford Road/Denning Avenue, Mill Lane/Waddon Road to provide better connections with Croydon Local Centre;
- c) Additional and improved crossings on Purley Way (A23) at key locations, located and designed to reduce severance and support public transport nodes and cycling connections;

- d) Improved, signed local links to promote active travel choices to access health, education, green spaces etc; and
- e) Site specific routes in collaboration with landowners and developers to include new/improved footways and footpaths through development sites, plus upgraded areas of public realm on Purley Way and other key roads around development sites and more broadly within Local/Neighbourhood Centres.

#### Transport and communication

**14.29** The Purley Way Masterplan SPD includes detailed strategies and guidance for improving walking and cycling infrastructure in the area. The Council will ensure that developments will provide natural surveillance of streets, routes and spaces and will require high-quality tree planting and landscaping to ensure provision of attractive walking and cycling environments along heavily trafficked routes

**14.30** A series of interventions will be made to make public transport the easy choice for getting to, from and around the area, including a combination of the following:

- a) Creating a sustainable transport corridor, with a spine formed of a major new high-quality public transport route;
- b) Promoting the role of public transport nodes (bus stops, tram stops and Waddon Station) as mobility hubs, located to support efforts to create or strengthen Local/Neighbourhood Centres; and
- c) Reducing walking times from across the area to public transport nodes.

**14.31** The above measures coupled with improvements to enhance walking catchments for rail, tram and bus aim to ensure that all

'areas for transformation' are within a maximum five-minute walk to a bus and/or a ten-minute walk from a tram stop or Waddon Station.

**14.32** At Waddon Station the existing poor-quality station building is set back from Purley Way (A23), accessed by poor quality public realm and only provides step-free access for the westbound platform. The Council will work with Network Rail/TfL and landowners to improve accessibility with a strong presence on the Purley Way (A23) either in advance of, or as part of redeveloping the low-density retail/restaurant uses around it. This is addressed further in Site Allocation 110 (Old Waddon Goods Yard).

**14.33** The Brighton Main Line and East Croydon Transformation Corridor chapter explains the current context regarding the Croydon Area Remodelling Scheme (CARS). The Council will also work with TfL to support bringing forward the proposed 'metroisation' of rail services in South and South East London.

**14.34** The Council will work with TfL and landowners/developers to turn Waddon Marsh in to a key public transport hub. This will be achieved by improving the link from Purley Way to the bus interchange to create a sense of entrance at the tram stop. By integrating the micro mobility and drop off space into the area it will

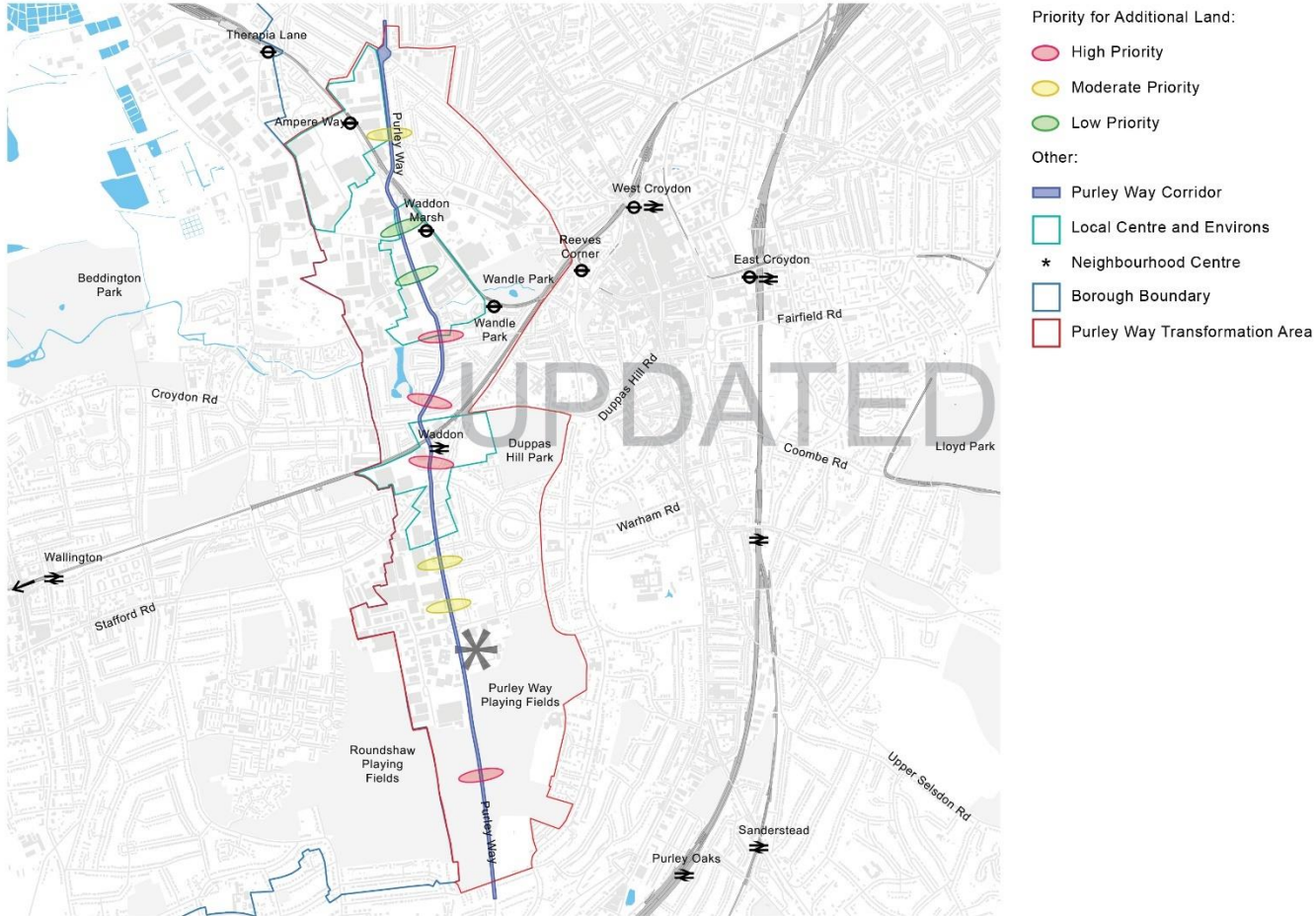
become a mobility hub. Redesigning the forecourt area will help create a distinctive and welcoming station plaza.

**14.35** Should a tram extension not come forward in the foreseeable future, as a first step to create a high-quality public transport corridor, the Council could support the creation of a rapid bus corridor. This will be subject to modelling and would involve the provision of a series of "superstops" at the same locations as the tram stops. The Council supports the provision of demand responsive bus services.

**14.36** There are a number of relatively narrow sections of Purley Way (A23) which act as 'pinch points' that create congestion for traffic and poor-quality conditions for pedestrians, cyclists and buses. These are identified in Figure 14.4 below.

**14.37** The Council will seek to explore possible widening of the carriageway and/or footway of Purley Way (A23) to secure improvements for sustainable modes of transport – including wider footways/shared walking/cycling routes, designated lanes for cycling, bus lanes and/or space for a future possible tram extension. The Council will proactively work to identify and secure opportunities to remove these pinch points and widening the corridor whilst maintaining strategic traffic movement.

**Figure14.3 Purley Way Pinch Points**





**14.38** The Council will continue to work with TfL and other stakeholders to explore the aspiration and need for enhanced public transport and a new tram extension along Purley Way (A23) to Purley and Coulsdon, with a series of stops located to support the proposed Local and Neighbourhood Centres.

**14.39** Traffic congestion and capacity is a key issue in the area. The strategic nature of the Purley Way (A23) means that the vast majority of trips are longer distance and the road is vital for serving the many industrial and retail businesses in the area. The potential on-street public transport improvement and better pedestrian and cycle crossing facilities called for above are likely to introduce additional capacity constraints.

**14.40** Policies in this Plan will help reduce additional car trips, the transformational change called for in the vision for the area will, unavoidably, create some additional highways trips. Focussed highways improvements, subject to modelling will be required on the following key junctions and links where capacity is most constrained:

- a) Fiveways area improvements (including the junctions of Croydon Road/Purley Way and Epsom Road/Duppas Hill Road/Stafford Road)
- b) Duppas Hill and Croydon Way junction
- c) Mill Lane/Waddon Road/Purley Way
- d) Drury Crescent/Commerce Way

**14.41** The Council will also bring forward traffic management and calming measures to reduce any displacement of traffic from Purley Way (A23) on to other streets in the area, surrounding places and neighbouring Sutton. These include investigating the potential to reducing some or all of the area to 20mph and designing the local

road network in accordance with the aim to create low-speed, safer and more attractive streets that support the Mayor's Vision Zero goal which aims to eliminate all deaths and serious injuries on London's transport network by 2041.

#### Car parking standards

**14.42** In tandem with implementation of improvements to the walking and cycling network and public transport capacity, set out under Transport Infrastructure below, on-site car parking standards will increasingly be restricted as PTAL improves. They will reduce relative to the implementation of associated improvements to public transport capacity, the proposed PTAL of different parts of the area and the implementation of on street car parking controls. This will help to reduce the impact of car trips in the area.

**14.43** The Council will work with developers, TfL and other partners to secure funding to implement the walking and cycle route priorities, focusing in the short and medium term on improving connections to and from existing trams stops.

#### Designations shown on the Policies Map

**14.44** Each of the designations set by PW SP1 and Policies PWDM1 to PWDM7 are shown on the Policies Map. The designations are summarised in Table 14.2 below.

**Table 14.2 Phasing and review of infrastructure provision**

<b>Designation</b>	<b>Policy it relates to</b>	<b>Location</b>
Future local centre	PWSP1	Valley Park Waddon Marsh Fiveways
Neighbourhood Centre	SP2 DM5	Waddon Way
Area around Lombard Roundabout	PWDM1	Area around Lombard Roundabout
Valley Park Local Centre and environs	PWDM2	Future Valley Park Local Centre and environs

<b>Designation</b>	<b>Policy it relates to</b>	<b>Location</b>
Waddon Marsh Local Centre and environs	PWDM3	Future Waddon Marsh Local Centre and environs
Fiveways Local Centre and environs	PWDM4	Future Fiveways Local Centre and environs
Purley Way corridor	PWSP1 PWDM6	Along the Purley Way

**Key Supporting Documents**

- Purley Way Masterplan Supplementary Planning Document (Draft)

## Policy PWDM1: Potential new Local Centre at Valley Park

Development opportunities including public realm improvements should be undertaken in a cohesive and coordinated manner and create a new Local Centre with a sense of place and distinct character. The Purley Way Masterplan SPD provides guidance on the creation of a new Centre. Proposals that promote the creation of a new Local Centre at Valley Park will be supported, if the following requirements are met:

- a) The new centre should straddle Ampere Road and provide access to and from Ampere Road tram stop;
- b) The new centre will consolidate, enhance existing retail and leisure uses with additional housing and the wider environs should provide scope for the intensification of industrial, warehousing and distribution uses;
- c) Building heights of development within the Centre and environs should generally be in the order of 3-8 storeys, with focal point accents at gateway locations; and
- d) Proposals should enhance the setting of the IKEA chimneys.

### How the policy works

**14.45** The mix of uses in the Valley Park area presents an opportunity to improve public realm connections, consolidate uses and create a new mixed use centre that benefits existing and new residents and visitors. The popularity of Ikea/Valley Park as a retail and leisure heart of the wider region should be preserved, but opportunities to decrease overall visitation by car to the area will be supported by the Council.

**14.46** The area has been identified as having capacity for new housing, which would intensify use across the site and mitigate the negative impact of large areas of car parking. To ensure co-location of other uses with residential is successful, privacy and well-designed amenity for residents in the area, notably the northern

neighbourhood, is a priority. The twin IKEA chimneys, as important markers of character for Croydon, must be retained and celebrated to enhance sense of place.

**14.47** Towards the south of this area, larger sites offer the opportunity to accommodate industrial employment uses adjacent to the SIL in Beddington and in the future plan to offset future de-designation SIL elsewhere in the wider Purley Way Transformation Area. This is essential to improving cohesion between uses and character across the Purley Way Transformation Area, whilst also strengthening the attractiveness of the area for businesses to locate there.

## Policy PW DM2: Potential new Local Centre at Waddon Marsh

Proposals that promote the potential creation of a new Local Centre at Waddon Marsh will be supported in line with the Purley Way Master Plan, if the following requirements are met:

- a. Excellent transit connectivity and proximity to amenity and industry locations;
- b. Be located on the east side of Purley Way and be focussed around Purley Way itself and the Waddon Marsh tram stop (precise boundaries to be determined);
- c. Consolidate and enhance existing retail uses and include new housing, social infrastructure and green open space; and
- d. Buildings heights of development in the Centre and environs should generally be in the order of 3-8 storeys, with focal point accents at gateway locations.

### How the policy works

**14.48** A new local centre around Waddon Marsh tram station, with high quality public realm interventions, will create an attractive locality to live, work and shop. This opportunity arises from excellent transit connectivity, emerging local centre characteristics surrounding the Sainsbury's store and proximity to amenity and industry.

**14.49** In tandem with envisioned reduced car use and increased density, there is an opportunity to replace large tracts of parking with active retail frontage and public amenity which will improve the environment for both pedestrians and cyclists. Mid- to high-rise residential uses, co-located with retail, industry and leisure, especially in the immediate vicinity of Waddon Marsh Station, will help to establish the character of the local centre.

**14.50** High-quality industrial zones with well-utilised land areas and sensible servicing routes will strengthen the area as an attractive destination for businesses to locate. Green spaces are to be enhanced through interventions such as the deculverting of Wandle River and the creation of pocket parks. Interventions to enhance the network of green spaces will be needed to accommodate increased activity in the area and improve connectivity as part of the wider Green Grid.

## Policy PW DM3: Potential new Local Centre at Fiveways

In tandem with improvements to the road layout, which will alleviate congestion and encourage walking together with public realm enhancements, proposals to create a new Local Centre at Fiveways will be supported, if the following requirements are met:

- a. The convergence of multiple uses within the area presents a prime opportunity to provide a retail/leisure destination, with a substantial user catchment at all times of the day;
- b. Be focused around the Fiveways junction and include the existing Waddon Leisure Centre and Waddon Station;
- c. Consolidate and enhance existing local retail and leisure uses and include new housing, social infrastructure and green open space;
- d. Building heights of developments in the Centre and environs should generally be in the order of 3-8 storeys, with focal point accents at gateway locations; and
- e. Enhance the setting of the Grade II listed Old Tithe Barn by delivering high quality development and public realm interventions adjacent to it

### How the policy works

**14.51** Fiveways junction is crucial to characterise the local centre. The high transport connectivity gives the opportunity for an increased density, specifically by co-locating mixed-use buildings with mid-to high-rise residential elements with re-provided retail, community and leisure uses. Attractive public realm, such as public furniture and an unobstructed station forecourt would form the basis for street activity.

**14.52** Given the high transport connectivity, there is latent potential to increase density of development, specifically by co-locating mid-

to high-rise residential uses with reprovided retail, community and leisure functions.

**14.53** Developments must be stitched in with the public realm and existing green amenity, with attention to fostering community and forming a network of active and green spaces surrounding Fiveways.

**14.54** Due to the complexity of these issues and the number of development opportunities, the Purley Way Masterplan SPD will assist in ensuring it is undertaken in a coordinated and cohesive way while retaining Waddon's sense of place.

## Policy PW DM4: Potential new Neighbourhood Centre at Waddon Way

Proposals that promote the potential creation of a new Neighbourhood Centre at Waddon Way will be supported during the life of the Plan in line with the Purley Way Master Plan, if the following requirements are met:

- a. The new centre should be on both sides of Purley Way;
- b. Consolidate and enhance the existing retail and leisure uses within this centre, with particular emphasis on serving the business community and include new housing and green open space;
- c. The building heights of developments in the Centre and environs should generally be in the order of 3-8 storeys, with focal point accents at gateway locations; and
- d. Enhance the setting of heritage assets including Croydon Airport and the former lido diving board by delivering high quality development and public realm interventions

### How the policy works

**14.57** The convergence of multiple uses in the Waddon Way area presents an opportunity to provide a congregation of live, play and work functions on both sides of the Purley Way, with a substantial user catchment at all times of day.

**14.58** Improvements to the Imperial Way business district and re-provision of existing hotels will cement Waddon Way as a centre for business and a gateway into industries along Purley Way. Due to the smaller size of the plots the area is considered suitable for SMEs, innovation clusters and creative industries.

**14.59** Public transport improvements and increasing density are expected to be mutually supportive moving forward, freeing up car parking space and consolidation of retail and leisure uses, enabling increased density.

**14.60** The concentration of historical landmarks in the area including Croydon Airport significantly contribute to its character. Therefore, it is vital that high quality development and public realm interventions celebrate and enhance these local heritage assets.

## Policy PW DM5: Purley Way Corridor

The existing harsh and unattractive road corridor will be transformed by:

- a. Taking opportunities to remove pinch points (identified in Figure 14.4) to provide space for sustainable modes of travel – walking, cycling, buses and a possible tram;
- b. Incorporating high-quality pedestrian and cycle crossing points at key locations to reduce severance and increase connectivity;
- c. Locating and designing buildings and spaces in ways which provide active frontages to the street;
- d. Locating and designing buildings and spaces that include measures to improve air quality, reduce creation of wind corridors and rough urban surfaces, break down any street canyon, orientate street canyons parallel to wind and promote air circulation around base buildings,
- e. Locating sensitive uses away and upwind from emissions and sources of pollution; and
- f. Building heights of 3 to 8 storeys along the corridor, outside of Town and Neighbourhood Centres and their environs.

### How the policy works

**14.61** There is a great opportunity to transform the Purley Way into a green, pleasant city street and sustainable transport corridor. The street should mark a positive relationship with the Local and Neighbourhood Centres that it passes through, making sure it is fronted by high-quality buildings, spaces and trees which create attractive places and help improve air quality.

**14.62** New pedestrian connections and public space improvements will reduce the severance between both sides of the Purley Way. The new city street will accommodate enhanced bus services, pedestrian and cycle routes and potentially a future tram route, all of which will encourage the use of more sustainable modes of transport and alleviate pressure from the road network.

**14.63** The retention of Purley Way as a strategic transport and servicing route is vital for serving the many industrial, warehousing and distribution and retail businesses in the area.

## Policy PW DM6: Site allocations

**PW DM6.1** Within the Purley Way Transformation Area allocate sites for development as set out in Table 14.3.

**PW DM6.2** To ensure that public transport capacity in the area is sufficient to accommodate growth:

Only sites marked as ‘Short-term’ or ‘Medium-term’ in Table 14.3 shall be built and occupied in the area in advance of detailed transport modelling. This is required to objectively assess the highway and sustainable transport measures needed to accommodate more than 4,000 homes and the implementation of associated further improvements to public transport capacity

### How the policy works

**14.64** Table 14.3 below sets out the proposed use on specific sites in Purley Way Transformation Area. The location and boundary of each detailed proposal can be found on the Policies Map and further details including indicative phasing and indicative number of homes (if applicable) can be found in Appendix 7. These site allocations sit alongside those for the wider Broad Green, Selhurst and Waddon Places and the safeguarded waste sites in the South London Waste Plan (September 2020).

**14.65** Table 14.3 also sets out the phasing for each sites. It is agreed with TfL that there is sufficient overall sustainable transport capacity to support 4,000 additional homes in the area. These sites are marked as short-term in Table 14.3.

**14.66** Growth beyond 4,000 homes could require a range of additional improvements to highway and public transport capacity. Any site marked as long-term in Table 14.3 is dependent, subject to modelling, on these additional improvements taking place before it can be developed.

**14.67** The phasing of sites has been determined having regard to their capacity and the need to create the new Local and Neighbourhood Centres in order to enable the creation of new communities in the area.

**Table 14.3 Proposals for uses of land of specific sites in Purley Way Transformation Area**

Ref no	Site name	Proposed use	Phasing
8	Motor Village Croydon, 121 Canterbury Road.	Residential development (possibly with replacement car showroom)	Short-term
11	Croydon Garden Centre, 89 Waddon Way.	Residential development linked to a potential Waddon Way Neighbourhood Centre.	Short-term



Ref no	Site name	Proposed use	Phasing
25 a,b and c	a. Morrisons Supermarket, 500 Fiveways off Purley Way b. Porcelenosa, 468-472 Purley Way c. Fiveways Retail Park, 500 Purley Way	Redevelopment of a mix of residential, retail, commercial and community uses, new green open space and health facility (if required by the NHS) to form the basis of a new residential community and part of the potential Fiveways Local Centre and environs.	Long-term
48	294-330 Purley Way.	Mixed use development comprising retail store, commercial space and residential units.	Medium-term
110	Old Waddon Goods Yard, Purley Way.	Mixed use development incorporating residential, retail and food and drink (with the retail and food and drink elements limited to the current amount of floor space) around a greatly improved or new Waddon Station.	Long-term

Ref no	Site name	Proposed use	Phasing
125	Sainsburys, Trafalgar Way.	Mixed use residential and retail development (with retail floor space limited to no more than currently exists on the site), including new green open space and health facility (if required by the NHS) to form the basis of a new residential community and part of the potential Waddon Marsh Local Centre and environs.	Medium-term
316	Fabb Sofas, 2 Trojan Way.	Redevelopment of this area to a mixture of residential, retail and commercial use, healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community and part of the potential Waddon Marsh Local Centre and environs.	Medium-term

Ref no	Site name	Proposed use	Phasing
332	Superstores, Drury Crescent.	Mixed use development comprising main town centre ground floor use, including a healthcare facility and a primary school with residential above, to support the establishing of a new local centre at Waddon Marsh.	Medium-term
348	Homebase & Matalan stores, 60-66 Purley Way.	Mixed use residential and retail development within the potential Valley Park Local Centre and environs	Short-term

Ref no	Site name	Proposed use	Phasing
349	Harveys Furnishing Group Ltd, 230-250 Purley Way.	Redevelopment of this area to a mixture of residential, retail and commercial use, healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community and part of a Waddon Marsh Town Centre environs. As the site is partly within a Flood Zone 3 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment.	Medium-term
351	Furniture Village, 222 Purley Way.	Redevelopment of this area to a mixture of residential, retail, healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community.	Medium-term

Ref no	Site name	Proposed use	Phasing
355	Decathlon, 2 Trafalgar Way.	Redevelopment of this area to a mixture of residential, retail, and a healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community and part of the potential Waddon Marsh Local Centre and environs.	Medium-term
132	550-550a Purley Way.	Redevelopment of the site to provide a mixture of residential, retail and business uses.	Medium-term
135	Hilton Hotel, 101 Waddon Way	Redevelopment for residential development and retention of hotel to form part of a Waddon Way Neighbourhood Centre.	Long-term
137	The Colonnades	Redevelopment of this area to provide a mixture of residential, retail, leisure and community uses to form the basis of a new residential community and part of a Waddon Way Neighbourhood Centre.	Long-term

Ref no	Site name	Proposed use	Phasing
143	South Croydon Ambulance Station and Waddon Youth and Community Centre, 619 Purley Way.	Redevelopment to provide residential development and replacement community floorspace (no net loss) and a replacement ambulance station (if required by the NHS).	Long-term
144	Sofology, 226 Purley Way	Redevelopment for mixed use residential and retail.	Medium-term
146	PC World, Trojan Way Retail Park	Redevelopment for mixed use residential and retail.	Long-term
153	Fiveways Triangle (516-540 Purley Way and 107-113 Stafford Road)	Redevelopment for mixed use residential and retail.	Long-term



# Delivering and Monitoring the Croydon Local Plan ~~2018~~

## How we are going to deliver the Croydon Local Plan ~~2018~~

The Croydon Local Plan ~~2018~~ has four main strands for its delivery:

- Policy – national, regional and local planning policy
- Legal – section 106 agreements, Compulsory Purchase Orders etc.
- Partners – delivery via partnership projects
- Resources – Council staff resources, capital spending by the Council or its partners, lottery funding etc.

An Infrastructure Delivery Plan (IDP) setting out the key locations, sites and infrastructure, which are essential for the successful implementation of the Strategic Policies forms part of the supporting evidence.

The Infrastructure Delivery Plan is not repeated as a document in the Croydon Local Plan. The full infrastructure schedule within the Infrastructure Delivery Plan is part and parcel of the Local Plan's delivery and is a critical supporting document.

Appendix 8 to this Plan sets out the full delivery matrix showing how each of the Strategic Policies will be delivered. The infrastructure required for the delivery matrix is set out in the full Infrastructure Delivery Plan report.

## How we will know if the Croydon Local Plan ~~2018~~ is being delivered

It is important to know if and when any policy of the Plan is not being delivered as anticipated. Each Strategic Policy has a set of monitoring indicators setting out what the expected outcomes of the policy are.

The indicators will be monitored on an annual basis and included in a Monitoring Report looking at the implementation of the Strategic Policies. Each indicator is set out in Appendix 9 to this Plan.

A further series of indicators are contained within the Sustainability Appraisal report which accompanies the Strategic Policies. These indicators do not monitor specific policies but instead monitor the Plan as a whole by outlining areas in which it is expected to have an effect.

## Former Saved Unitary Development Plan policies

~~Appendix 10 to this Croydon Local Plan 2018 sets out the policies in the former Unitary Development Plan (UDP) that were replaced by the Croydon Local Plan 2018.~~

# Appendices

# Appendix 1 – Glossary

## **Accessibility**

How easy it is to enter or reach physically, including ease of use for disabled persons. See also Public Transport Accessibility Level.

## **Active Travel**

This includes walking and cycling; supporting the value of physical exercise and the associated health benefits.

## **Affordable Housing**

Affordable housing is housing that is provided to meet the housing needs of households whose needs are not met by the private market. It can either be social rented housing, affordable rented housing or intermediate affordable housing.

Social rented housing is rented housing owned and managed by local authorities and registered providers of social housing, for which guideline target rents are determined through the national rent regime, and which is made available to eligible households nominated by the Council.

Affordable rented housing is rented housing provided by registered providers of social housing which is similar to social rented housing except that it is outside the national rent regime, but is subject to other rent controls that require it to be offered to eligible households at a rent of up to 80 per cent of local market rents.

Intermediate affordable housing is housing at prices and rents above those of social rent but below market price or rents, and which meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices and include provisions for the

home to be retained for future eligible households or for any subsidy to be recycled for alternative affordable housing provision. These can include shared equity and shared ownership homes for sale, and intermediate rent, but does not include affordable rented housing.

Starter homes are homes for which 100% of the equity is sold at first point of sale but which are discounted so that the maximum price is the lower of 80% of the market value of the property or £450,000. They are not affordable in perpetuity and after a number of years may be sold at full market value. Potential purchasers must be first time buyers and meet other pre-defined criteria.

## **Airport City**

~~This seeks to promote businesses and employment opportunities which capitalise on Croydon's proximity to Gatwick, Heathrow, London City and Biggin Hill Airports and central London.~~

## **Amenity**

The experience of a place as pleasant or attractive, which contributes to its overall character and to the enjoyment of residents or visitors; or something that contributes to an area's environmental, social, economic or cultural needs.

## **Archaeological Priority Areas**

Areas that are known to be of archaeological importance because of past finds, excavations or historical evidence.

## **Biodiversity**

The variety of species of flora and fauna.

## **Biodiversity Action Plan**

A plan of action for protecting, conserving and enhancing wildlife at a local level. The UK signed up to the Biodiversity Convention at

the 1992 Rio 'Earth Summit'. This confirms the UK's commitment to protecting and enhancing wildlife. The UK Biodiversity Steering Group has emphasised the importance of Local Biodiversity Action plans. In 2013 Croydon's Biodiversity Action Plan consisted of four Habitat Action Plans.

### **Borough Character Appraisal**

An analysis and assessment of every residential neighbourhood in the borough to determine the predominant type of housing and architectural form, together with other physical and natural features that give each area its distinct character.

### **BREEAM**

Building Research Establishment's Environmental Assessment Methodology (BREEAM) is used to measure the sustainability performance of commercial buildings.

### **Brownfield**

Land that has been previously developed (excluding agricultural land or buildings, gardens, mineral works and temporary uses).

### **Car Club**

An organisation that owns cars that are available for use by its members. People arrange to use the car in advance and pay according to how much they use it. The advantage is that people have cars available for use, but avoid many of the costs of running a car as they only pay when they need to use it.

### **Climate Change**

Long term alterations in weather patterns, in particular to temperature and precipitation. Anthropogenic climate change refers to a warming climate across the globe caused by the increase of levels of greenhouse gases in the atmosphere as a result of human activities.

### **Cohesive Communities**

A society in which there is a common vision and sense of belonging by all communities.

### **Combined Heat and Power system**

The generation of electricity by burning fossil or renewable fuels is relatively inefficient and produces a large amount of heat as a by-product. Combined heat and power (or CHP) makes much better use of the original energy source (gas, diesel, coal, biomass, waste) as it captures the heat produced during electricity generation and supplies it via small or large networks for commercial or domestic recipients. This is because CHP generation makes efficient use of the original energy source by utilising two forms of energy output, therefore its product is considered low in carbon dioxide.

### **Compulsory Purchase Order**

An order issued by the government of a local authority to acquire land or buildings for public interest purposes. For example, for the construction of a major road or the redevelopment of certain brownfield sites.

### **Community Infrastructure Levy**

The Community Infrastructure Levy is a levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the Council, local community and neighbourhoods need to enable growth.

### **Community Facilities**

Facilities providing for the health and wellbeing (excluding care homes, residential homes and nursing homes), social, educational, spiritual, recreational, leisure and cultural needs of the community, including public houses, **meeting places** and post offices.



### **Connectivity**

The degree to which a place is connected by routes to other places and its own parts are connected with each other.

### **Conservation Area**

Areas designated by the Council under Section 69(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as being of special architectural or historic interest, the character of which it is desirable to preserve or enhance. Conservation Area Consent is required for the demolition of unlisted buildings in Conservation Areas.

### **Creative and Cultural Industries**

A sector of the economy characterised by businesses and organisations associated with higher levels of creativity and cultural activity, such as designers, artists, theatres and architects.

### **Detailed Policies and Proposals**

The Detailed Policies and Proposals contribute towards delivering the Croydon Local Plan 2018's Strategic Policies and its objectives by setting out detailed planning policies that the Council will use when determining applications for planning permission in the borough. They also allocate land for future development to help deliver the development requirements of the Plan and set out proposals for major development sites in the borough and other site-specific/designation policies as appropriate.

### **Croydon Metropolitan Centre (CMC)**

A metropolitan centre serves a wide catchment which can extend over several boroughs and into parts of the wider south east region. Typically they contain at least 100,000m<sup>2</sup> of retail floor space with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good

accessibility and significant employment, service and leisure functions.

### **Croydon Monitoring Report**

The Croydon Monitoring Report (formerly the Annual Monitoring Report), assesses the implementation of the Local Development Scheme (LDS – essentially the timetable for the production of the Local Development Framework), the extent to which policies in the Local Development Framework are being successfully implemented, and the need for possible changes to policy.

### **Croydon Opportunity Area**

Opportunity Areas are designated by the London Plan and are London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing with a mixed and intensive use of land and assisted by good public transport accessibility. The Mayor has designated an Opportunity Area in central Croydon known as Croydon Opportunity Area.

### **Croydon Panoramas**

The criteria applied for identification includes the following:

- The viewpoint must be in a publicly accessible location in a major public area or the viewpoint is located in an area or on routes identified in Figure 6.1;
- The viewpoint selected is where the widest panorama can be viewed;
- The viewpoint selected is also the one that gives the clearest view, has the least obstructions of the subject matter; and
- The view is of substantial parts of the borough of Croydon (views looking outside of Croydon are not included as the subject matter is outside the remit of the Council).

**Cycle Hub**

A point for collecting or returning bicycles available for hire.

**Department for Environment, Food and Rural Affairs (DEFRA)**

The UK government department responsible for policy and regulations on the environment, food and rural affairs.

**Development Management**

The process of managing development from design through applying for planning permission to implementation whilst ensuring that it achieves planning objectives.

**Development Plan**

This contains the policies and guidance which manage development in a Local Authority area. Under the present planning system the Development Plan comprises the London Plan, the Local Development Framework and saved policies in the existing Unitary Development Plan.

**Development Plan Document (DPD)**

A policy document in the Local Development Framework, which is subject to public consultation and an independent examination.

**District Energy Networks**

The connection of a series of buildings via a pipe network in order to receive heat and potentially other energy services including cooling and electricity. The network incorporates a single or multiple energy centres usually based on combined heat and power generation plant. District energy networks are most suitable for areas of high urban density like Croydon Opportunity Area because of the demand and relatively short distances for the heat or energy to be distributed.

**District Centre**

Distributed more widely than the metropolitan centres, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000 – 50,000m<sup>2</sup> of retail floor space. Some District centres have developed specialist shopping functions.

**Enterprise Centre**

This refers to a facility which promotes the start up and development of small and medium sized businesses in the area through the provision of business information and support services.

**Equalities Analysis**

Equalities Analysis has been developed as a tool for ensuring that equality, social inclusion and community cohesion issues can be considered when drawing up policies or proposals which affect the delivery of services, the carrying out of the Council's functions and the employment practice of the authority.

**Evidence Base**

The NPPF paragraph 158 states each local planning authority should ensure that the Local Plan is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. Local planning authorities should ensure that their assessment of and strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals.

**Flood Risk Zone**

These zones comprise land assessed as having vulnerability to flooding from river, sea and other sources and the potential to increase flood risk elsewhere through the addition of hard surfaces and the effect of the new development on surface water run-off.

### **Fluvial Flooding**

Flooding resulting from water levels exceeding the bank level of a main river or watercourse.

### **Grade A Office floor space**

Grade A Office floor space is the most sought after space on the market. It will usually contain a number of the following features:

- Be a new, redeveloped, or totally refurbished property.
- Be in a prime, prestigious location.
- Have been furnished to an extremely high specification.
- Have state-of-the-art facilities.
- Have excellent accessibility.
- Have quality building management and maintenance arrangement.

### **Green Belt**

Green Belt is a national policy designation that helps to contain development, protect the countryside and promote brownfield development, and assists in urban regeneration. There is a general presumption against inappropriate development in the Green Belt.

### **Green Grid**

This is a network which will link open spaces with a network of walking and cycling routes and is being planned alongside the development of other infrastructure.

### **Green Infrastructure**

The open environment within urban areas, the urban fringe and the countryside, which forms a network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.

### **Green Arc Vision**

Bringing the Big Outdoors closer to people through the creation of an extensive and attractive and valued recreational landscape of well-connected and accessible countryside around London, for people and wildlife.

### **Groundwater Flooding**

Flooding that occurs when water levels in the ground rise above surface elevations.

### **Healthy Streets Approach**

Includes 10 indicators in line with Transport for London guidance. Sets out how design and management of streets can support a wide range of activities in the public realm as well as encourage and facilitate a shift to walking and cycling (active travel).

### **Heat Island Effect**

Refers to the tendency for a city or town to remain warmer than its surroundings, by as much as 5.5°C or more. This effect is caused mostly by the lack of vegetation and soil moisture, which would normally use the absorbed sunlight to evaporate water as part of photosynthesis.

### **Heritage Assets**

A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions.

### **Housing Supplementary Planning Guidance**

The Mayor of London's Housing Supplementary Planning Guidance incorporates the standards previously set out in the London Housing Design Guide. This sets a new benchmark for housing in the capital and aims to provide consistency and clarity about what is expected in London from the outset of a development. The standards are anticipated to be taken forward across all tenures.

### **Housing Typologies Study**

A piece of evidence base which tested how different types and sizes of dwellings might be accommodated within Croydon Opportunity Area and how such development might be phased.

### **Imagine Croydon**

A project which sought to define a long term vision for Croydon; the vision seeks to explain how Croydon may be shaped, how it will function and what it will look like in 2040, based on local community needs and the aspirations and views of local residents, businesses and organisations.

### **Inclusive Communities**

A community, whereby each person is respected as a citizen who can fully exercise his or her rights and responsibilities.

### **Infrastructure Delivery Plan (IDP)**

The delivery of a sound Local Development Framework, including the Croydon Local Plan 2018, and other development plan documents, will depend on an IDP. An IDP usually consists of a delivery strategy, an infrastructure delivery schedule of projects likely to be funded and a schedule of required infrastructure.

### **Innovation**

Whilst there are many forms of innovation, references in this document relate to the practice where academic specialists work closely with businesses to cultivate ideas, identify and transform important technological discoveries into commercial ventures.

### **Legibility**

Legibility describes how easily people can find their way around a place.

### **Local Centre**

Typically serves a localised catchment often mostly accessible by walking and cycling and may comprise a local parade and small clusters of shops, mostly for convenience goods and other services. This may include a small supermarket (less than 2,000m<sup>2</sup>), sub-post office, pharmacy, launderette and other useful local services. Together with District Centres they can play a key role in addressing areas deficient in local retail and other services.

### **Local Designated Landmark**

The criteria used to identify landmarks are:

- It is a prominent building/structure
- It is easily recognisable close up
- It is easily recognisable from a distance and in a Local Designated View and
- It positively contributes to the built environment of Croydon, and local distinctiveness and may provide an orientation point/way finding.

### **Local Designated Views**

The criteria applied for identification includes the following:

- The viewpoint must be in a publicly accessible location in a major public area or the viewpoint is located in an area or on routes identified in Figure 6.1;
- It must contribute positively to the local character;
- Key landmarks (Local Designated Landmarks) are seen or it is a unique view; and
- It must be substantially of a part of the borough.

### **Local Development Framework (LDF)**

The LDF is a suite of planning policy documents consisting of Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). DPDs and SPDs must conform to the

Strategic Policies of the Croydon Local Plan 2018. Once adopted, LDF documents will replace the saved policies contained within the old style Unitary Development Plan (The Croydon Plan, July 2006).

### **Local Enterprise Partnership (LEP)**

A partnership, that brings together businesses, Councils and universities to develop a growth strategy and bid for funding.

### **Local Green Space**

~~Open space that is demonstrably special to the local community and holds a particular local significance because of its beauty, historic importance, recreational value, tranquillity or richness of its wildlife. It does not include Green Belt and must be local in character and not cover extensive tracts of land.~~ **A Local Green Space (LGS) is an open area which is local in character and proximity, not excessively large, demonstrably special to the community it serves and holds a particular local significance; for one or more reasons such as beauty, history, ecology, recreational value or other quality of life value etc. A LGS is designated in a Local Plan (or Neighbourhood Development Plan) for long term protection capable of enduring beyond the end of the plan period and which is consistent with the principles of sustainable development. Within a LGS, inappropriate development should not be approved except in very special circumstances.**

### **Local Heritage Areas**

Local Heritage Areas (LHAs) are distinctive locally significant heritage assets that have been designated as a result of their heritage and architectural or townscape or landscape value. LHAs are characterised by their locally recognised, distinctive and particularly high quality examples of more familiar types of local historic development. They are areas of a recognised local heritage significance which additionally meets one or more of the following three criteria:

- **Architecture:** The architecture in the area must be of a high quality, distinctive and well preserved. The collective value of a group of historic buildings has a consistent architectural form, style, features, detailing or materials; and the group will often, but not always, have been built as a single development over a short period of time.
- **Townscape:** The townscape of the area must be of a high quality, distinctive and well preserved. This is because of the attractive and historic composition of the urban form; and the area will often, but not always, have been planned.
- **Landscape:** The landscape of the area must be of a high quality, distinctive and well preserved. This is because of the distinguishing quality, extent or features of its historic landscape; and it will often, but not always, have been planned.

### **Localism Act 2011**

The Localism Act 2011 was given Royal Assent on 15 November 2011. This Act shifts power from central government back into the hands of individuals, communities and Councils and includes five key measures that underpin the Government's approach to decentralisation; Community rights, Neighbourhood planning, Housing, General power of competence and Empowering cities and other local areas.

### **Local Listed Buildings**

The locally listed buildings and structures within Croydon are considered by the public and the Council as having special local architectural or historic interest, to be of significance to the local community and to contribute to the environmental and cultural heritage of the borough. All locally listed buildings should satisfy at least two of the following criteria:

- **Authenticity:** Buildings and groups selected for the local list should be substantially unaltered and retain the majority of their original features;
- **Architectural significance:** Buildings which are of good architectural quality or are good examples of a particular building type;
- **Historical significance:** Buildings which represent specific architectural and social building periods or which are associated with, local historical events, the development of Croydon, well known people or noted designers;
- **Technical significance:** Buildings that display exceptional innovation and craftsmanship;
- **Townscape Value:** Buildings and/or groups of buildings which due to their form, massing, appearance and positive role in the streetscene, such as key corner buildings, local landmarks, uniformly designed terraces.

### **Locally Listed Historic Parks and Gardens**

The criteria for the local list of historic parks and gardens are set by Historic England along with the London Parks and Gardens Trust.

This stipulates that the site have at least one of the following:

- evident historic features or design
- buried archaeology
- connections with famous designers or nurserymen
- connections with nationally or locally famous individuals
- a design typical of a landscape style.

### **Local Strategic Partnership (LSP)**

An LSP is a non-statutory body that brings together the different parts of the public, private, voluntary and community sectors, working at a local level. The lead player in the LSP is the local Council. Other players will include the police and NHS Croydon.

### **Masterplan**

This term is used here to describe a 'spatial masterplan', which sets out proposals for buildings, spaces, movement strategy and land use in three dimensions and matches these proposals to a delivery strategy.

### **Mayor's Supplementary Planning Guidance**

The Mayor of London produces Supplementary Planning Guidance to provide further detail on particular policies in the London Plan. Supplementary guidance is used to support statutory development plans.

### **Metroisation**

This refers to the use of existing rail lines for the provision of additional services. It encompasses the integration of stopping services that operate within and beyond the London boundary into a single network.

### **Metropolitan Green Belt (MGB)**

See Green Belt

### **Metropolitan Open Land (MOL)**

Areas of predominantly open land within the built-up area with significance beyond one borough.

### **Mixed-use development**

Development for a variety of activities on single sites or across wider areas, such as town centres.

### **Multiversity**

A university-level organisation with many constituent and affiliated institutions and campuses.

### **National Planning Policy Framework (NPPF)**

Published in March 2012, ~~†~~The National Planning Policy Framework is a key part of Government reforms to make the planning system less complex and more accessible, and to promote sustainable growth. The NPPF replaces all existing Planning Policy Statements and Planning Policy Guidance.

### **Natural Signatures**

Guidance produced by Natural England to re-establish the relationship between the built and natural aspects of London.

### **National Technical Standards (2015)**

The Department for Communities and Local Government (DCLG) has enacted a [package of deregulatory changes](#) (announced March 2015) to the building regulations in 2012.

### **Natural Surveillance**

Informal or natural surveillance aims limit the opportunity for crime by increasing the perception that people can be seen by those living, working or passing through an area. Natural surveillance can be achieved by ensuring doors and windows look onto public spaces, parking areas and streets, encouraging a diversity of uses, encouraging pedestrian use, incorporating low landscaping, street lights and removing hiding and lurking places.

### **Neighbourhood Centres**

These offer the opportunity for clusters of uses, in particular community uses, to emerge with support through planning policy. The identification of Neighbourhood Centres recognises the wider role the centres play in supporting the local community as well as their retail function.

### **Neighbourhood Forum**

An organisation established for the express purpose of furthering the social, economic and environmental well-being of individuals

living, or wanting to live, in an area that consist of or includes the neighbourhood area concerned. There are other criteria the organisation has to meet, and if met/recognised by the local planning authority, the designation lasts for five years.

### **Neighbourhood Planning**

The government is creating a new Neighbourhood Planning tier that will be led by the community rather than the Council. The Localism Bill, which recently became an Act, embeds Neighbourhood Planning in the formal planning system. The purpose of the legislation is to allow community groups to become involved in enabling and shaping and promoting growth and development that takes place in their local area.

### **Neighbourhood Development Plan**

Neighbourhood Forums will be able to write a Neighbourhood Development Plan (NDP) to set out policies and plans for their area. They should only cover land use planning issues, and not broader local concerns. Nor will an NDP cover strategic issues such as major development or major public transport infrastructure, but it will be able to guide local issues. The NDP will form part of the Development Plan which comprises the London-wide policy in the London Plan, the Council's planning policies and any other adopted NDPs. The NDP will need to conform with the Development Plan and the relevant national policies. The NDP will be able to be adopted as a formal part of the Development Plan (thereby gaining the status of a 'Development Plan Document'). This means that planning decisions will have to be made in accordance with the Neighbourhood Plan, (and other parts of the overall Development Plan), unless there are good planning reasons not to.

### **Night-Time Economy**

The provision of a range of leisure and cultural facilities which provide jobs and entertainment for visitors and residents, including

bars, clubs, music venues, restaurants, cinema, and theatres. Together these support and strengthen the town centre's economic standing and attraction beyond its function as a day-time workplace and shopping centre.

### **Opportunity Area Planning Framework (OAPF)**

A non-statutory planning document issued by the Mayor of London. It is consistent with and is derived from the London Plan and other Mayoral strategies. Its purpose is to assist with the delivery of cross-borough projects, provide clarity to developers and investors, and guide borough planning decisions and policies.

### **Parking Survey Catchment**

For the purpose of car parking surveys, this includes all public roads within 200 metres for residential use (or 500 metres for commercial uses) walking distance of the site. The parking survey catchment is not a circle with a 200m/500m radius but a 200m/500m walking distance as measured along all roads up to a point 200m/500m from the site.

### **Partners**

Partners are any organisation that the Council works with to deliver a service or achieve an objective. A list of partner organisations can be found in the Infrastructure Delivery Plan.

### **Permeability**

Permeability is about movement and connection and the ease with which people are able to get to and move through places. A permeable place avoids severance by providing a clear choice of routes connecting to existing roads and facilities.

### **Planning Obligations**

New development often creates a need for additional infrastructure or improved community services and facilities, without which there

could be a detrimental effect on local amenity and the quality of the environment. Planning Obligations are the mechanism used to secure these measures. Planning obligations are intended to make acceptable development which would otherwise be unacceptable in planning terms. Planning Obligations are secured pursuant to Section 106 of the 1990 Town and Country Planning Act (as amended) and the Planning & Compulsory Purchase Act 2004 and are often private agreements negotiated, usually in the context of planning applications, between the Council and persons with an interest in the land (Section 106 Agreement). Planning Obligations can also be given unilaterally to the Council by the persons with an interest in the land (Unilateral Undertaking). Planning obligations secured by way of a Section 106 agreement or Unilateral Undertaking (also called a Unilateral Obligation), are binding on the land and are therefore enforceable against all successors in title.

### **Pluvial Flooding**

Flooding from water flowing over the surface of the ground; often occurs when the soil is saturated and natural drainage channels or artificial drainage systems have insufficient capacity to cope with additional flow.

### **Public Realm**

The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to see, use and enjoy, including streets, squares and parks; all land to which everyone has ready, free and legal access 24 hours a day.

### **Public Transport Accessibility Level (PTAL)**

A measure of the extent and ease of access by public transport, or the degree of access to the public transport network.

### **Registered Provider**



All providers of social housing are listed on a register as a "Registered Provider" (RP).

### **Renewable energy**

Energy derived from a source that is continually replenished, such as wind, waves, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.

### **Sewer Flooding**

Flooding caused by a blockage or overflowing in a sewer or urban drainage system.

### **Soundness**

Soundness is the essential measure of a Development Plan Document, especially a Local Plan, which is tested at a public examination. For a DPD to be "sound", it must be positively prepared, justified, effective and consistent with national policy. "Positively prepared" means the strategy meets objectively assessed development requirements. "Justified" means that a document must be founded on a robust and credible evidence base and the most appropriate strategy when considered against the reasonable alternatives. "Effective" means that it must be deliverable, flexible and able to be monitored.

### **Source Protection Zone**

These zones show the risk of contamination to groundwater, which supplies up to 80% of the drinking water in some parts of the South East, from any activities that might cause pollution in the area. The closer the activity, the greater the risk. There are three main zones (inner, outer and total catchment). In some instances nationwide there is a fourth zone of special interest. The Environment Agency use the zones in conjunction with their Groundwater Protection Policy to set up pollution prevention measures in areas which are at

a higher risk, and to monitor the activities of potential polluters nearby.

**Source Protection Zone 1 – Inner protection zone** Defined as the 50 day travel time from any point below the water table to the source. This zone has a minimum radius of 50 metres.

### **Source Protection Zone 2 – Outer protection zone**

Defined by a 400 day travel time from a point below the water table. This zone has a minimum radius of 250 or 500 metres around the source, depending on the size of the abstraction.

### **Source Protection Zone 3 – Source catchment protection zone**

Defined as the area around a source within which all groundwater recharge is presumed to be discharged at the source. In confined aquifers, the source catchment may be displaced some distance from the source. For heavily exploited aquifers, the final Source Catchment Protection Zone can be defined as the whole aquifer recharge area where the ratio of groundwater abstraction to aquifer recharge (average recharge multiplied by outcrop area) is  $>0.75$ . There is still the need to define individual source protection areas to assist operators in catchment management.

### **Stakeholder**

A person or organisation with an interest in or concern for a particular place; one who affects or is affected by the processes of urban change.

### **Statement of Community Involvement (SCI)**

Sets out when, with whom and how consultation will be undertaken in connection with all documents to be prepared by the Council as part of the LDF and in the consideration of planning applications.

### **Statutory Listed Building**

The national list of buildings of special architectural or historic interest maintained by Historic England on behalf of the government.

### **Supplementary Planning Documents (SPD)**

Documents produced by the Council as part of its LDF. These are not subject to independent examination but provide further explanation of policies or proposals in a DPD.

### **Sustainable Communities**

Places where people want to live and work, now and in the future; that meet the diverse needs of existing and future residents, are sensitive to their environment and contribute to a high quality life. They are safe and inclusive, well planned, built, or modified to promote sustainable living.

### **Sustainability/Sustainable Development**

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Sustainable development has three elements: environmental, economic and social sustainability. More generally, it is used as a benchmark for a range of economic, social, political, and environmental initiatives that contribute to the quality of life.

### **Sustainability Appraisal (SA)**

The SA is a process of appraising DPD and SPD policies to ensure that an LDF is economically, socially and environmentally sustainable. The Council must carry out an SA process that runs alongside the formulation of all its planning documents.

### **~~Sustainable Community Strategy (SCS)~~**

~~The Local Strategic Partnership creates a long-term vision for the area to tackle local needs. The vision is set out in the SCS. The~~

~~Local Area Agreement is the mechanism for making the vision a reality. All the SCS outcomes and targets are designed to deliver the vision set out in the SCS. The SCS is the 'plan of plans' in the area. It sits above all the other plans and should be based on evidence and consultation. The SCS should also set out the key tasks that the partners in the area need to achieve to improve its wellbeing. The Local Development Framework, particularly the Croydon Local Plan 2018 needs to demonstrate how it is delivering the SCS.~~

### **Sustainable Drainage Systems (SuDS)**

Drainage systems that seek to control and treat surface water run-off from a site to reduce risk of flooding and pollution by mimicking the processes performed by natural drainage systems such as wetlands

### **Strategic Housing Land Availability Assessment**

The primary role of the SHLAA is to identify sites with potential for housing development, assess their housing potential and estimate when they are likely to be developed. Although the Assessment is an important evidence source to inform plan-making, it does not, in itself, determine whether a site should be allocated for housing development.

### **Transport for London (TfL)**

Transport for London (TfL) is the organisation responsible for London's transport system. Its role is to implement the Mayor's Transport Strategy and manage transport services in London, for which the Mayor has ultimate responsibility.

### **Transport Assessments**

An impartial assessment of the transport impacts of a proposed development

**Travel Plan**

A general term for a package of travel measures tailored to suit the needs of a business, school or other organisation at a given location or site. The aim is to promote greener, cleaner travel choices and reduced reliance on the car.

**Urban Blue Corridors**

A network of multifunctional spaces and corridors that provide safe routes and storage for flood water within the urban environment.

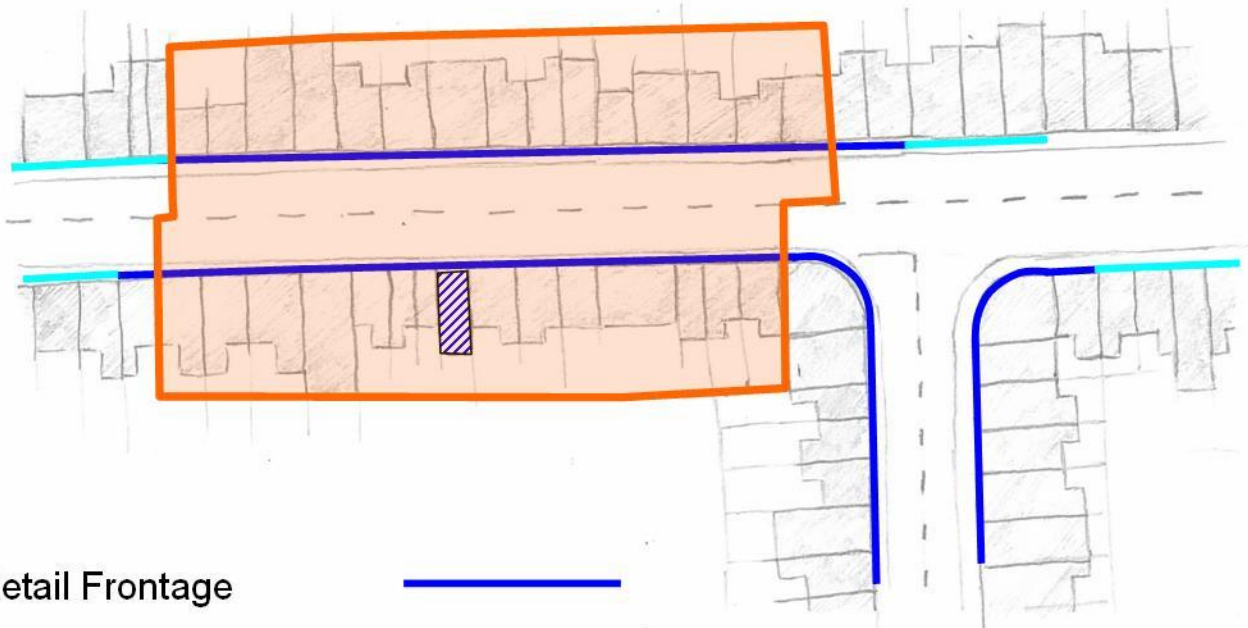
**~~We are Croydon~~**

~~This is the title given to the vision for Croydon contained in the Sustainable Community Strategy.~~

**Windfall sites**

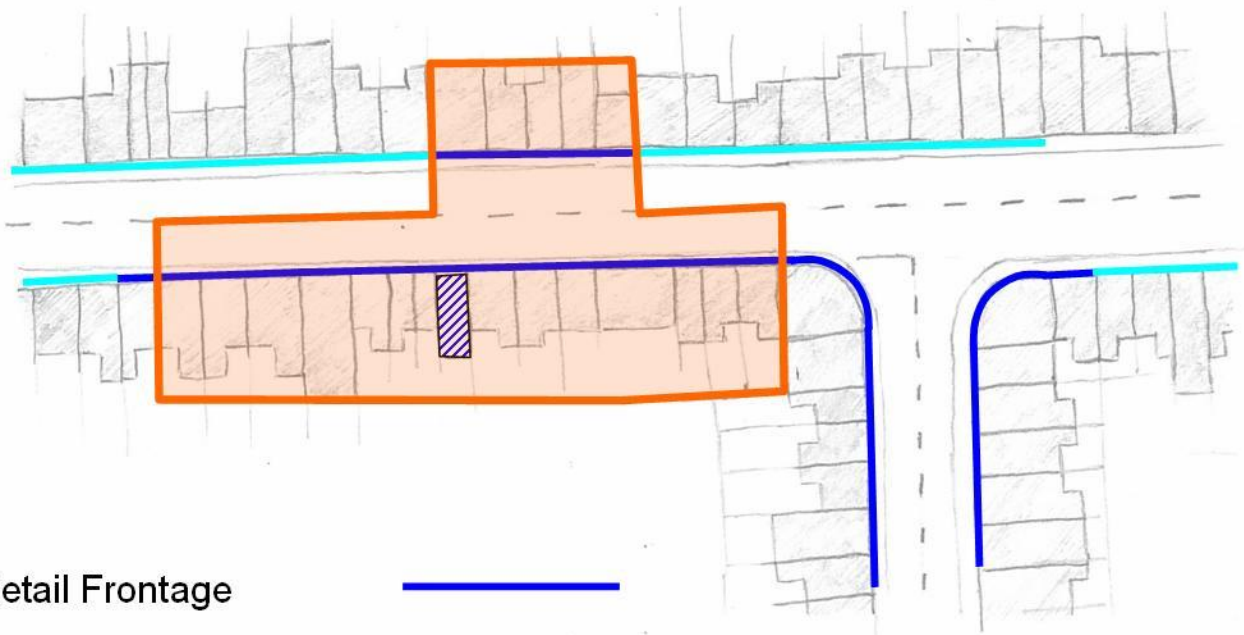
These are sites which are developed for housing or another use, which were not known to be development sites at the time the development plan was prepared and therefore were not included as allocations in a development plan.

## Appendix 2 – Calculating the percentage of units within a Main or Secondary Retail Frontage



- Main Retail Frontage
- Secondary Retail Frontage
- Application Premises
- Extent of Main Retail Frontage for the purposes of calculating percentages

**Example 1**  
 7 units either side of the application premises are included alongside 15 on the opposite side of the road.



Main Retail Frontage

Secondary Retail Frontage

Application Premises

Extent of Main Retail Frontage for the purposes of calculating percentages

**Example 2**  
 7 units either side of the application premises are included. However as the Main Retail Frontage on the opposite side of the road is smaller, only 5 units are included.



Main Retail Frontage



Secondary Retail Frontage



Application Premises



Extent of Main Retail Frontage for the purposes of calculating percentages



**Example 3**

7 units on one side of the application premises and 3 on the other are included alongside the 7 on the opposite side of the road.

## Appendix 3 – Designated Shopping Frontages

### Croydon Metropolitan Centre

<b>Croydon Metropolitan Centre: Main Retail Frontage</b>	
Whitgift Centre	Ground and first floor units, units 96 and 97, Chapel Walk
Centrale	Internal units
North End	1-151(odd); 2-142 (even)

<b>Croydon Metropolitan Centre: Secondary Retail Frontage</b>	
Station Road	2-12 (even)
Crown Hill	Crown House; 1-17 (odd); 2-18 (even)
Church Street	19-105 (odd); 26-100 (even)
Reeves Corner	1-5 (odd)
Surrey Street	Surrey House; 5-54 (cons)
High Street	1-117 (odd); 4-114 (even); Arcade adjacent to no.34
St George's House	1-51 (odd); 2-44 (even); St George's Walk frontage of 22 Park Lane
Park Street	2-24 (even)
George Street	3-45 & 67-95 (odd); 2-68 (even)
Norfolk House	1-28 (cons)
Park Lane	2

### District Centres

<b>Addiscombe: Main Retail Frontage</b>	
Lower Addiscombe Road	237-295 (odd)

<b>Addiscombe: Secondary Retail Frontage</b>	
Lower Addiscombe Road	185-205 & 207-227 & 229-231 (odd); 1-9 Bingham Corner (cons) 297-331 (odd); 272-284 & 286-308 (even);



<b>Coulsdon: Main Retail Frontage</b>	
Brighton Road	110-148 (even)
Chipstead Valley Road	2-40 (even); 3-39 (odd)

<b>Coulsdon: Secondary Retail Frontage</b>	
Brighton Road	96-108 & 150-234 (even); 129-159 & 165-185 (odd)
Chipstead Valley Road	41-55 (odd); 42-48 (even)

<b>Crystal Palace: Main Retail Frontage</b>	
Hollybush Terrace	1-4 (cons)
Westow Street	1-23 (odd); 2-64 (even)
Westow Hill	2-24 (even)

<b>Crystal Palace: Secondary Retail Frontage</b>	
Central Hill	1-19 (odd)
Church Road	6-48 & 52-96 (even); 99-113 (odd)
Westow Hill	26-88 (even)
Westow Street	25-71 (odd); 74-78 (even)

<b>New Addington: Main Retail Frontage</b>	
Central Parade	7-50 (cons)

<b>New Addington: Secondary Retail Frontage</b>	
Central Parade	51-54 (cons)

<b>Norbury: Main Retail Frontage</b>	
London Road	1384-1434 (even)

<b>Norbury: Secondary Retail Frontage</b>	
London Road	1327-1423 & 1433-1493 & 1495-1533 (odd); 1350-1374 & 1448-1468 (even)

<b>Purley: Main Retail Frontage</b>	
Brighton Road (A235)	908-934 (even); 909-921 (odd)
High Street	44-48 (even); 15-31 (odd)
Purley Parade	1-11 (cons)

<b>Purley: Secondary Retail Frontage</b>	
Brighton Road	923b-959 (odd); 936-960 (even)
High Street	2-42 (even); 1-13 (odd) (excl. 1c and 1d)
Purley Road	1-7 (odd)
Russell Hill Parade	1-5 (cons)
Russell Parade	1-13 (cons)
The Exchange	1-5 (cons)
Tudor Court	4-18 (evens)

<b>Selsdon: Main Retail Frontage</b>	
Addington Road	182-228 (even)

<b>Selsdon: Secondary Retail Frontage</b>	
Addington Road	119-137 (odd); 150-180 & 230-234 (even)

<b>South Norwood: Main Retail Frontage</b>	
High Street	1a-10(cons); 77-91(cons)
Selhurst Road	208-218 (even)
Station Road	2-22(even);1-9(odd)

<b>South Norwood: Secondary Retail Frontage</b>	
High Street	11-25 & 64-76 (cons)
Station Road	11-21 (odd)
Portland Road	1-47 (odd); 2-38 (even)

<b>Thornton Heath: Main Retail Frontage</b>	
High Street	2-46 (even); 97-123 (odd)

<b>Thornton Heath: Main Retail Frontage</b>	
Brigstock Road	32-54 (even); 3-17 (odd)
Ambassador House	1-7 (cons)
Cotford Parade	1-6 (cons)

<b>Thornton Heath: Secondary Retail Frontage</b>	
Brigstock Road	23-33 (odd); 66-98 (even) (excl. Nicholas House)
High Street	80-86 (even); 21-96 (odd)

#### Local Centres

<b>Beulah Road: Main Retail Frontage</b>	
Beulah Road	52-76 (even); 82-100 (even)

<b>Beulah Road: Secondary Retail Frontage</b>	
Beulah Road	55b-57 (odd)
Parchmore Road	105-117 (odd)

<b>Brighton Road (Sanderstead Road) : Main Retail Frontage</b>	
Brighton Road	244-292 (even); 285-333 (odd)

<b>Brighton Road (Sanderstead Road): Secondary Retail Frontage</b>	
Brighton Road	261-277 (odd)

<b>Brighton Road (Selsdon Road): Main Retail Frontage</b>	
Ruskin Parade	1-8 (cons)
Selsdon Road	2a-18c (even)

<b>Brighton Road (Selsdon Road): Secondary Retail Frontage</b>	
Brighton Road	2-40 (even)
South End	79-131 (odd)
Selsdon Road	20-20e (even); 1-15 (odd)

<b>Broad Green: Main Retail Frontage</b>	
London Road	282-332 (even); 227-271 (odd)
St James's Road	1-9 (odd)
<b>Broad Green: Secondary Retail Frontage</b>	
London Road	248-272 (even)
<b>Hamsey Green: Main Retail Frontage</b>	
Limpsfield Road	324-340 (even); 335-351 (odd)
<b>Hamsey Green: Secondary Retail Frontage</b>	
Limpsfield Road	316-322 & 342-350 (even); 333a-333d (odd)
<b>Pollards Hill: Main Retail Frontage</b>	
London Road	1050-1100 (even); 1023-1107 (odd)
<b>Sanderstead: Main Retail Frontage</b>	
Limpsfield Road	25-47 (odd)
<b>Sanderstead: Secondary Retail Frontage</b>	
Limpsfield Road	1-23 & 49-59 (odd)
<b>Shirley: Main Retail Frontage</b>	
Wickham Road	134-188 & 242-254 (even); 129-151 & 211-227 (odd)
<b>Thornton Heath Pond: Main Retail Frontage</b>	
London Road	778-840 (even)
<b>Thornton Heath Pond: Secondary Retail Frontage</b>	
London Road	722-728 & 842-892 (even)
Brigstock Parade, Brigstock Road	1-8 (cons)

Shopping Parades

<b>Bensham Lane</b>	
Bensham Lane	101-117 (odd); 102-128 (even)
<b>Brighton Road/Biddulph Road</b>	
Brighton Road	560-572 (even)
<b>Brighton Road/Kingsdown Avenue</b>	
Brighton Road	406-418 & 420-454 (even)
<b>Brighton Road/Newark Road</b>	
Brighton Road	171-201 (odd)
<b>Brigstock Road</b>	
Brigstock Road	216-246 (even)
<b>Bywood Avenue</b>	
Bywood Avenue	4-24 (even); 13-19 (odd)
<b>Calley Down Crescent</b>	
Calley Down Crescent	95-105 (odd)
<b>Chapel View</b>	
Chapel View	44-60 (even)
<b>Cherry Orchard Road</b>	
Cherry Orchard Road	140-168 (even)
<b>Chipstead Valley Road</b>	
Chipstead Valley Road	209-227 (odd); 318-330 (even)

<b>Crossways Parade</b>	
Crossways Parade	1-5 (cons)
Selsdon Park Road	169-179 (odd)
<b>Crown Parade</b>	
Crown Parade	1-16 (cons)
Beulah Hill	413-421 (odd)
<b>Elmfield Way</b>	
Elmfield Way	31-49 (odd)
<b>Fiveways Corner</b>	
Purley Way	443-449 (odd)
Central Parade, Denning Avenue	8-10 (cons)
<b>Forestdale Centre</b>	
Forestdale Centre	1-11 (cons)
<b>Godstone Road, Kenley</b>	
Godstone Road	8-30 (even)
<b>Green Lane</b>	
Green Lane	2A-42 (even)
<b>Grovelands</b>	
Brighton Road	102-122 (even))
<b>Headley Drive</b>	
Headley Drive	112-122 (even)
<b>Kenley Station</b>	
Godstone Road	64-84 (even)

<b>Lacey Green</b>	
Lacey Green Parade	1 and 2
Coulsdon Road	217-231 (odd)
<b>London Road/Fairholme Road</b>	
London Road	331-375 (odd)
<b>London Road/Mead Place</b>	
London Road	51-87 (odd)
Mead Place	1-6 (cons)
<b>London Road/Nova Road</b>	
London Road	222-238 (even)
<b>Lower Addiscombe Road</b>	
Lower Addiscombe Road	36-48 (even); 19-53 (odd)
<b>Lower Addiscombe Road/Davidson Road</b>	
Lower Addiscombe Road	7-17 (odd)
<b>Lower Addiscombe Road/Warren Road</b>	
Lower Addiscombe Road	85-99 (odd)
<b>Lower Barn Road</b>	
Lower Barn Road	100-108 (even)
<b>Mayday</b>	
London Road	474-514 (even)
<b>Milne Park East</b>	
Milne Park East	133-145 (odd)

<b>Mitcham Road/Aurelia Road</b>	
Mitcham Road	550-560 (even)
The Parade	1-6 (cons)
<b>Mitcham Road/Wentworth Road</b>	
Mitcham Road	216-244 (even)
Mitchley Avenue	71-79 (odd)
<b>Monks Orchard</b>	
Orchard Way	118-126 (even)
<b>Norbury Road</b>	
Norbury Road	39a-45 (odd)
<b>Portland Road</b>	
Market Parade, Portland Road	1-12 (cons)
Portland Road	149- 165 (odd)
<b>Portland Road/Sandown Road</b>	
Portland Road	245-293 (odd)
<b>Purley Oaks</b>	
Station Approach, Purley Oaks	1-6 (cons)
<b>Purley Way</b>	
Purley Way	335-347 (odd); 352-358 (even)
<b>St James's Road</b>	
St James's Road	185-197 (odd)
<b>Sanderstead Station</b>	
Station Parade, Sanderstead Road	1-12 (cons)
Station Approach	1-7 (cons)



<b>Selhurst Road</b>	
Northcote Road	76 and 78
Selhurst Road	Adj 2-22 (even); 11-17 (odd)
Sydenham Road	403-413 (odd)
<b>Selsdon Road</b>	
Selsdon Road	106-122 (even)
<b>Shirley Poppy</b>	
Wickham Road	572- 582 (even)
<b>Shirley Road</b>	
Shirley Road	151-177 (odd)
<b>Shirley Road/Bingham Road</b>	
Shirley Road	54-74 (odd)
<b>Shrublands</b>	
Broom Road	5-19b (odd)
<b>Southbridge Road</b>	
Southbridge Road	60-76 (even)
<b>South Norwood Hill</b>	
South Norwood Hill	261-285 (odd)
<b>Stoats Nest Road</b>	
Stoats Nest Road	73-85 (odd)
<b>Taunton Lane</b>	
Taunton Lane	13-25 (odd)

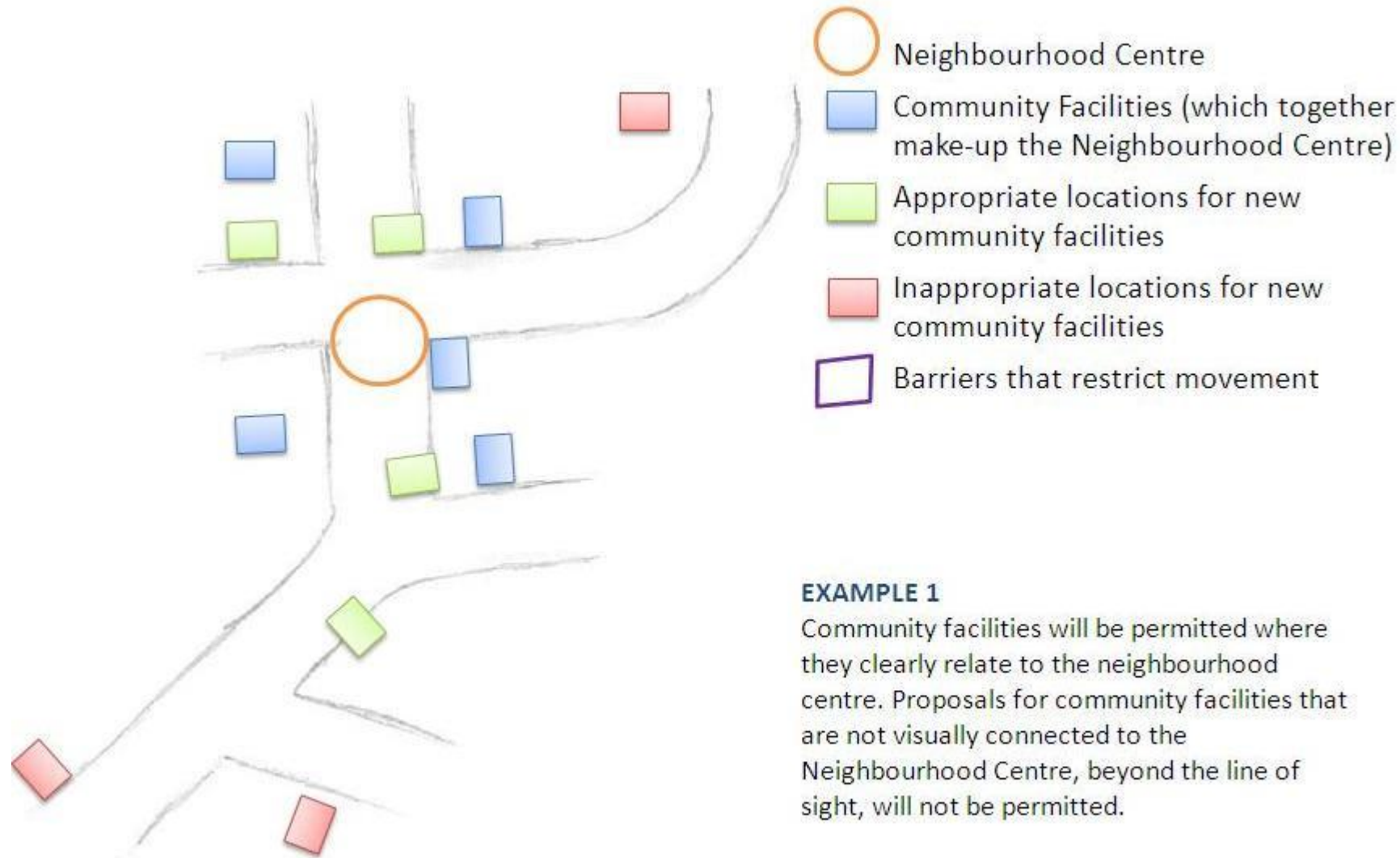
<b>The Parade, Old Coulsdon</b>	
The Parade, Coulsdon Road	1-12 (cons)
Placehouse Lane	1-1a (cons)
<b>Thornton Road</b>	
Thornton Road	42-54 (even)
<b>Waddon Road</b>	
Waddon Road	33-53 (odd)
<b>Wayside, Fieldway</b>	
Wayside	1-9 (cons)
<b>West Croydon</b>	
London Road	1-37 (odd); 12-42 (even)
<b>Whitehorse Lane</b>	
Whitehorse Lane	15-29 (odd)
<b>Whitehorse Road</b>	
Whitehorse Road	35-81A (odd)
<b>Whitehorse Road/Pawsons Road</b>	
Whitehorse Road	295-321 (odd); 322-346 (even)
<b>Wickham Road</b>	
Wickham Road	798-826 (even)
<b>Windmill Road/St Saviour's Road</b>	
Windmill Road	61a-73 (odd)
<b>Windmill Road/Union Road</b>	
Windmill Road	135-145 (odd)

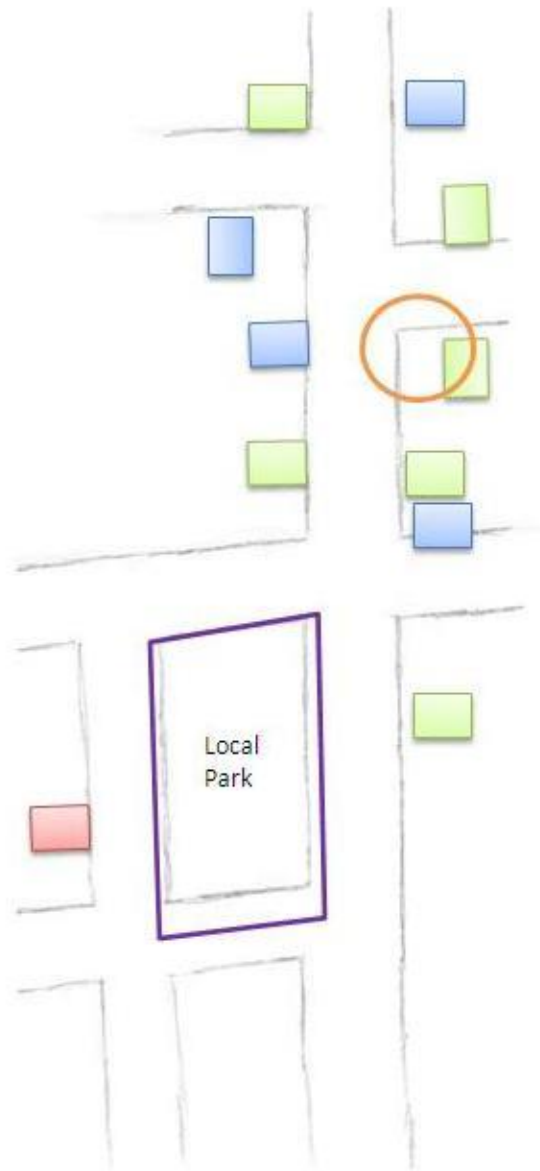
<b>Woodside Green</b>	
Woodside Green	49-59 (odd)

Restaurant Quarter Parades

<b>Restaurant Quarter Parade</b>	
South End	1-73 (odd); 6-78 (even)

## Appendix 4 – How to assess whether proposals demonstrably relate to a Neighbourhood Centre

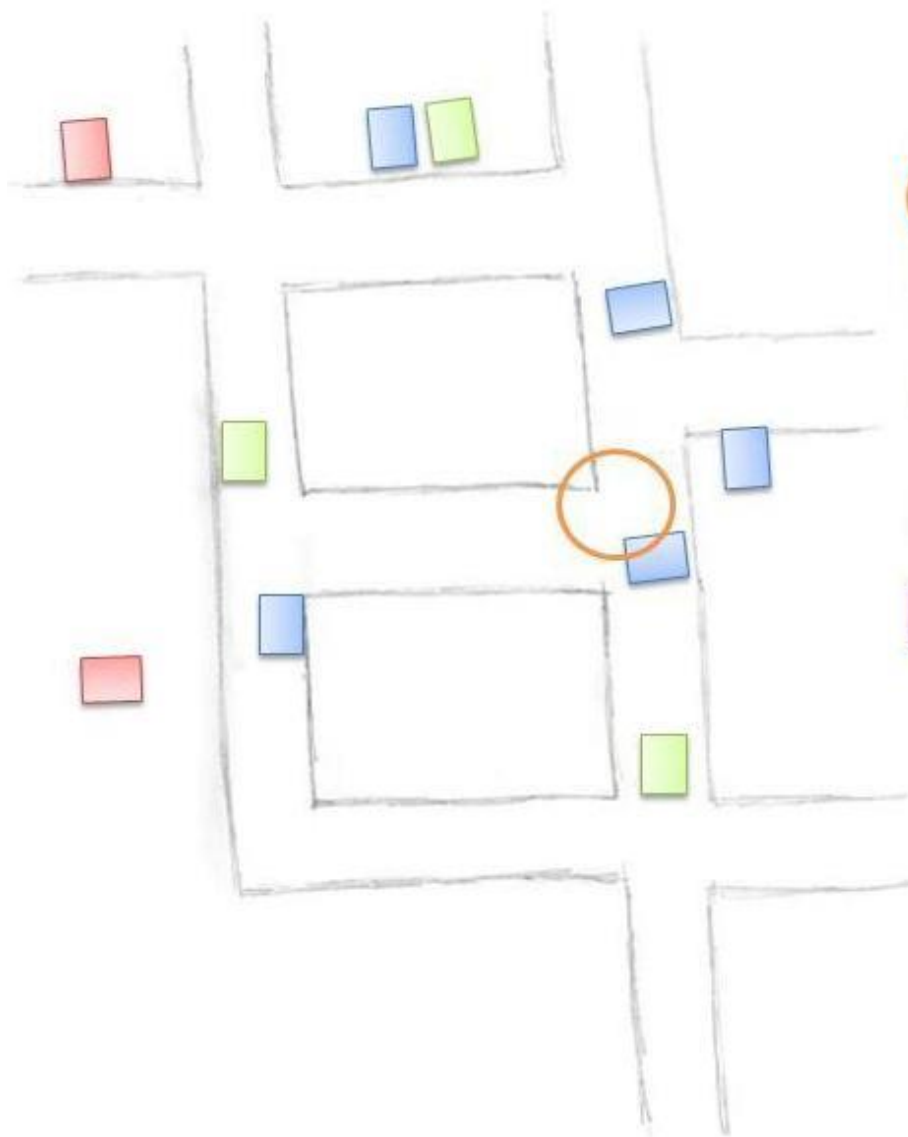




-  Neighbourhood Centre
-  Community Facilities (which together make-up the Neighbourhood Centre)
-  Appropriate locations for new community facilities
-  Inappropriate locations for new community facilities
-  Barriers that restrict movement

**EXAMPLE 2**

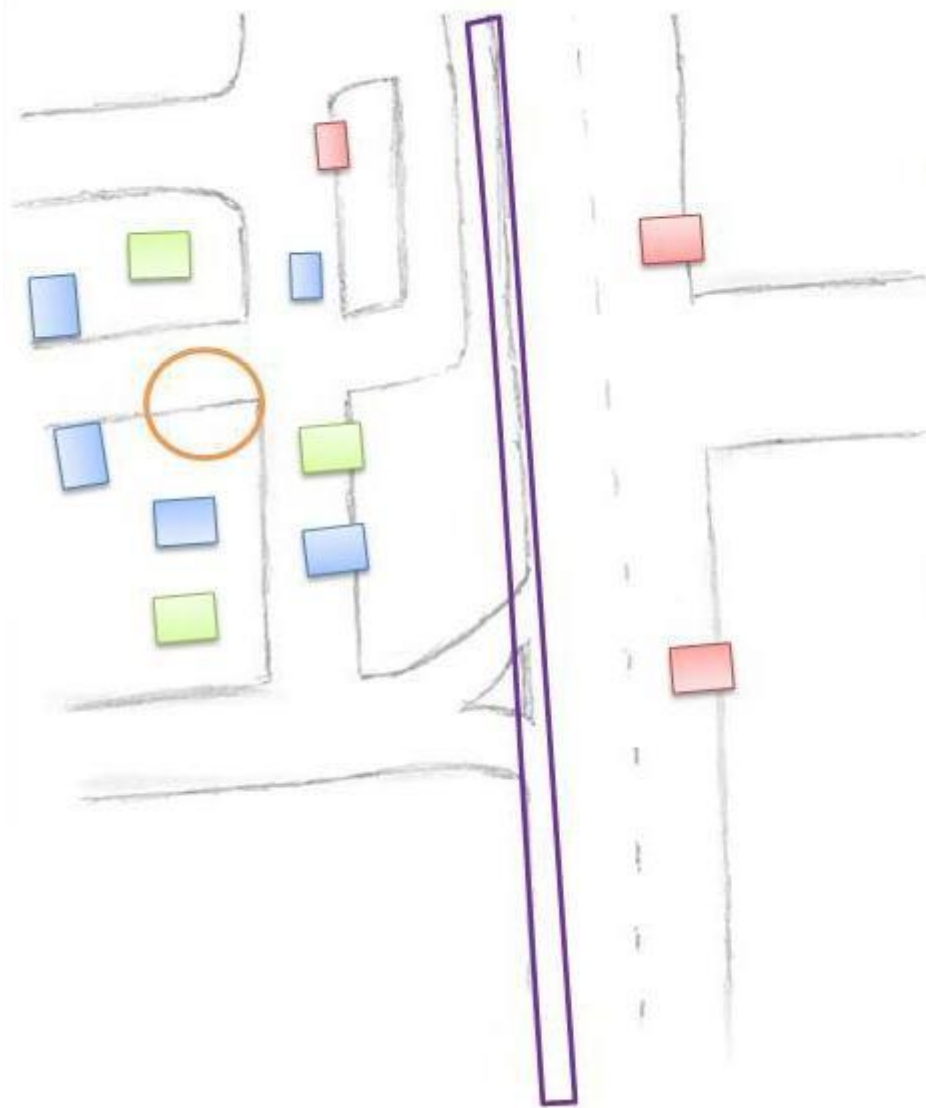
Community facilities will be permitted where they clearly relate to the neighbourhood centre. Proposals for community facilities that are not visually connected to the Neighbourhood Centre, beyond the line of sight, will not be permitted. A clear relationship cannot be demonstrated if there are barriers that restrict movement to the Neighbourhood Centre.



-  Neighbourhood Centre
-  Community Facilities (which together make-up the Neighbourhood Centre)
-  Appropriate locations for new community facilities
-  Inappropriate locations for new community facilities
-  Barriers that restrict movement

**EXAMPLE 3**

Community facilities will be permitted where they clearly relate to the neighbourhood centre. Proposals for community facilities that are not visually connected to the Neighbourhood Centre, beyond the line of sight, will not be permitted.



-  Neighbourhood Centre
-  Community Facilities (which together make-up the Neighbourhood Centre)
-  Appropriate locations for new community facilities
-  Inappropriate locations for new community facilities
-  Barriers that restrict movement

**EXAMPLE 4**

Community facilities will be permitted where they clearly relate to the neighbourhood centre. Proposals for community facilities that are not visually connected to the Neighbourhood Centre, beyond the line of sight, will not be permitted. A clear relationship cannot be demonstrated if there are barriers that restrict movement to the Neighbourhood Centre.

## Appendix 5 – Heritage assets in Croydon

It should be noted that statutory designations are subject to change at any point. Conservation areas, listed buildings and scheduled monuments can be designated at any time and any new designations would be subject to the same policies as those included here.

### **Conservation Areas**

- Addington Village
- Beulah Hill
- Bradmore Green
- Central Croydon
- Croham Manor Road
- Croydon Minster
- Chatsworth Road
- Church Road, Upper Norwood
- Church Street, Croydon
- East India Estate
- Harold Road
- Kenley Aerodrome
- Norbury Estate
- Norwood Grove
- South Norwood
- St Bernard's
- The Waldrons
- The Webb Estate
- Upper Woodcote Village
- Upper Norwood Triangle
- Wellesley Road (North)



## **Local Heritage Areas**

- Addiscombe College Estate
- Auckland Road
- Beatrice Avenue
- Bingham Road
- Birdhurst Road
- Bishops Walk
- Brighton Road (Purley)
- Campden Road and Spencer Road
- Chipstead Valley Road (St Dunstan's Cottages)
- Henderson Road
- Ingatestone Road
- Laud Street area
- London Road (Broad Green)
- London Road (Norbury)
- Pollards Hill South
- Portland Road (Market Parade)
- Portland Road Terraces
- St Peter's Road
- South End with Ye Market
- Station Approach (Coulsdon)
- Stoats Nest Village
- Stuart Crescent
- The Dutch Village
- Thornton Heath High Street
- Upper Shirley Road

## **Historic Parks and Gardens (Statutory List)**

- Addington Palace
- Norwood Grove
- Promenade de Verdun Memorial Landscape

## **Historic Parks and Gardens (Local List)**

The exact boundaries of these areas were approved by the Local Development Framework and Planning Policy Cabinet Committee on 10th December 2008 and adopted by the Council in the Croydon Local Plan: Strategic Policies in April 2013.

- Addiscombe Recreation Ground
- All Saints Churchyard, Sanderstead
- All Saints with St Margaret's, Upper Norwood
- Ashburton Park
- Beaulieu Heights
- Beulah Hill Pond
- Bradmore Green
- Chaldon Way Gardens
- Coombe Wood
- Coulsdon Manor (Coulsdon Court)
- Coulsdon Memorial Ground
- Croham Hurst
- Croydon Airport, Purley Way West
- Duppas Hill
- Geoffrey Harris House
- Grangewood Park
- Haling Grove
- Hall Grange
- Heathfield
- Kenley Airfield
- Kings Wood
- Lloyd Park
- Millers Pond
- Mitcham Road Cemetery
- Norbury Hall
- Park Hill Recreation Ground
- Pollards Hill

- Queen's Gardens
- Queen's Road Cemetery
- Royal Russell School
- St John the Evangelist, Old Coulsdon
- St John's Churchyard, Shirley
- St John's Memorial Garden, Church Street
- St Mary's Churchyard, Addington Village
- St Peter's Churchyard, South Croydon
- Sanderstead Pond (And Green)
- Selsdon Park Hotel (and golf club)
- South Norwood Lake & Gardens
- South Norwood Recreation Ground
- The Lawns
- Thornton Heath Recreation Ground
- Thomas Moore School- (frontage)
- Upper Norwood Recreation Ground
- Virgo Fidelis School including St. Joseph's RC Infant and Junior Schools
- Waddon Ponds
- Wandle Park
- Wettern Tree Garden
- Whitehorse Road Recreation Ground
- Whitgift Almshouses
- Woodcote Village Green
- Woodside Green

### **Scheduled Monuments**

- Croham Hurst round barrow
- Elmers End moated site, South Norwood
- Group of four WWII fighter pens at the former airfield of RAF Kenley
- Group of seven WWII fighter pens at the former airfield of RAF Kenley
- Newe (or Wide) Ditch, Riddlesdown

- Regular aggregate field system, associated trackway and Anglo-Saxon barrowfield on Farthing Down, 490m east of Hooley Farm, Coulsdon
- St John the Baptist's Church gateway, Howley Road
- Surrey Iron Railway embankment, approx. 130m south west of Lion Green Road, Coulsdon

### **Statutory Listed Buildings**

See <https://www.croydon.gov.uk/planningandregeneration/framework/conservation/buildings>

### **Locally Listed Buildings**

See <https://www.croydon.gov.uk/planningandregeneration/framework/conservation/buildings>

### **Archaeological Priority Areas**

- Addington and Addington Park
- Addington Hills
- Ampere Way
- Ashburton Park
- Cane Hill
- Central Croydon
- Croham Hurst
- Croham Hurst Round Barrow
- Croydon 19<sup>th</sup> Century Cemeteries
- Croydon Downs
- Deepfield Way
- Elmers End
- Farthing Down
- Haling Grove
- Hook Hill
- Lion Green Road

- London to Brighton Roman Road
- London to Lewes Roman Road
- Mere Bank
- Norwood Grove
- Old Coulsdon
- Pampisford Road
- Park Lane Anglo-Saxon Cemetery
- Pollards Hill
- RAF Kenley
- Riddlesdown Road
- Russell Hill
- Sanderstead
- Waddon
- Watendone

## **Local Designated Landmarks**

- Addington Palace
- All Saints Church, Sanderstead
- Cane Hill Water Tower
- Clock Tower, High Street, Thornton Heath
- Clock Tower, Station Road, South Norwood
- Croydon Minster
- Ikea Towers, part of former power station
- No.1, Croydon, George Street
- NTL Mast, South Norwood Hill
- Park Hill Water Tower
- Shirley Windmill
- St. Andrew's Church, Woodmansterne Road, Coulsdon
- St. Peter's Church, South Croydon
- The Town Hall Clock Tower, Croydon
- Whitgift Almshouses, North End

## **Views – Croydon Panoramas with the description of what is considered valuable and protectable in the panorama**

- From Addington Hills of Croydon Metropolitan Centre (landmarks NTL Mast, Shirley Windmill, and No.1 Croydon)
- From Biggin Hill of Croydon Metropolitan Centre (landmarks No.1 Croydon and Ikea Towers)
- From Croham Hurst looking south west of Purley and the Downs
- From Farthing Downs of Coulsdon (landmark No.1 Croydon)
- From Kenley Common of Riddlesdown (A good viewpoint to see a unique view of Riddlesdown, and the quarry on the hillside)
- From land adjacent to Parkway and North Downs Crescent of Addington Palace and Shirley Hills (landmark Addington Palace)
- From Norwood Grove of Croydon Metropolitan Centre (landmark No.1 Croydon)
- From Pollards Hill of Croydon Metropolitan Centre (landmarks No.1 Croydon, George Street and Ikea Towers)
- From Purley Way Playing Field of Croydon Metropolitan Centre (landmarks NTL mast, the Town Hall Clock Tower in Katharine Street, No.1 Croydon and the Park Hill Water Tower)
- From Riddlesdown of Kenley (A good viewpoint to see a unique view of Kenley)
- From Ross Road of Ikea Towers (landmark Ikea Towers)

## **Local Designated Views with the description of what is considered valuable and protectable in the view**

- From Addiscombe Road by Sandilands Tramstop of No.1 Croydon
- From Church Street of Whitgift Almshouses and No.1 Croydon
- From Crown Hill of Croydon Minster
- From Farthing Downs of Cane Hill Water Tower
- From George Street of No.1 Croydon, George Street
- From Heathfield of Selsdon and New Addington (unique view of the collection of buildings of New Addington)
- From High Street north east, of the Clock Tower, South Norwood
- From High Street of the Clock Tower, Thornton Heath
- From High Street south west, of the Clock Tower, South Norwood
- From Limpsfield Road, near Wentworth Way of All Saints' Church
- From North End of the Town Hall Clock Tower
- From Oliver Grove of the Clock Tower, South Norwood
- From Park Hill of Croydon Metropolitan Centre (unique collection of buildings, no landmarks)
- From Roman Way north of Croydon Minster
- From Roman Way south of Croydon Minster
- From Selsdon Road of St Peter's Church
- From South Norwood Hill of the Shirley Windmill
- From Woodcote Grove Road of Cane Hill and St. Andrews Church ( St Andrews In the foreground and land mark of Cane Hill Water Tower in the distance)

## Appendix 6 – About the proposal sites

The Croydon Local Plan 2018 sets out Croydon Council's proposed sites for new homes, new primary ~~and secondary~~ schools, new healthcare facilities, new Gypsy and Traveller pitches and Creative and Cultural Industries Enterprise Centres and also land to be safeguarded for transport improvements in the borough.

~~This appendix explains the factors that were taken into consideration when assessing possible proposal sites in the borough. The proposal sites were identified from the following sources:~~

- ~~• The Call for Sites that took place in February 2012 and February 2014;~~
- ~~• The Strategic Housing Land Availability Assessment prepared by the Mayor of London in 2013;~~
- ~~• Planning permissions and records of pre-application advice; and~~
- ~~• Sites identified by Council officers as having potential for development.~~

Each site was considered for different uses. As each different land use has different needs the factors that were taken into consideration are looked at in turn starting below with housing.

### **New homes**

In assessing each site the basic criteria that were considered were as follows:

- Is the site big enough for 10 or more new homes;
- Are there any existing or proposed policy constraints that would prevent the development of the site altogether;
- Is the existing land use protected from development unless certain criteria are met (such as demonstrating lack of demand for an industrial premises or community use);
- Are there any factors that would prevent the site being developed (such as legal covenants or viability issues); and
- Could better use be made of the site for another use such as a new school based on the criteria in the following paragraphs?

### **New primary schools**

There were five principal criteria when assessing whether or not a site was suitable for a new primary school. These were:

- The site must be big enough (with 0.25ha being the smallest site a new primary school could be built on);
- The site must be in an area with an identified need for new primary school classes;
- The existing land use is not protected;
- There are no policy constraints that would prevent the development of the site altogether; and



e) There are no known factors that prevent the site being developed.

Not every area of the borough has a need for new primary school classes beyond 2017. Only the North West, Centre and South West have been identified as needing more classrooms that will require the construction of a new primary school. The remaining areas of the borough (the North East, the East and the South East), either do not have any need for new classrooms or the need is small enough to be accommodated through the expansion of existing primary schools.

### **New secondary schools**

The assessment criteria for secondary schools were similar to primary schools, the main differences being the size of the site required and that secondary school places are required across the borough. The minimum site size for a new secondary school is 1.1ha.

### **New healthcare facilities**

The Council has worked with NHS England, the Croydon Commissioning Group, the South London and Maudsley NHS Trust, the Croydon University Hospital NHS Trust, the London Healthy Urban Development Unit and NHS Property Services to identify sites that would be suitable for new healthcare facilities and are in areas of demand.

### **Sites for Gypsy and Traveller pitches**

Gypsy and Traveller pitches are initially considered in the same way as a site for housing as in planning terms it is the same use of land. However, new Gypsy and Traveller pitches have their own specific requirements as well which were:

- a) The site must be big enough for three pitches (with 0.15ha being the minimum site size required for three new pitches); and
- b) The site should have no existing buildings (on the grounds that it would not be viable to demolish existing buildings and replace them with Gypsy and Traveller pitches), or the existing building could be used to provide an amenity block for new pitches.

### **Creative and Cultural Industries Enterprise Centres**

The Croydon Local Plan 2018 sets out in Policy SP3.3 that it will create a network of Creative and Cultural Industries Enterprise Centres with one each in Croydon Metropolitan Centre, Crystal Palace, Purley and South Norwood/Portland Road. Sites in these locations have been considered as potential locations for a Creative and Cultural Industries Centre where there is an existing policy designation protecting the existing use, but where the site could be realistically used to support creative and cultural industries in the borough.

## Appendix 7 – Schedule of proposal sites

Site 5: AIG Building, 2-8 Altyre Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR9 2LG	0.236ha	Office building	Central	High	Large building in an urban setting	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Redevelopment including residential and non-retail town centre use at ground floor.		Residential development will help to meet the need for new homes in the borough. The site lies within Croydon Metropolitan Centre but outside the Primary Shopping Area so all town centre uses except retail are acceptable in this location.			Post 2034	Site has no known developer interest and the Council will need to work with landowner to bring it forward.	76

Site 8: Motor Village Croydon, 121 Canterbury Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Broad Green & Selhurst)	CR0 3HF	0.36ha	Car showroom and garage	Urban	Medium	Large buildings with well-defined building line and adjacent to other buildings	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development comprising employment ground floor use with residential above.		Residential development will help to meet the need for new homes in the borough. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.			2024-2029	Site is subject to developer interest.	95

Site 11: Croydon Garden Centre, 89 Waddon Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4HY	0.994ha	Garden centre and car park	Urban	Low	Compact houses on relatively small plots, Local authority built housing with public realm, Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development <del>Residential development</del> Mixed use development comprising main town centre ground floor use with residential above.		The site is suitable for residential development as the garden centre is not a protected use. Residential development will help to meet the need for new homes in the borough. The Sustainability Appraisal recommends public transport improvements are made as part of the development to mitigate the site's low public transport accessibility rating. The Listed Building should be positively integrated into the development. <b>The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.</b>			2021-2026 2024-2029	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	152 <del>35 to 94</del>

Site 13: Boyden Tiles, Mayday Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Broad Green & Selhurst	CR7 7GY	0.44ha	Vacant industrial site	Urban	Medium	Industrial estates	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough. The employment use is a protected use and therefore need to be retained on the site.			2024-2029	Site is subject to developer interest with a planning application likely soon and subject to granting of planning permission there is nothing preventing the site from being developed.	57

Site 16: Heath Clark, Stafford Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4NG	3.24ha	Field	Urban	High	Compact houses on relatively small plots, Industrial Estates, Large buildings in an urban setting, Mixed type flats	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Secondary School and Residential development subject to access from Stafford Road		<p>The site is of a suitable size for a secondary school, is in an area that has a high demand for school places and can make a significant contribution to meeting this demand. The site is also large enough to accommodate new homes as well as a secondary school. Residential development will help to meet the need for new homes in the borough. Access to this site is currently an issue and development is dependent upon the reconfiguration of the Fiveways junction as currently it is not possible to provide access on to Stafford Road or Duppas Hill Road because of the volume of traffic on these roads. The Sustainability Appraisal recommends the loss of open space is mitigated by the development. School buildings and residential development should be located away from areas at risk from surface water ponding.</p>			<p>2021-2026 2024-2029</p>	<p>Site has no known developer interest and the Council will need to work with landowner to bring it forward  Site has planning permission</p>	<p>62 to 128  266</p>

Site 21: Former Royal Mail site, 1-5 Addiscombe Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR9 6AB	0.43ha	Former Royal Mail Delivery Office	Central	High	Large buildings in an urban setting	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><del>Residential led mixed use development incorporating either hotel, office, and leisure and/or class A2-A5 uses</del></p> <p><del>Also retail so long as the current planning permission is extant.</del></p> <p><b>Mixed use development comprising town centre uses at ground floor with hotel, office or residential above.</b></p>		<p>Proximity to East Croydon station means the site is well suited to provide homes and could include either offices, hotel and leisure uses as part of a mixed scheme. The site lies within Croydon Metropolitan Centre but outside the Primary Shopping Area so all town centre uses except retail are acceptable in this location. The redevelopment of this site could help to meet the need for new homes in the borough. <b>The site forms part of the Brighton Mainline and East Croydon station Transformation Area.</b></p> <p><del>The site has planning permission for a retail use having passed the sequential test. Should the planning permission expire retail use would cease to be an acceptable use on this site unless a new sequential test demonstrates that there are no sequentially preferable sites available that are suitable for the type of retail use proposed. A cycling hub is required to improve the sustainability of the site, the development of which has some negative environmental impacts, although partly mitigated by the provision of housing and employment.</del></p>			<p><b>Post 2034</b></p> <p><del>2016-2021</del></p>	<p><del>Site has planning permission and there is nothing preventing the site from being developed</del></p> <p><b>Planning permission has expired and there are a number of issues that need to be overcome before the site can be developed including consideration of the Brighton Mainline and East Croydon station upgrade works.</b></p>	<p><del>74 to 201</del></p> <p><b>209</b></p>

<b>Site 22: Whitehorse Road garages and parking area, Whitehorse Road Estate (Johnson Road/Cromwell Road)</b>							
<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Broad Green & Selhurst	CR0 2JR	0.1ha	Garages and car park	Urban	Medium	Predominantly 2-storey terraced housing	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Residential development		Residential development will help to meet the need for new homes in the borough. The employment use is a protected use and therefore need to be retained on the site.			2029-2034	Site is subject to developer interest.	16



Site 25a: Morrisons Supermarket, 500 Fiveways off Purley Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4NZ	4.57ha 2.74ha	Retail warehouse site bordering Purley Way and Stafford Road	Urban	High	Detached houses on relatively large plots, Retail Estates & Business & Leisure Parks, Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Redevelopment of a mix of residential, retail, commercial and community uses, <b>new green open space and health facility (if required by the NHS)</b> to form the basis of a new residential community <b>and part of the potential Fiveways Local Centre and environs.</b></p> <p><del>It is recommended that basements are not considered at this site. Further ground investigations would be required at this site to confirm the likelihood of groundwater occurrence.</del></p>		<p>Potential for a new Local Centre in the Fiveways area of <del>Waddon</del> is identified in the <b>Purley Way Transformation Area</b> and Croydon Local Plan's <del>Strategic Policies.</del></p> <p>Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, <b>community uses</b> and retail.</p> <p><del>alongside new community and leisure uses. Residential development will help to meet the need for new homes in the borough.</del></p> <p><b>The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.</b></p>			<p><del>Post 2026</del></p> <p><b>Post 2034</b></p>	<p><del>Site has no known developer interest and the Council will need to work with landowner to bring it forward</del></p> <p><b>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</b></p>	<p><del>251 to 1028</del></p> <p><b>529</b></p>

Site 25b: Porcelenosa, 468-472 Purley Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4NZ	0.83ha	Retail warehouse site bordering Purley Way	Urban	High	Detached houses on relatively large plots, Retail Estates & Business & Leisure Parks, Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Redevelopment of a mix of residential, retail, commercial and community uses, new green open space and health facility (if required by the NHS) to form the basis of a new residential community and part of the potential Fiveways Local Centre and environs.</p>		<p>Potential for a new Local Centre in the Fiveways area is identified in the Purley Way Transformation Area and Croydon Local Plan- Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.</p>			Post 2034	Site has no known developer interest and the Council will need to work with landowner to bring it forward	233

Site 25c: Fiveways Retail Park, 500 Purley Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4NZ	1.84ha	Retail warehouse site	Urban	High	Detached houses on relatively large plots, Retail Estates & Business & Leisure Parks, Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Redevelopment of a mix of residential, retail, commercial and community uses, new green open space and health facility (if required by the NHS) to form the basis of a new residential community and part of the potential Fiveways Local Centre and environs.</p>		<p>Potential for a new Local Centre in the Fiveways area is identified in the Purley Way Transformation Area and Croydon Local Plan.</p> <p>Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.</p>			Post 2034	Site has no known developer interest and the Council will need to work with landowner to bring it forward	272

**Site 28: Bowyers Yard, Bedwardine Road-20 Haynes Lane**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Crystal Palace & Upper Norwood	SE19 3AN	0.02ha	Studios and Workshop Space	Urban	High	Large houses on relatively small plots, Terraced houses and cottages, Urban Shopping Areas	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Cultural and Creative Industries Enterprise Centre		An existing recording studio that is seeking to expand their offer will provide greater support for the cultural creative sector. Accords with Croydon Local Plan Policy SP3.3 to deliver such a facility within Crystal Palace. The Sustainability Appraisal highlights the context of the Conservation Area which development proposals will need to consider			2021 - 2026	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	n/a

Site 30: Purley Leisure Centre, car park and former Sainsbury's Supermarket, High Street							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley	CR8 2AA	0.66ha	Swimming pool, multi-storey car park and former supermarket	Urban	High	Large buildings in an urban setting, Mixed type flats, Terraced houses and cottages, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use redevelopment incorporating public car park, new leisure facilities, including a swimming pool, and other community facilities, <del>healthcare facility</del> , creative and cultural industries enterprise centre, retail or residential accommodation.		The community use of the site is protected by Policy SP5 of the Croydon Local Plan. A commitment to deliver a creative and cultural industries enterprise centre in Purley District Centre is set out in Croydon Local Plan. As it is in the Primary Shopping Area retail is an acceptable use. Residential development will help to meet the need for new homes in the borough. <del>The site has been identified by the NHS as being in an area with a need for additional healthcare facilities.</del>			2029-2034 <del>2021-2026</del>	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	179 <del>30 to 171</del>

Site 31: Croydon College car park, College Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1PF	0.25ha	Eastern end of Croydon College over existing car park and access area	Central	High	Large buildings in an urban setting, Linear Infrastructure	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use redevelopment comprising hotel & residential		<p>The site is to be used to fund improvements to the remaining parts of Croydon College, who do not need the car park. Residential development will help to meet the need for new homes in the borough.</p> <p>The site lies within Croydon Metropolitan Centre close to East Croydon station but outside of the Primary Shopping Area so is suitable for all town centre uses except retail.</p>			2021-2026	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	159

Site 32: 4-20 Edridge Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 9WX	0.23ha	Car park	Central	High	Linear Infrastructure; Tower Buildings; Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough. It is a poor location for offices as it is too far from East Croydon station and outside of the Primary Shopping Area so retail use is not acceptable or suitable.			<del>2021-2026</del> <b>2024-2029</b>	Site has planning permission <del>but there are a number of issues that need to be overcome before the site can be developed</del>	<del>180-220</del> <b>230</b>

Site 33: 26-28 Addiscombe Road (Go Ahead House)							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR9 5GA	0.13ha	Office building	Central	High	Large buildings with well-defined building line and adjacent to other buildings	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential, office and/or hotel		Residential development will help to meet the need for new homes in the borough. The site lies within Croydon Metropolitan Centre close to East Croydon station but outside of the Primary Shopping Area is suitable for all town centre uses except retail.			2029-2034	Site is subject to developer interest	76



**Site 34: Land Bounded by George Street, Park Lane, Barclay Road and Main London to Brighton Railway Line**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Croydon Opportunity Area	CR0 1YL	1.61ha	Law court, cleared site and public realm	Central	High	Large buildings with surrounding space	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Potential conversion of Law Court Building, creation of new open space and mixed use development of the rest of the site, comprising town centre ground floor uses and residential above.		Residential development will help to meet the need for new homes in the borough. The site lies within Croydon Metropolitan Centre close to East Croydon station but outside of the Primary Shopping Area so is suitable for all town centre uses except retail.			Post 2034	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	352

Site 35: Purley Baptist Church, 2-12 Banstead Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley	CR8 3EA	0.43ha	Purley Baptist Church, parking area and other various buildings	Urban	High	Large buildings in an urban setting, Planned estates of semi-detached houses, Terraced houses and cottages, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use redevelopment comprising new church, community facility and residential <del>with development located outside Flood Zone 2 and 3a.</del>		The redevelopment of this site could help to meet the need for new homes in the borough. The church and community facility are protected by Croydon Local Plan Policy SP5. The provision of flood prevention measures is required to improve the sustainability of the development.			2021-2026 2029-2034	<p>Site has planning permission</p> <p>Site is subject to developer interest with a planning application likely soon and subject to granting of planning permission there is nothing preventing the site from being developed</p>	114 20 to 111

<b>Site 40: West Croydon Bus Station</b>							
<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Croydon Opportunity Area	CR0 2RD	0.32ha	Bus station	Central	High	Transport Nodes	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Retention and improvement of bus station alongside town centre uses at ground floor level with residential use above.		Redevelopment of the bus station, retaining this facility, will help to meet the need for homes in the borough in a sustainable location. The site lies within Croydon Metropolitan Centre close to West Croydon station but outside of the Primary Shopping Area so is suitable for all town centre uses except retail. Development should ensure the setting of St Michael's and All Angels Church is preserved and enhanced.			Post 2034	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	76

<b>Site 41: Direct Line House, 3 Edridge Road</b>							
<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Croydon Opportunity Area	CR9 1AG	0.27ha	Office building	Central	High	Large buildings with surrounding space	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Residential and/or office development		Residential development will help to meet the need for new homes in the borough. The site lies within Croydon Metropolitan Centre but outside of the Primary Shopping Area so is suitable for all town centre uses except retail.			2029-2034	Site is subject to developer interest	158

Site 42: The Lansdowne, 2 Lansdowne Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR9 2ER	0.25ha	Office building	Central	High	Large buildings with surrounding space	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development comprising ground floor town centre uses and improved pedestrian environment on the Lansdowne Road frontage, with office or residential above.		Residential development will help to meet the need for new homes in the borough. The site lies within Croydon Metropolitan Centre but outside of the Primary Shopping Area so is suitable for all town centre uses except retail.			Post 2034	Site is subject to developer interest	158

Site: 44: Central Parade West, Central Parade							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Addington	CR0 0JB	2.07ha	Land and community buildings to the west side of Central Parade	Urban	Medium	Institutions with associated grounds, Local authority built housing with public realm, Mixed type flats, Suburban Shopping Area	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed development including residential, community, healthcare facility, leisure, retail and open space		Residential development would help meet the need for new homes in the borough. The site is in New Addington District Centre, within the Primary Shopping Area which would make all town centre uses acceptable in this location. Community facilities are protected by Policy SP5 of the Croydon Local Plan. Landscaping that includes species to assist biodiversity is required to assist sustainability. The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating.			2016 - 2021	Site is subject to developer interest with a planning application likely soon and subject to granting of planning permission there is nothing preventing the site from being developed	50 to 290

Site 47: 3-9 Park Street							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1YD	0.07ha	Vacant building previously used as a nightclub	Central	High	Large buildings with well-defined building line and adjacent to other buildings	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use residential and ground floor town centre use		Residential development will help to meet the need for new homes in the borough. Site lies within Croydon Town Centre and within the Primary Shopping Area which would make all town centre uses acceptable in this location. The site is within the Central Croydon Conservation Area and should preserve and enhance the character of the area. The Council's relevant Conservation Area Guidance and Management Plans will need to be adhered to.			2029-2034	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	18

Site 48: 294-330 Purley Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4XJ	2.55ha	Retail warehouse and vacant employment land	Urban	Medium	Retail Estates & Business & Leisure Parks, Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><del>Mixed use development comprising retail store, commercial space and residential units</del></p> <p>Mixed use development comprising main town centre ground floor use with residential above.</p>		<p>Potential for a new Local Centre in the Waddon Marsh area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan. As the site is within Flood Zone 3 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment. It is recommended that basements are not considered at this site.</p>			<p>2029-2034 Post 2026</p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p>	<p><del>17</del> 331</p>



Site 50: 44-60 Cherry Orchard Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 6BA	0.3ha	Meat processing factory	Urban	High	Industrial Estates, Mixed type flats, Tower Buildings	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough. The site was included as an allocation in the Replacement Unitary Development Plan (2006) and as such is not protected as a Town Centre Industrial site as part of the Croydon Local Plan. The site forms part of the Brighton Mainline and East Croydon station Transformation Area.			2024-2029	<del>No known developer interest for this site</del> Site has planning permission	120 <del>50 to 80</del>

Site 54: BMW House, 375-401 Brighton Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
South Croydon	CR2 6ES	0.581ha	Site of former BMW showroom which has a multi-storey car park to the rear	Urban	Medium	Large houses on relatively small plots, Retail Estates & Business & Leisure Parks, Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Mixed use residential and supermarket</p> <p>The site is located within Flood Zone 3a associated with the culverted River Wandle. At this location, the culverted River Wandle has been incorporated into the surface water sewer system as it flows north below the A235 Brighton Road. A Flood Warning and Evacuation Management Plan must be prepared for the site.</p>		<p>There are no sequentially preferable sites within the Brighton Road (Sanderstead Road) Local Centre for a supermarket and a developer is interested in building one on this site. Residential development will help to meet the need for new homes in the borough. The development has some negative environmental impacts, although partly mitigated by the provision of housing and employment. As the site is within a Flood Zone 3 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment</p>			2016-2021	<p>Site is subject to developer interest and a planning application is likely soon with the landowner looking to develop the site themselves</p>	42

Site 58: 140 & 140a Hermitage Road						
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character
Crystal Palace and Upper Norwood	SE19 3JU	0.43ha	Vacant former care home	Urban	Medium	Medium rise blocks with associated grounds
Description of option	Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development subject to the adequate re-provision of the existing community use.	Residential development will help to meet the need for new homes in the borough.			Post 2034	Site has no known developer interest and the Council will need to work with landowner to bring it forward	22

<b>Site 60: Cane Hill Hospital Site, Farthing Way</b>							
<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Coulsdon	CR5 3YL	32.37ha	Former Hospital Site	Suburban	Low	Green Infrastructure; Planned estates of semi-detached houses; Scattered houses on large plots	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Residential development with new community, health and educational facilities		The development of this site will assist in meeting the need for housing in the borough. New community, health and educational facilities are required to improve the sustainability of the site. The site has been identified by the NHS as being in an area with a need for additional healthcare facilities.			2016 – 2021	Site has planning permission and there is nothing preventing the site from being developed	650

Site 61: Purley Station car park and <del>54-58</del> 26-52 Whytecliffe Road South							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley	CR8 2AW	0.46ha	Car Park <del>and terraced residential homes</del>	Urban	High	Institutions with associated grounds, Mixed type flats, Planned estates of semi-detached houses, Terraced houses and cottages, Transport Nodes	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential use <del>with retention of car parking spaces</del>		<p>The site will help to meet the need for homes and potential for public parking in the borough after 2026. A Transport Assessment will be required of redevelopment proposals for the site to consider possible impacts on local streets in the vicinity of Purley Railway station arising from any reduction in parking. <del>The site is located in close proximity to a safeguarded site under paragraph 204 of the National Planning Policy Framework therefore any proposals must be designed to ensure they do not prejudice its current or future operation.</del></p>			2024-2029 Post 2026	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before it can be developed</p> <p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p>139</p> <p><del>21 to 119</del></p>

**Site 64: 100, 112a and 112b Brighton Road**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Purley	CR8 4DB	0.48ha	Two vacant units at ground floor, previously used as a gym and bowling alley, with unit on first floor	Urban	Medium	Urban Shopping Areas	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Comprehensive development for new residential.		Residential development will help to meet the need for new homes in the borough.			Post 2034	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	52

Site 68: 130 Oval Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Addiscombe	CR0 6BL	0.22ha	Former warehouse/factory that has been vacant for more than five years. Hidden behind terraces of residential dwellings accessible through two alleyways.	Urban	High	Industrial Estates, Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		As part of the Croydon Local Plan any town centre or scattered employment site that has been vacant for more than 18 months is being proposed for redevelopment if it could accommodate 10 or more new homes. Policy SP3.2 of the Croydon Local Plan requires that evidence of lack of demand for the existing premises or site for an employment use be provided before other uses can be considered. However, the need for new homes in the borough is so great that, as a plan-making process, a plan-led release of vacant town centre and scattered employment sites is proposed to help meet the need for new homes.			2029-2034 <del>2021 - 2026</del>	Site is subject to developer interest with a planning application likely soon and subject to granting of planning permission there is nothing preventing the site from being developed.	19 <del>40 to 57</del>

Site 71: 2 Red Gables, Beech Avenue							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Sanderstead	CR2 0NL	0.63ha	Detached property and associated amenity land	Suburban	Low	Medium rise blocks with associated grounds	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough.			2024-2029	Site is subject to developer interest with a planning application likely soon and subject to granting of planning permission there is nothing preventing the site from being developed	34



**Site 78: 114-118, Whitehorse Road**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Broad Green & Selhurst	CR0 2JF	0.04ha	Retail unit on ground floor & vacant offices set back from retail frontage over 2 floors	Urban	High	Urban Shopping Areas	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
<del>Residential conversion and extension</del> <b>Mixed use development comprising main town centre ground floor use with residential above.</b>		Offices not in preferred location. Prior approval for office to residential for 8 units, there is potential for 10 units or more with potential to move the/extend the 1st storey and above to the building line of the ground floor. Conversion would need to adhere to Local Plan and London Plan Standards to improve the sustainability of the development.			<del>2016-2021</del> <b>2029-2034</b>	Site is subject to developer interest	<del>7 to</del> 8

<b>Site 79: Waitrose, Sanderstead</b>							
<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Sanderstead	CR2 9LE	0.74ha	Superstore and car park	Urban	Low	Retail estates, business, leisure parks	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Mixed use development comprising main town centre ground floor use with residential above.		Residential development will help to meet the need for new homes in the borough. Site is located in Sanderstead Town Centre so all town centre uses including retail are suitable at this site			Post 2034	Site has no known developer interest and the Council will need to work with landowner to bring it forward	62

Site 80: Victory Place							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Crystal Palace & Upper Norwood	SE19 3BD	0.27ha	Warehouses and office buildings at rear of Victory Place and Garberry Road in the centre of the Crystal Palace Triangle	Urban	High	Compact houses on relatively small plots; Industrial Estates; Mixed type flats; Terraced houses and cottages; Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Ground floor retail, restaurant and studio space with hotel, office/ or and residential uses on other floors		Residential development will help to meet the need for new homes in the borough. The site lies within Crystal Palace District Centre and Primary Shopping Area so all town centre uses including retail are acceptable in this location. The Sustainability Appraisal recommends that the impact of the proposal on the conservation area is mitigated through the heritage and townscape assessment.			2016 – 2021	Site has planning permission and there is nothing preventing the site from being developed	33 to 70

<b>Site 87: Shirley Community Centre</b>							
<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Shirley	CR0 8JA	0.1ha	Community centre	Suburban	Medium	Institutions with associated grounds	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Residential development subject to the adequate reprovion of the existing community use.		Residential development will help to meet the need for new homes in the borough. Community facilities are protected by Policy SP5 of the Croydon Local Plan.			Post 2034	Site is subject to developer interest	9

Site 97: 24 Station Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
South Norwood & Woodside	SE25 5AG	0.05ha	Vacant plot adjacent to supermarket	Urban	High	Terraced houses and cottages; Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development with a retail unit		The redevelopment of this site could help to meet the need for new homes in the borough. The site lies within the Primary Shopping Area of South Norwood District Centre and so retail is an acceptable use. The Sustainability Appraisal recommends that the impact of the proposal on the conservation area is mitigated through the heritage and townscape assessment.			2016 - 2021	Site is subject to developer interest and a planning application is likely soon with the landowner looking to develop the site themselves	12

Site 103: 585-603 London Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Broad Green and Selhurst	CR7 6AY	0.81ha	Hotels and associated car parks	Urban	Medium	Large buildings with well-defined building line and adjacent to other buildings	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development for residential and hotel.		Residential development will help to meet the need for new homes in the borough.			2024-2029	Site has planning permission	143

Site 104: Former Taberner House site, Fell Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR9 3JS	0.36ha	Former Council offices currently being demolished	Central	High	Green Infrastructure; Large buildings in an urban setting; Tower Buildings	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough. It is a poor location for offices as it is too far from East Croydon station and outside of the Primary Shopping Area so retail use is not acceptable or suitable. The retention of public open space in the development is required to assist its sustainability.			2021 – 2026	Site has planning permission but there are a number of issues that need to be overcome before the site can be developed	440

Site 105: Strand House, Zion Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Thornton Heath	CR7 8RG	0.25ha	Former Adult Learning and Training Centre	Urban	High	Large buildings with surrounding space	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough.			2029-2034	In Council ownership	22



Site 106: CACFO, 40 Northwood Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Thornton Heath	CR7 8HU	0.15ha	Community centre	Urban	Medium	Cottages, terraced houses & close knit semi-detached houses	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development subject to the adequate reprovion of the existing community use.		Residential development will help to meet the need for new homes in the borough. Community facilities are protected by Policy SP5 of the Croydon Local Plan .			2029-2034	Site is subject to developer interest	18

Site 110: Old Waddon Goods Yard, Purley Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4NX	0.74ha	Various large retail units	Urban	Medium	Retail estates, business, leisure parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development comprising main town centre ground floor use with residential above and station improvements to Waddon Station.		Potential for a new Local Centre in the Fiveways area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out-of-town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.			Post 2034	Site has no known developer interest and the Council will need to work with landowner to bring it forward	168

Site 114: Garage courts at 18 Bramley Hill							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Waddon	CR0 1AP	0.09ha	Garages and amenity land	Suburban	Medium	Medium rise blocks with associated grounds	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough.			2029-2034	Site is subject to developer interest	8

<b>Site 115: Cheriton House, 20 Chipstead Avenue</b>							
<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Thornton Heath	CR7 7DG	0.17ha	Former care home and land	Urban	High	Institutions with associated grounds; Mixed type flats	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Residential redevelopment		No interest has been shown for a replacement community facility on this site so residential development is in principle acceptable and will help to meet the need for new homes in the borough. The design will need to address the environmental impacts of redevelopment. It is recommended that basements are not considered at this site.			2021 – 2026	Site is subject to developer interest with a planning application likely soon and subject to granting of planning permission there is nothing preventing the site from being developed	15 to 20

Site 116: Rees House & Morland Lodge, Morland Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Addiscombe	CR0 6NA	0.46ha	Vacant office building and former care home	Urban	Medium	Compact houses on relatively small plots; Institutions with associated grounds; Large houses on relatively small plots; Mixed type flats; Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Secondary School		Needed to meet demand for school places			2016 – 2021	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	n/a

Site 120: Timebridge Community Centre, Field Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Addington	CR0 9DX	2.089ha	Former school and grounds currently in use as a community centre	Urban	Medium	Compact houses on relatively small plots; Institutions with associated grounds	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Secondary school buildings		The site is a suitable size for accommodating secondary school buildings and adjacent to existing playing fields which can be used by the school. The secondary school would make a significant contribution towards meeting the demand for secondary school places.			2016 - 2021	In Council ownership	n/a

Site 123: Prospect West and car park to the rear of, 81-85 Station Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2RD	<del>0.88ha</del> 0.6ha	Car park at rear and office block	Central	High	Large buildings with surrounding space; Transport Nodes	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential (with healthcare facility if required by NHS). It is recommended that basements are not considered at this site. Further ground investigations would be required at this site to confirm the likelihood of groundwater occurrence. There is one historic record of surface water flooding held by the Council in this location.		Existing office building is not protected from development. The site's location away from East Croydon station means it is less suited to hotel or office use and because it is outside of the Primary Shopping Area it is not suitable for retail use. Residential development will help to meet the need for new homes in the borough. The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place. Acoustic measures will need to be incorporated in the design to assist sustainability of the development.			Post <del>2026</del> 2034	<p><del>Site has planning permission and there is nothing preventing the site from being developed</del></p> <p>Site is subject to developer interest</p>	<p>291</p> <p>40 to 288</p>

Site 125: Sainsburys, Trafalgar Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4XT	2.75ha	Large supermarket and car park	Urban	Medium	Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development comprising main town centre ground floor use with residential above and the creation of a new Green Space.		Potential for a new Local Centre in the Waddon Marsh area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.			2029-2034	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	632



Site 126: Spurgeons College, 189 S Norwood Hill, South Norwood							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Thornton Heath	SE25 6DJ	2.4ha	Higher education facility and associated land	Urban	Medium	Institutions with associated grounds	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development to enable improvement of education use.		Community facilities are protected and higher education uses supported by Policy SP5 of the Croydon Local Plan. Residential development will help to meet the need for new homes in the borough.			2029-2034	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	27

Site 128: Land at, Poppy Lane							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Shirley	CR0 8YT	1.43ha	Cleared site	Suburban	Low	Green Infrastructure; Institutions with associated grounds; Mixed type flats	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		<p>This site does not meet the criteria for designation as Metropolitan Open Land as it does not contribute to the physical structure of London, it does not include open air facilities which serve whole or significant parts of London and it does not contain features or landscapes of national or metropolitan importance. For this reason it has been assessed by the same criteria as other non-Metropolitan Open Land sites and is considered acceptable for development. Residential development will help to meet the need for new homes in the borough.</p>			<p>2024-2029 <del>Post 2026</del></p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p>	<p>123 <del>51 to 107</del></p>

Site 129: 843 London Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Thornton Heath	CR7 6AW	0.22ha	Site of former Oaks Hospital	Urban	Medium	Medium rise blocks with associated grounds; Retail Estates & Business & Leisure Parks; Terraced houses and cottages; Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Primary school		Site is a former community use and is protected for ongoing community activity by Policy SP5. There is a need for primary school places in this area of the borough and this site will help meet the need arising before 2017. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating.			2016 - 2021	Site is subject to developer interest with a planning application likely soon and subject to granting of planning permission there is nothing preventing the site from being developed	n/a

Site 130: 1-9 Banstead Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley	CR8 3EB	0.88ha	Semi-detached houses including some used as offices	Urban	High	Planned estates of semi-detached houses	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough			2022-2027	Site is subject to developer interest with a planning application likely soon and subject to granting of planning permission there is nothing preventing the site from being developed	77 to 100

Site 132: 550 and 550A Purley Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4RF	0.45ha	Retail outlet and car park	Urban	Medium	Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development comprising main town centre ground floor use with residential above.		Potential for a new Local Centre in the Fiveways area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.			2029-2034	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	80

Site 133: Woburn and Bedford Court							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2AE	0.92ha	Various low rise residential blocks and associated parking and amenity land	Central	High	Medium rise blocks with associated grounds	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Estate Renewal to increase and improve local housing stock.		Residential development will help to meet the need for new homes in the borough.			Post 2034	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	284

Site 135: Hilton Hotel car park, 101 Waddon Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR9 4HH	0.99ha	Hotel car park	Urban	Low	Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development comprising main town centre ground floor use with residential and/or hotel use above to form part of a new Waddon Way Neighbourhood Centre.		Potential for a new neighbourhood centre in the Waddon Way area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.			Post 2034	Site has no known developer interest and the Council will need to work with landowner to bring it forward	70

Site 136: Supermarket and car park, 54 Brigstock Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Thornton Heath	CR7 8RX	0.32ha <del>0.44ha</del>	Iceland Freezer Centre store and car park and rail yard.	Urban	High	Industrial Estates, Transport Nodes, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><del>Mixed use of residential with retail along Brigstock Road and employment use</del></p> <p>Mixed use development comprising main town centre ground floor use with residential above.</p>		<p>The site is in a very accessible location in Thornton Heath District Centre next to the railway station. Currently it has a low density supermarket with car park and scaffolding yard to the rear. The preferred option retains some employment use (as this is protected by Policy SP3.2 of the Croydon Local Plan) whilst making more efficient use of the site by providing homes that will help to meet the borough's need for housing and a replacement retail unit (as the site is in the Primary Shopping Area of the District Centre where retail is encouraged).</p>			<p>2029-2034 <del>Post 2026</del></p>	<p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p>124 <del>25 to 55</del></p>



Site 137: Colonnades							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4RS	3.51ha	Retail and leisure park with car park	Urban	Low	Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Redevelopment of this area to provide a mixture of residential, retail, leisure and community uses to form the basis of a new residential community and part of a Waddon Way Neighbourhood Centre.		Potential for a new neighbourhood centre in the Waddon Way area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.			Post 2034	Site (owned by LBC) has no known developer interest and the Council will need to work with landowner to bring it forward	659

Site 138: Land adjacent to East Croydon Station and land at <del>Cherry Orchard Gardens and site between railway line and Cherry Orchard Road, Cherry Orchard Road</del>							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 6BQ	0.76ha <del>0.8ha</del>	Cleared site in two parts (1) between the railway line and Cherry Orchard Road and (2) on the corner of Cherry Orchard Road and Oval Road	Central	High	Industrial Estates, Mixed type flats	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development comprising main town centre ground floor use with residential and/or office above.		Residential development will help to meet the need for new homes in the borough. The part of the site to west of Cherry Orchard Road lies within Croydon Metropolitan Centre close to East Croydon station but outside the Primary Shopping Area so all town centre uses except retail are acceptable on this part of the site. Acoustic measures will need to be incorporated in the design to assist sustainability of the development. <b>The site forms part of the Brighton Mainline and East Croydon station Transformation Area.</b>			2024-2029 <del>2022-2027</del>	Site has planning permission <del>but there are a number of issues that need to be overcome before the site can be developed</del> <b>and landowner is likely to develop the site themselves</b>	445 <del>220 to 492</del>

Site 142: 1 Lansdowne Road 1-5 Lansdowne Road and Voyager House, 30-32 Wellesley Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2BX	0.48ha	Voyager House, Lansdowne Hotel, former YMCA Hostel and Marco Polo House	Central	High	Large buildings with surrounding space, Large buildings with well-defined building line and adjacent to other buildings, Linear Infrastructure	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development comprising residential, with offices, leisure and/or hotel		Residential development will help to meet the need for new homes in the borough. Site lies within Croydon Town Centre close to East Croydon station but outside the Primary Shopping Area so all town centre uses except retail for which sequential testing would be required, are acceptable in this location.			2021-2027 2024-2029	<p>The Site (excluding Voyager House) has an implemented, deliverable planning permission. The developer remains in discussions with the Council with regard to a revised scheme incorporating Voyager House.</p> <p>Site has planning permission but there are a number of issues that need to be overcome before the site can be developed</p>	794 419 to 441

Site 143: South Croydon Ambulance Station and Youth Centre sites							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4RQ	0.29ha	Ambulance station and youth centre with associated car park and amenity land	Urban	Low	Compact houses on small plots, Institutions with associated grounds	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Subject to suitable re-provision of the existing community use, mixed use development comprising main town centre ground floor use with residential above.		Potential for a new Neighbourhood Centre in the Waddon Way area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.			Post 2034	Site has no known developer interest and the Council will need to work with landowner to bring it forward	84

Site 144: Sofology, 226 Purley Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4XG	0.34ha	Retail outlet and car park	Urban	Medium	Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development comprising main town centre ground floor use with residential above.		Potential for a new local centre in the Waddon Marsh area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.			2029-2034	Site has no known developer interest and the Council will need to work with landowner to bring it forward	74

Site 146: Currys PC World (Carphone Warehouse), 12 Trojan Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4XL	0.97ha	Retail outlet and car park	Urban	Medium	Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development comprising main town centre ground floor use with residential above.		Potential for a new local centre in the Waddon Marsh area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan. As the site is within Flood Zone 3 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment. It is recommended that basements are not considered at this site.			Post 2034	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed.	148

Site 148: Land Rear of Canterbury House							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 9XE	0.38ha	Office building	Central	High	Large buildings with surrounding space	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential Use		Residential development will help to meet the need for new homes in the borough.			2024-2029	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	84

**Site 153: Five Ways Triangle (516-540 Purley Way & 107-113 Stafford Road)**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Purley Way	CR0 4RE	1.1ha	Petrol station and industrial units	Urban	High	Industrial estates	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Mixed use development comprising main town centre ground floor use with residential above.		Potential for a new local centre in the Fiveways area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan. The setting of the Listed Building should be positively integrated into the development.			Post 2034	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	91



**Site 155: St Anne's House & Cambridge House, 20-26 Wellesley Road**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Groydon Opportunity Area	GR9 2UL	0.21ha	Two office buildings and car park	Central	High	Large buildings with well-defined building line and adjacent to other buildings; Linear Infrastructure	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Conversion of building to residential and hotel		<p>Planning permission has already been granted for this site. Residential development will help to meet the need for new homes in the borough. Conversion would need to adhere to Local Plan and London Plan Standards to improve the sustainability of the development. Acoustic measures will need to be incorporated in the design to assist sustainability of the development.</p>			2021 – 2026	Site has planning permission but there are a number of issues that need to be overcome before the site can be developed	46 to 196

Site 157: Canterbury Mill, 103 Canterbury Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Broad Green & Selhurst	CR0 3HA	0.10ha	Former factory building	Urban	Medium	Industrial Estates; Institutions with associated grounds; Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
New primary school		The site is of a suitable size for a primary school, is in an area that has a high demand for school places and can make a significant contribution to meeting this demand. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating			2016 – 2024	Site is subject to developer interest and a planning application is likely soon with the landowner looking to develop the site themselves	n/a

Site 162: St George's House, Park Lane combined with site 194							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1JA	0.07ha	High rise office building known as 'Nestle Tower'	Central	High	Large buildings in an urban setting	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Conversion and extension of existing building to provide retail and other Class A activities and leisure on the ground floor with residential accommodation on upper floors. There is one historic record of surface water flooding held by the Council in this location.		Existing office building is not protected from development. Site lies within the Primary Shopping Area so retail use is acceptable in this location. Planning permission has already been granted for this site. Residential development will help to meet the need for new homes in the borough. Conversion would need to adhere to Local Plan and London Plan Standards to improve the sustainability of the development.			2016 – 2021	Site has planning permission and there is nothing preventing the site from being developed	288

Site 172: North site, Ruskin Square							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2EW	0.43ha 2.7ha	Northern section of gateway site also known as Ruskin Square development	Central	High	Industrial Estates, Large buildings with surrounding space, Large buildings with well-defined building line and adjacent to other buildings, Transport Nodes	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><del>Mixed use redevelopment with comprising residential, offices restaurant/café and fitness centre</del></p> <p>Mixed use development comprising main town centre ground floor use with residential, hotel and/or offices above.</p>		<p><del>Planning permission has already been granted for this site. Residential development will help to meet the need for new homes in the borough. Site lies within Croydon Metropolitan Centre close to East Croydon station but outside the Primary Shopping Area so all town centre uses except retail are acceptable in this location and particularly suited to office use. To assist sustainability new development should have capacity to connect to a district energy facility. Acoustic measures will need to be incorporated in the design to assist sustainability of the development.</del></p> <p>Proximity to East Croydon station means the site is well suited to provide homes and could include either offices, hotel and leisure uses as part of a mixed scheme. The site lies within Croydon Metropolitan Centre but outside the Primary Shopping Area so all town centre uses except retail are acceptable in this location. The redevelopment of this site could help to meet the need for new homes in the borough. The site forms part of the Brighton Mainline and East Croydon station Transformation Area.</p>			<p><del>2021 – 2026</del></p> <p>2024-2029</p>	<p>Site has planning permission but there are a number of issues that need to be overcome before the site can be developed</p>	<p><del>550 to 625</del></p> <p>158</p>

Site 173: 28-30 Addiscombe Grove						
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character
Groydon Opportunity Area	CR0 5LP	0.08ha	2 Edwardian houses	Central	High	Large buildings in an urban setting
Description of option	Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Redevelopment to provide more homes	Residential development will help to meet the need for new homes in the borough.			2021 – 2026	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	12 to 32

Site 174: 30-38 Addiscombe Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 5PE	0.35ha	Vacant site	Central	High	Large buildings with well-defined building line and adjacent to other buildings, Large houses on relatively small plots, Medium rise blocks with associated grounds	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Residential development</p> <p>It should be noted that ordinary watercourses have not have been included in the fluvial modelling of the River Wandle and therefore a fluvial flood risk from this watercourse may be present. As set out in Section 11.3.2 of the Level 1 SFRA, applicants considering development of this site may need to prepare a simple hydraulic model to enable a more accurate assessment of the probability of flooding associated with this ordinary watercourse to inform the site specific FRA. This should be carried out in line with industry standards and in agreement with the LLFA</p>		<p>Residential development will help to meet the need for new homes in the borough</p>			<p>2021 - 2026</p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p>	<p>49 to 141</p>

Site 175: Stephenson House, Cherry Orchard Road and Knolly House, Addiscombe Road						
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character
Croydon Opportunity Area	CR0 6BA	0.69ha	Office building and car park	Central	High	Large buildings in an urban setting
Description of option	Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential and/or office	<p>The existing office building is not protected from development. Site is suitable for all town centre uses except retail as it is within Croydon Metropolitan Centre, close to East Croydon station but outside of the Primary Shopping Area making it particularly suited to office use. Residential development will help to meet the need for new homes in the borough. Acoustic measures will need to be incorporated in the design to assist sustainability of the development. The site forms part of the Brighton Mainline and East Croydon station Transformation Area.</p>			Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	97 to 279

Site 178: Arcadia House, 5 Cairo New Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1XP	0.36ha	Existing church in Factory building, and two other buildings (46 and 47 Tamworth Road)	Central	High	Institutions with associated grounds; Linear Infrastructure; Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough. It is a poor location for offices as it is too far from East Croydon station and outside of the Primary Shopping Area so retail use is not acceptable or suitable. The previous employment use of the site is protected by Policy SP3 of the Croydon Local Plan 2018 and the current community use is temporary so not protected. The Sustainability Appraisal recommends that the impact of the proposal on the conservation area is mitigated through the heritage and townscape assessment			2016-2021	Site has planning permission and there is nothing preventing the site from being developed	41 to 117



Site 182: St Matthew's House, 98 George Street							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1PJ	0.05ha	Residential building and 2/3-storey brick-built residential block	Central	High	Large buildings with surrounding space, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Redevelopment for residential and/or offices and/or retail (on George Street frontage)		Residential development will help to meet the need for new homes in the borough. Site lies within Croydon Metropolitan Centre close to East Croydon station making it particularly suited to office use and the site lies within a proposed extension of the Primary Shopping Area which would make all town centre uses acceptable in this location.			Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	7 to 20

Site 184: 1-19 Derby Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 3SE	<del>0.34ha</del> 0.31ha	Shops and Garage on triangular site beside railway line close to West Croydon station	Central	High	Terraced houses and cottages, Transport Nodes, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<del>Residential development above, community uses on lower floors</del> <b>Mixed use development comprising main town centre ground floor use with residential above.</b>		<del>The site lies outside Croydon Town Centre on a side street so town centre uses are not desirable in or suited to this location. Residential development will help to meet the need for new homes in the borough. New community facilities are required to improve the sustainability of the site.</del> Acoustic measures will need to be incorporated in the design to assist sustainability of the development.			<del>2021-2026</del> <b>2029-2034</b>	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	<del>48 to 137</del> <b>66</b>

Site 186: Jobcentre, 17-21 Dingwall Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 9XF	0.35ha	A two storey brick built building	Central	High	Large buildings with surrounding space	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Offices and/or residential and/or hotel and/or replacement Class A2 (Finance) premises (with healthcare facility if required by the NHS)		<p>The site is suitable for all town centre uses except retail as it is within Croydon Metropolitan Centre close to East Croydon station but outside of the Primary Shopping Area making it particularly suited to office use. Residential development will help to meet the need for new homes in the borough. The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place. Acoustic measures will need to be incorporated in the design to assist sustainability of the development.</p>			<p>2024-2029 Post 2026</p>	<p>Site has planning permission</p> <p><del>Site has no known developer interest and the Council will need to work with landowner to bring it forward</del></p>	<p>199</p> <p><del>49 to 141</del></p>

Site 187: 28 Dingwall Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2NE	0.11ha	Office building	Central	High	Large buildings with well-defined building line and adjacent to other buildings	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Offices and residential and/or hotel (with healthcare facility if required by the NHS)		In accordance with Policy SP3 of Croydon Local Plan, office refurbishment/redevelopment and mixed use should be explored fully. The site lies within Croydon Metropolitan Town Centre close to East Croydon station but outside the Primary Shopping Area so all town centre uses except retail are acceptable in this location. The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place.			Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	16 to 44

Site 189: Car parks, Drummond Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1TX	0.11ha	Surface car parks on Drummond Road including St Anne's Place	Central	High	Industrial Estates; Terraced houses and cottages; Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Subject to the Old Town Masterplan which states parking is required here for the period of the masterplan, but that residential redevelopment could be considered later. The redevelopment of this site could help to meet the need for new homes in the borough. The Sustainability Appraisal highlights the context of the Conservation Area which development proposals will need to consider.			Post 2026	In Council ownership	12 to 32

Site 190: Car park to the rear of Leon House, 22-24 Edridge Road Leon Quarter							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 9XT	0.66ha 0.40ha	2 storey parking area serving Leon House	Urban	High	Large buildings with surrounding space	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Mixed use development comprising main town centre ground floor use with residential and/or office above.</p> <p><del>Residential development. Self-contained residential basements and bedrooms at basement level are not permitted in areas that have 'potential for groundwater to occur at the surface' (BGS Susceptibility to Groundwater Flooding.)</del></p>		<p>Residential development will help to meet the need for new homes in the borough. The site lies within Croydon Town Centre but outside the Primary Shopping Area so all town centre uses except retail are acceptable in this location.</p>			<p>2024-2029 Post-2026</p>	<p>Site has planning permission and landowner is likely to develop the site themselves. Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p>357</p>

Site 192: Suffolk House, George Street							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1PE	0.28ha <del>0.25ha</del>	Office building with retail units at ground level	Central	High	Large buildings with surrounding space, Linear Infrastructure, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Mixed use development comprising main town centre ground floor use with residential and/or offices above.</p> <p><del>Mixed use redevelopment with offices or residential dwellings above retail units at ground level</del></p>		<p>Site lies within a proposed extension of the Primary Shopping Area which would make all town centre uses acceptable in this location. The redevelopment of this site could help to meet the need for new homes in the borough.</p>			<p>Post 2034 <del>Post 2026</del></p>	<p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p>54 <del>35 to 101</del></p>

**Site 193: 100 George Street**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Croydon Opportunity Area	CR0 1PJ	0.21ha	The site of Essex House, a demolished office building, last used as a temporary public car park	Central	High	Large buildings with surrounding space	
<b>Description of option</b>			<b>Justification for option</b>		<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Mixed use development with offices or residential dwellings above retail units at ground level			Site lies within a proposed extension of the Primary Shopping Area close to East Croydon station which would make all town centre uses acceptable in this location and making it particularly suited to office use. The development of this site could help to meet the need for new homes in the borough.		2021 - 2026	Site has planning permission but there are a number of issues that need to be overcome before the site can be developed	30 to 85



**Site 194: St George's Walk, Katharine House and Park House, Park Street**

Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1YE	2.03ha 1.94ha	Cleared site with previous use of office & retail (including financial and food & drink) buildings between Katharine Street and Park Street, and listed office building	Central	High	Large buildings with well-defined building line and adjacent to other buildings, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes

**Site 194: St George's Walk, Katharine House and Park House, Park Street**

<p><del>Residential with new civic space and a combination of retail, other Class A uses, leisure and office use.</del></p> <p>Conversion of Segas House for main town centre use. Conversion of St. George's house for main town centre use at ground floor with residential, office and/or hotel use above. Complementary development of the rest of the site to provide mixed use development consisting of ground centre main town centre uses with residential above, including a new east-west route through the site.</p>	<p><del>Existing office building is not protected from development.</del> The site lies within the Primary Shopping Area of Croydon Town Centre so it is suited to retail. It is situated at a distance from East Croydon station so it less suitable for office use. Residential development will help to meet the need for new homes in the borough. The Civic Space is a requirement of the Mid Croydon Masterplan. Many of the retail/catering units in St Georges Walk house independent businesses that provide low cost options and measures should be taken to enable these to continue in Croydon either within the development or elsewhere. As the site is partly within a the Central Croydon Conservation Area and the setting of listed buildings including the Town Hall and Whitgift Almshouses, the development should respond to the character of the area, to preserve or enhance the significance of heritage assets. The Council's relevant Conservation Area Guidance and Management Plans will need to be adhered to and proposals assessed against this. The conversion of the existing Listed Building (Segas House) on this site could help to meet the need for new homes in the borough. The existing office use is not protected. Delivery of a cultural facility on the ground floor in this location would be appropriate to meet demand with residential or office uses on upper floors. The Sustainability Appraisal recommends that the impact of the proposal on the conservation area is mitigated through the heritage and townscape assessment.</p>	<p><del>2021 - 2026</del></p> <p>2029-2034</p>	<p><del>with a planning application likely soon and subject to granting of planning permission</del></p> <p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p>	<p><del>88 to 504</del></p> <p>820</p>
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Site 195: Leon House, 233 High Street							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 9XT	0.56ha	High rise office building	Urban	High	Large buildings with surrounding space; Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Conversion to residential or mixed use residential/ office with retention of retail on the ground floor. It should be noted that ordinary watercourses have not been included in the fluvial modelling of the River Wandle and therefore a fluvial flood risk from this watercourse may be present. Self-contained residential basements and bedrooms at basement level are not permitted in areas that have 'potential for groundwater to occur at the surface' (BGS Susceptibility to Groundwater Flooding).</p>		<p>Existing office building is not protected from development. Site is too far from East Croydon station to be suited to continued use as an office building in its entirety so conversion to residential or residential and office is preferred option for this site. The area is not suited to more tall buildings or buildings taller than Leon House which means that redevelopment of the site is unlikely as a redevelopment would not be viable because of restrictions on height and the cost of demolishing Leon House. Site is outside of the Primary Shopping Area so is not suitable for retail use although the existing retail floor space can be retained or replaced. Conversion would need to adhere to Local Plan and London Plan Standards to improve the sustainability of the development.</p>			Post 2026	Site has planning permission but there are a number of issues that need to be overcome before the site can be developed	26 to 145

Site 196: Stonewest House, 1 Lamberts Place							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2BR	0.13ha	Office building with stores	Urban	Medium	Industrial Estates; Linear Infrastructure; Mixed type flats; Terraced houses and cottages; Tower Buildings	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help meet the need for housing in the borough. The existing office use is not protected.			Post 2034 <del>2016–2024</del>	Site has planning permission but there are a number of issues that need to be overcome before the site can be developed	20 <del>9 to 31</del>

Site 197: Emerald House, 7-15 Lansdowne Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2BX	0.39ha	Office building	Central	High	Large buildings with surrounding space; Large buildings with well-defined building line and adjacent to other buildings	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Office and residential and/or hotel (with healthcare facility if required by the NHS)		In accordance with Policy SP3 of the Croydon Local Plan 2018, office refurbishment/redevelopment and mixed use should be explored fully. The site is suitable for all town centre uses except retail as it is within Croydon Metropolitan Centre close to East Croydon station but outside of the Primary Shopping Area. The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place.			Post 2026	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	55 to 157

Site 199: 20 Lansdowne Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2BX	0.775ha	Builders yard between Lansdowne Road and the railway line into East Croydon	Central	High	Industrial Estates, Large houses on relatively small plots	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><del>Residential development with light industrial workshops and studio spaces</del></p> <p><b>Mixed use development comprising employment ground floor use with residential above.</b></p>		<p>Site is a town centre employment site. Policy SP3.2 of the Croydon Local Plan requires that evidence of lack of demand for the existing premises or site for an employment use be provided before other uses can be considered. <b>The site forms part of the Brighton Mainline and East Croydon station Transformation Area.</b></p>			<p><del>Post 2026</del> <b>2034</b></p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed <b>including consideration of the Brighton Mainline and East Croydon station</b></p>	<p><del>109 to 313</del></p> <p><b>107</b></p>

Site 200: Multi-storey car park, Lansdowne Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2BX	0.95ha	Multi-storey car park	Central	High	Large buildings with surrounding space, Large buildings with well-defined building line and adjacent to other buildings	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use, public car park and residential.		The Croydon Opportunity Area Framework (2013) allows for the loss of 200 car parking spaces in the New Town and East Croydon Area. In light of this, the preferred option includes for an element of car parking to remain alongside residential and mixed use development.			Post 2022-2027	Site has no known developer interest and the Council will need to work with landowner to bring it forward	133 to 384

Site 201: Lidl, Easy Gym and car park, 99-101 London Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2RF	1.16ha <del>4.13ha</del>	Supermarket, gym and car park	Urban	High	Retail Estates & Business & Leisure Parks, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Primary school with residential development on upper floors		The site is of a suitable size for a primary school, is in an area that has a high demand for school places and can make a significant contribution to meeting this demand. The site is in a dense urban area and is suited to a mixed use development with the residential element helping to meet the need for new homes in the borough.			Post <del>2026</del> 2034	Site is subject to developer interest <del>Site has no known developer interest and the Council will need to work with landowner to bring it forward</del>	216 <del>51-293</del>



Site 203: West Croydon station and shops, 176 North End							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1UF	1.86ha 4.75ha	West Croydon railway station, retail units on Station Road, London Road and North End, station car park and Network Rail yard	Central	High	Transport Nodes, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Remodelling of station and redevelopment to provide an improved transport interchange, cycle hub, retail &amp; office units with residential development above. In the surrounding area, surface water flood risk is generally low. However, Station Road and the A212 have areas shown to be at high risk from surface water flooding. There are two historic records of surface water flooding held by Croydon Council in this location.</p> <p>Improvements to West Croydon Station, with complementary main town centre ground floor uses, with residential above.</p>		<p>Existing station building is a low density development and use of the site (as identified in the West Croydon Masterplan) could be increased to include residential use. Improvements to the station as a transport interchange including a cycle hub is a policy aspiration of the Croydon Local Plan Policy SP8 and will assist in the sustainability of the development. Acoustic measures will need to be incorporated in the design to assist sustainability of the development and measures to alleviate surface water flooding taken, especially if current areas along train tracks are developed, reducing natural drainage capacity.</p>			<p>Post 2026-2034</p>	<p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p> <p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p>	<p>109</p> <p>79 to 455</p>

Site 211: Poplar Walk car park and, 16-44 Station Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2RB	0.35ha	Car park & Buildings with ground floor retail units with residential accommodation on upper floors	Central	High	Large buildings with surrounding space, Shopping centres, precincts, Transport Nodes, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
A more intensive use of the site with 232 residential units as part of an overall redevelopment of the site which includes re-provision of retail uses, car and cycle parking and a public square.		The site's location away from East Croydon station means it is less suited to hotel or office use and because it is outside of the Primary Shopping Area it is not suitable for retail use although the existing retail floor space can be re-provided as part of the redevelopment of this site. Residential development will help meet the need for new homes in the borough.			2016 - 2021	Site is subject to developer interest and a planning application is likely soon with the landowner looking to develop the site themselves	Up to 232

Site 218: Lunar House, Wellesley Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 9YD	1.34ha	Office Block	Central	High	Large buildings with surrounding space, Linear Infrastructure	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><del>Office and residential and/or hotel (with healthcare facility if required by the NHS) if the site is no longer required by the Home Office.</del></p> <p><b>Retention and conversion to main town centre use with residential, office, healthcare facility and/or hotel above.</b></p>		<p>In accordance with Policy SP3 of Croydon Local Plan, office refurbishment/redevelopment and mixed use should be explored fully. The site lies within Croydon Metropolitan Centre close to East Croydon station but outside the Primary Shopping Area so all town centre uses except retail are acceptable in this location. Residential development will help to meet the need for new homes in the borough. <del>The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place.</del> Conversion should be considered in the redevelopment to increase sustainability of the site and due to the notable architecture of the building.</p>			<p>Post 2026 <b>2034</b></p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p>	<p><b>358</b> <del>188 to 542</del></p>

Site 220: 9-11 Wellesley Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 0XD	0.16ha	Offices and bank	Central	High	Large buildings with surrounding space, Large buildings with well-defined building line and adjacent to other buildings	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<del>Residential and/or hotel and/or retail and/or finance</del> Conversion to main town centre use ground floor use, with employment or educational use above.		Existing office building is not protected from development. Site lies within a proposed extension of the Primary Shopping Area which would make all town centre uses acceptable in this location. The redevelopment of this site could help to meet the need for new homes in the borough. <del>The massing should be tested to ensure the settings of the Whitgift Almshouses and Electric House and the Central Croydon Conservation Area are preserved or enhanced.</del>			<del>Post 2026</del> 2029-2034	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed. <del>Site has no known developer interest and the Council will need to work with landowner to bring it forward</del>	76  <del>21 to 60</del>

Site 222: Multi-storey car park, 1 Whitgift Street							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1DH	0.56ha	Multi-storey car park and gymnasium	Central	High	Large buildings with well-defined building line and adjacent to other buildings, Terraced houses and cottages, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential with community facilities commensurate in size and functionality to that currently on the site		The redevelopment of this site could help to meet the need for new homes in the borough. It is a poor location for offices as it is too far from East Croydon station and outside of the Primary Shopping Area so retail use is not acceptable or suitable. The Opportunity Area Planning Framework identifies surplus car parking spaces in this part of Croydon Metropolitan Centre. The retention of community facilities are required to improve the sustainability of the site, development of which has substantial environmental impacts.			Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	95 to 193

**Site 231: Segas House, Park Lane Added to Site 194**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
<b>Croydon Opportunity Area</b>	CR0 1NX	0.2 ha	Listed Office Building	Central	High	Large buildings with well-defined building line and adjacent to other buildings	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Residential conversion with cultural uses if required (with town centres uses considered if there is no interest in delivery of cultural uses).		The conversion of the existing Listed Building on this site could help to meet the need for new homes in the borough. Existing office building is not protected from development. Delivery of a cultural facility on the ground floor in this location would be appropriate to meet demand with residential or office uses on upper floors.			2016 - 2021	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	40

Site 234: Southern House, Wellesley Grove							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR9 1TR	0.87ha <del>0.58ha</del>	24-storey office building with undercroft straddling Wellesley Grove and a two-storey period property converted to an office	Central	High	Large buildings with surrounding space	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<del>Offices and residential and/or hotel (with healthcare facility if required by the NHS)</del> <b>Mixed use development comprising main town centre ground floor use with residential and/or office above.</b>		<del>In accordance with Policy SP3 of Croydon Local Plan, office refurbishment/redevelopment and mixed use should be explored fully. The site is suitable for all town centre uses except retail as it is within Croydon Metropolitan Centre close to East Croydon station but outside of the Primary Shopping Area making it particularly suited to office use. The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place. The public realm is required to encourage connectivity with surrounding.</del>			<b>Post 2034</b> <b>2021 – 2026</b>	<b>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</b>  <del>Site has no known developer interest and the Council will need to work with landowner to bring it forward</del>	<b>199</b> <del>82 to 234</del>

Site 236: Apollo House, Wellesley Road						
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character
Croydon Opportunity Area	CR0 9YA	0.58ha	Office Building	Central	High	Large buildings with surrounding space
Description of option	Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><del>Offices and residential and/or hotel (with healthcare facility if required by the NHS) if the site is no longer required by the Home Office. There is one record of sewer flooding.</del></p> <p>Retention and conversion to main town centre use with residential, office, healthcare facility and/or hotel above.</p>	<p>In accordance with Policy SP3 of Croydon Local Plan, office refurbishment/redevelopment and mixed use should be explored fully. The site is suitable for all town centre uses except retail as it is within Croydon Metropolitan Centre close to East Croydon station but outside of the Primary Shopping Area making it particularly suited to office use. <del>The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place.</del> To assist sustainability the development must incorporate acoustic measures to reduce noise impact on the development. <b>Conversion should be considered in the redevelopment to increase sustainability of the site and due to the notable architecture of the building</b></p>			<p><b>Post 2034</b> <b>Post 2026</b></p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p>	<p><b>160</b> 82 to 234</p>



Site 242: Davis House, Robert Street							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1QQ	0.13ha	Office building and shops	Central	High	Large buildings with well-defined building line and adjacent to other buildings; Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<del>Offices and residential and/or hotel (with healthcare facility if required by the NHS)</del> <b>Mixed use development comprising main town centre ground floor use, with residential, education and/or hotel above</b>		<p>In accordance with Policy SP3 of the Croydon Local Plan 2018, office refurbishment/redevelopment and mixed use should be explored fully. The site is suitable for all town centre uses except retail as it is within Croydon Metropolitan Centre close to East Croydon station but outside of the Primary Shopping Area making it particularly suited to office use. <del>The site has been identified by the NHS as being in an area with a need for additional healthcare facilities.</del></p> <p><del>The inclusion of healthcare facilities should be explored with the NHS before development takes place.</del> The public realm is required to encourage connectivity with surrounding areas to make the site more sustainable.</p>			<p><b>2024-2029</b></p> <p><b>2021-2026</b></p>	<p><b>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</b></p> <p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p><b>158</b></p> <p><b>82 to 234</b></p>

Site 245: Mondial House, 102 George Street							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1PJ	0.22ha	9-storey office building	Central	High	Large buildings with surrounding space, Transport Nodes	
Description of option			Justification for option		Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><del>Office and/or residential development or offices or hotel and/or retail (on George Street frontage)</del></p> <p><b>Mixed use development comprising main town centre ground floor use with residential, hotel and/or office above.</b></p>			<p>The site lies within a proposed extension of the Primary Shopping Area close to East Croydon station which would make all town centre uses acceptable in this location and making it particularly suited to office use. To assist sustainability the development must incorporate acoustic measures to reduce noise impact on the development.</p>		<p><b>Post 2034</b></p> <p><del>2021 - 2026</del></p>	<p>Site is subject to developer interest. but there are a number of issues that need to be overcome before the site can be developed</p>	<p><b>133</b></p> <p><del>30 to 85</del></p>

Site 247: Norwich Union House, 96 George Street							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1PJ	0.13ha	Office Building	Central	High	Large buildings with surrounding space	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Offices with residential development or hotel and/ or retail (on George Street frontage)		<p>In accordance with Policy SP3 of the Croydon Local Plan 2018, office refurbishment/redevelopment and mixed use should be explored fully. Site lies within a proposed extension of the Primary Shopping Area which would make all town centre uses acceptable in this location. The redevelopment of this site could help to meet the need for new homes in the borough. To assist sustainability the development must incorporate acoustic measures to reduce impact of noise on the development.</p>			Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	19 to 52

Site 248: 18-28 Thornton Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Thornton Heath Broad Green and Selhurst	CR7 6BA	0.20ha	Car sales site	Urban	Medium	Industrial Estates, Medium rise blocks with associated grounds, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough.			Post <del>2026</del> 2034	Site has no known developer interest and the Council will need to work with landowner to bring it forward	11 <del>9 to 34</del>

Site 284: Asharia House, 50 Northwood Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Norbury Thorton Heath	CR7 8HQ	0.14ha <del>0.20ha</del>	Offices, gymnasium and car park	Urban	Medium	Industrial Estates, Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<del>Residential development including replacement community facility</del> <b>Residential development subject to the adequate reprovision of the existing community use.</b>		Residential development will help to meet the need for new homes in the borough. The community use of the site is protected by Policy SP5 of the Croydon Local Plan .The retention of a community facility will assist the sustainability of the site. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating.			<del>Post 2026</del> <b>2034</b>	Site has no known developer interest and the Council will need to work with landowner to bring it forward	<b>18</b>  <del>7 to 23</del>

**Site 286: 35-47 Osborne Road**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Thornton Heath	CR7 8PD	0.37ha	Disused warehouse and factory buildings	Urban	Medium	Industrial Estates; Terraced houses and cottages	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Residential development		<p>As part of the Croydon Local Plan 2018 any town centre or scattered employment site that has been vacant for more than 18 months is being proposed for redevelopment if it could accommodate 10 or more new homes. Policy SP3.2 of the Croydon Local Plan 2018 requires that evidence of lack of demand for the existing premises or site for an employment use be provided before other uses can be considered. However, the need for new homes in the borough is so great that, as a plan-making process, a plan-led release of vacant town centre and scattered employment sites is proposed to help meet the need for new homes. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating.</p>			2021 - 2026	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	17 to 62

Site 294: Croydon College Annexe, Barclay Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1PF	0.14ha	The former art block of Croydon College	Central	High	Large buildings with surrounding space	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><del>Residential redevelopment with community uses and Creative and Cultural Industries Enterprise Centre. There is one record of sewer flooding.</del></p> <p>Mixed use development comprising Creative and Cultural Industries Enterprise Centre ground floor use with residential and/or office above.</p>		<p>This site is well suited to provide a home to the creative and cultural industries enterprise centre for Croydon Metropolitan Centre. The existing building is a community facility which is protected by Policy SP5 of the Croydon Local Plan . Residential development will help to meet the need for new homes in the borough. The Fairfield Masterplan encourages a high standard of design which will help the sustainability of the site.</p>			<p><del>2022-2027</del></p> <p>2024-2029</p>	<p>Site is subject to developer interest and has permission</p> <p><del>Site has no known developer interest and the Council will need to work with landowner to bring it forward</del></p>	<p><del>20 to 56</del></p> <p>93</p>

Site 295: 2 Zion Place							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Thornton Heath	CR7 8SD	0.15ha	Former Jacques & Co factory building	Urban	High	Industrial Estates; Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		<p>As part of the Croydon Local Plan 2018 any town centre or scattered employment site that has been vacant for more than 18 months is being proposed for redevelopment if it could accommodate 10 or more new homes. Policy SP3.2 of the Croydon Local Plan 2018 requires that evidence of lack of demand for the existing premises or site for an employment use be provided before other uses can be considered. However, the need for new homes in the borough is so great that, as a plan-making process, a plan-led release of vacant town centre and scattered employment sites is proposed to help meet the need for new homes. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating.</p>			2021 - 2026	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	7 to 39



Site 301: Sea Cadet Training Centre, 34 The Waldrons							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Waddon	CR0 4AZ	0.14ha	Derelict building	Urban	Medium	Large buildings with surrounding space; Large houses on relatively small plots	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential use		The existing structure on the site is fire damaged and cannot be reused. Residential development will help to meet the need for new homes in the borough. The community use of the site is protected by Policy SP5 of the Croydon Local Plan 2018. The Sustainability Appraisal recommends that the impact of the proposal on the conservation area is mitigated through the heritage and townscape assessment.			2021 - 2026	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	7 to 48

Site 306: The Good Companions Public House site, 251 Tithe Pit Shaw Lane							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Sanderstead	CR6 9AW	0.30ha	Cleared site	Suburban	Low	Planned estates of semi-detached houses, Suburban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use of Residential development and retail		<p>Site lies within the Hamsey Green Local Centre so is suitable for retail use. Retail use will assist in providing an active frontage to the ground floor</p> <p>Residential development will help to meet the need for new homes in the borough.</p> <p>The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating.</p>			<p>2024-2029</p> <p>2022-2027</p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p>	<p>41</p> <p>8 to 24</p>

Site 311: Mott Macdonald House, 8 Sydenham Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2EE	0.24ha	Office building	Central	High	Large buildings with surrounding space, Large buildings with well-defined building line and adjacent to other buildings	
Description of option			Justification for option		Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<del>Offices and residential and/or hotel (with healthcare facility if required by the NHS)</del> <b>Mixed use development comprising main town centre ground floor use with residential, hotel and/or office above.</b>			<del>In accordance with Policy SP3 of Croydon Local Plan, office refurbishment/redevelopment and mixed use should be explored fully. The site is suitable for all town centre uses except retail as it is within Croydon Metropolitan Centre close to East Croydon station but outside of the Primary Shopping Area. The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place. A community use could assist the sustainability of the site.</del>		<del>Post 2026</del> <b>2034</b>	Site has no known developer interest and the Council will need to work with landowner to bring it forward	<del>34 to 97</del> <b>76</b>

Site 314: Valley Park (B&Q and Units A-G Daniell Way), Hesterman Way						
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character
(Broad Green & Selhurst)	CR0 4YJ	11.5ha	Out of town retail warehouses and surface car parking	Urban	Low	Retail Estates & Business & Leisure Parks
Description of option	Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Redevelopment of this area to a mixture of residential, retail, healthcare facility (if required by the NHS), community and leisure to form the basis of a new residential community and town centre.	<p>Potential for a new Town Centre in the Valley Park area is identified in the and Strategic Policies of the Local Plan 2018</p> <p>Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential and retail use alongside new ,community and leisure uses. Flood mitigation measures must be incorporated in the development to assist sustainability. As the site is within Flood Zone 2 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment. The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating. Self-contained residential basements and bedrooms at basement level are not permitted in areas that have 'potential for groundwater to occur at the surface'</p>			Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	403 to 1092

Site 316: PC World, 2 Trojan Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4XL	1.03ha	Retail Warehouse and car park	Urban	Medium	Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Redevelopment of this area to a mixture of residential, retail and commercial use, healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community.</p> <p>Mixed use development comprising main town centre ground floor use, including a healthcare facility with residential above.</p>		<p>Potential for a new local centre in the Waddon Marsh area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. Residential development will help to meet the need for new homes in the borough. As the site lies outside of a Primary Shopping Area it is not suited to intensification of the existing retail use. As the site is within a Flood Zone 3 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.</p>			<p>2029-2034 Post 2026</p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed. Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p>184 47 to 175</p>

Site 324: Purley Oaks Depot, 505-600 Brighton Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley	CR8 2BG	1.03ha	Council depot	Suburban	Medium	Industrial Estates, large buildings with surrounding space	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
20 Gypsy and traveller pitches		The site is in Council ownership and the existing employment use can be relocated to underused land in Factory Lane which is also owned by the Council. It is the only deliverable site for Gypsy and Traveller pitches that has been identified and will contribute to meeting the need for Gypsy and Traveller pitches in Croydon.			<del>2016-2021</del> 2029-2034	In Council ownership	n/a

Site 325: Telephone Exchange, 88-90 Brighton Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley	CR8 4DA	0.34ha	Four storey telephone exchange	Urban	High	Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Conversion of existing building to residential use if no longer required as a telephone exchange in the future		The conversion of this building could help to meet the need for new homes in the borough. Conversion would need to adhere to Local Plan and London Plan Standards to improve the sustainability of the development.			Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	19 to 77

Site 326: Ambassador House, 3-17 Brigstock Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Thornton Heath	CR7 7JG	0.56ha	Various retail units at ground level and offices above (with some community use)	Urban	High	Large buildings with well-defined building line and adjacent to other buildings, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><del>Mixed use conversion comprising residential, retail and community facilities</del></p> <p><b>Mixed use development comprising main town centre ground floor use with residential above.</b></p>		<p>Office use is not protected in this location which is within the Primary Shopping Area (so retail is a preferred use at ground floor level). The community use in Ambassador House is protected by Policy SP5. Residential development would help to meet the need for homes in the borough. The building is built above the London to Brighton railway line and so conversion is likely to be preferable to new build because of cost of building above Network Rail infrastructure. To assist sustainability the development must incorporate acoustic measures to reduce noise impact of the development. Conversion would need to adhere to Local Plan and London Plan Standards to improve the sustainability of the development.</p> <p><del>The site is located in Flood Zone 1, low probability of flooding from rivers.</del></p>			<p><b>2024-2029</b></p> <p>Post 2026</p>	<p><b>Site has planning permission</b></p> <p><del>Site has no known developer interest and the Council will need to work with landowner to bring it forward</del></p>	<p><b>66</b></p> <p><del>26 to 145</del></p>



Site 332: Superstores, Drury Crescent							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4XT	1.45ha	Retail Warehouses and car park	Urban	Medium	Large buildings with well-defined building line and adjacent to other buildings, Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Redevelopment of this area to a mixture of residential, retail, healthcare facility (if required by the NHS), community uses and to form the basis of a new residential community.</p> <p>Mixed use development comprising main town centre ground floor use, including a healthcare facility and a primary school with residential above, to support the establishing of a new local centre at Waddon Marsh.</p>		<p>Potential for a new local centre in the Waddon Marsh area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place. As the site is within Flood Zone 2 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment. Self-contained residential basements and bedrooms at basement level are not permitted in areas that have potential for groundwater to occur at the surface'. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.</p>			<p>2029-2034</p> <p>Post 2026</p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p> <p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p>265</p> <p>66 to 246</p>

Site 334: Valley Leisure Park, Hesterman Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Broad Green & Selhurst	CR0 4YA	0.95ha	Vue Cinema and Valley Park Leisure Complex	Urban	Low	Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Redevelopment of this area to provide a mixture of residential, retail, healthcare facility (if required by the NHS), community and leisure to form the basis of a new residential community and local centre		Potential for a new Local Centre in the Valley Park area is identified in the Croydon Local Plan 2018. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential and retail use alongside new community and leisure uses. The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place. Flood mitigation measures must be incorporated in the development to assist sustainability. As the site is within Flood Zone 2 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating. Self-contained residential basements and bedrooms at basement level are not permitted in areas that have 'potential for groundwater to occur at the surface'			Post-2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	34-90

Site 337: Zodiac Court, 161-183 163 London Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Broad Green & Selhurst	CR0 2RJ	0.71ha	Residential building with ground floor commercial units	Urban	High	Large buildings with well-defined building line and adjacent to other buildings; Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Residential redevelopment</p> <p><b>Mixed use development comprising community use at ground floor with residential above.</b></p>		<p>Redevelopment provides an opportunity to intensify the use of the site. However, it is noted that there are significant issues with viability of redevelopment that will need to be overcome before this site could be developed. Self-contained residential basements and bedrooms at basement level are not permitted in areas that have 'potential for groundwater to occur at the surface'</p>			<p><b>2024-2029</b></p> <p><del>Post 2026</del></p>	<p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p><b>45</b></p> <p><del>32 to 184</del></p>

Site 345 Normanton Park Hotel, 34-36 Normanton Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
South Croydon	CR2 7AR	0.40 ha	Normanton Park Hotel & grounds	Urban	Medium	Compact houses on relatively small plots; Large houses on relatively small plots	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development with primary school expansion if required (otherwise the whole site may be used for residential development).		Residential development will help to meet the need for new homes in the borough. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating.			2021 – 2026	Site is subject to developer interest with a planning application likely soon and subject to granting of planning permission there is nothing preventing the site from being developed	14 to 38

Site 347: Tesco, 2 8 Purley Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley	CR8 2HA	3.80ha	Tesco store & associated car park	Urban	High	Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><del>Mixed use residential, healthcare facility (if required by the NHS) and retail development</del>  <b>Mixed use development comprising main town centre ground floor use with residential above.</b></p>		<p>Site has an existing retail use and has potential for intensification of use of the site with the addition of residential units which will help to meet the need for new homes in the borough. Measures to mitigate flood risk will need to be included in the development to assist sustainability. <del>The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place.</del> As the site is within Flood Zone 3 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment.</p>			<p><b>Post 2034</b></p> <p>2021-2026</p>	<p><b>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</b></p> <p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p><b>420</b></p> <p>172 to 990</p>

Site 348: Homebase & Matalan stores, 60-66 Purley Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Broad Green & Selhurst)	CR0 3JP	2.84ha	Retail stores and associated car park	Urban	Medium	Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><del>Mixed use residential and retail development</del></p> <p>Mixed use development comprising main town centre ground floor use with residential above.</p>		<p><del>Residential development would help meet the need for new homes in the borough. Premises are currently on long leases which will not expire until the mid-2020.</del></p> <p>Potential for a new local centre in the Valley Park area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, retail community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.</p> <p>The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating.</p>			<p>2024-2029</p> <p>Post 2026</p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed.</p> <p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p>685</p> <p><del>128 to 482</del></p>

Site 349: Harveys Furnishing Group Ltd, 230-250 Purley Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4XG	0.46ha	Retail stores and car parks	Urban	Medium	Industrial Estates, Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Redevelopment of this area to a mixture of residential, retail and commercial use, healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community. As the site is partly within a Flood Zone 3 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment</p> <p>Mixed use development comprising main town centre ground floor use including a healthcare facility, with residential above.</p>		<p>Potential for a new local centre in the Waddon Marsh area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of retail and residential, community uses and retail. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan. As the site lies outside of a Primary Shopping Area it is not suited to intensification of the existing retail use.</p>			<p>2029-2034</p> <p>Post 2026</p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p> <p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p>146</p> <p>21 to 78</p>

**Site 350: Wing Yip, 544 Purley Way**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Waddon	CR0 4NZ	1.53ha	Wing Yip retail warehouse & car park	Urban	Medium	Retail Estates & Business & Leisure Parks	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Redevelopment of a mix of residential, retail, commercial and community uses to form the basis of a new residential community		<p>Potential for a new Local Centre in the Five Ways area is identified in the Croydon Local Plan 2018 .</p> <p>Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, and retail use alongside new community uses and leisure uses. As the site is a scattered employment site, the employment use will need to be retained as a mitigation of the potential loss of employment and as part of any dedevelopment, enable inclusion of attenuation SuDS where possible.</p> <p>Self-contained residential basements and bedrooms at basement level are not permitted in areas that have 'potential for groundwater to occur at the surface</p>			Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	69 to 260



Site 351: Furniture Village, 222 Purley Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4XG	0.71	Retail warehouse & car park	Urban	Medium	Industrial Estates, Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Mixed use development comprising main town centre ground floor use including a healthcare facility, with residential above.</p> <p>Redevelopment of this area to a mixture of residential, retail, healthcare facility (if required by NHS) and community uses to form the basis of a new residential community.</p>		<p>Potential for a new local centre in the Waddon Marsh area is identified in the Purley Way Transformation Area and Croydon Local Plan.</p> <p>Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. Residential development will help to meet the need for new homes in the borough. As the site lies outside of a Primary Shopping Area it is not suited to intensification of the existing retail use. As the site is partly within a Flood Zone 3 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment. Development should enable inclusion of attenuation SuDS where possible.</p> <p>The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan. Self-contained residential basements and bedrooms at basement level are not permitted in areas that have 'potential for groundwater to occur at the surface'</p>			<p>2029-2034</p> <p>Post 2026</p>	<p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p>124</p> <p>32 to 120</p>

Site 355: Decathlon, 2 Trafalgar Way							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley Way (Waddon)	CR0 4XT	1.30ha	Decathlon Store & car park	Urban	Medium	Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Mixed use development comprising main town centre ground floor use including a healthcare facility, with residential above.</p> <p>Redevelopment of this area to a mixture of residential, retail, healthcare facility (if required by the NHS) and community uses to form the basis of a new residential community.</p>		<p>Potential for a new local centre in the Waddon Marsh area is identified in the Purley Way Transformation Area and Croydon Local Plan. Over the lifetime of the Croydon Local Plan reconfiguration of out of town retail warehouses in the borough will provide an opportunity for redevelopment with a mix of residential, community uses and retail. Residential development will help to meet the need for new homes in the borough. Measures to mitigate flood risk will need to be included in the development to assist sustainability. The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating. As the site is within a Flood Zone 3 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment. The site is located within the boundary of the Purley Way Transformation Area and development proposals should broadly align with the detailed Masterplan.</p>			<p>2029-2034 Post 2026</p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p>260 59 to 221</p>

Site 357: Norwood Heights Shopping Centre, Westow Street						
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character
Crystal Palace & Upper Norwood	SE19 3AH	1.46ha	Sainsbury's supermarket and smaller retail units	Urban	High	Retail Estates & Business & Leisure Parks, Urban Shopping Areas
Description of option	Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Mixed use development comprising main town centre use with residential and/or office above subject to the adequate re-provision of the existing community use.</p> <p>Retail, replacement community use, residential and office</p>	<p>Site is a relatively low density site within the Primary Shopping Area of Crystal Palace Town Centre which has potential for redevelopment. Residential development will help to meet the need for new homes in the borough.</p> <p><del>The Sustainability Appraisal recommends that the impact of the proposal on the conservation area is mitigated through the heritage and townscape assessment.</del></p> <p>The site is within the Upper Norwood Triangle Conservation Area and immediate setting of the listed war memorial alongside other heritage assets. The development should respond to the character of the area to preserve or enhance the significance of the heritage assets. The Council's relevant Conservation Area Guidance and Management Plans will need to be adhered to.</p>			<p>Post 2034 Post 2026</p>	<p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p>135 39 to 223</p>

Site 372: Car park, Lion Green Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Coulsdon	CR5 2NL	1.08ha	Car Park (within Coulsdon Town Centre)	Suburban	Medium	Industrial Estates	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development comprising leisure, community facilities and retention of car parking spaces. Also retail so long as the current planning permission is extant.		Site lies within Coulsdon District Centre but outside the Primary Shopping Area so all town centre uses except retail are acceptable in this location. The site has planning permission for a retail use having passed the sequential test. Should the planning permission expire, retail use would cease to be an acceptable use on this site unless a new sequential test demonstrates that there are no sequentially preferable sites available that are suitable for the type of retail use proposed.			2022-2027	Site has planning permission but there are a number of issues that need to be overcome before the site can be developed	na

Site 374: Reeves Corner former buildings, 104-112 Church Street							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1RD	0.08ha 0.16ha	Vacant Land with designated Secondary Retail Frontage	Urban	High	Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><b>Mixed use development comprising main town centre ground floor use with residential above.</b></p> <p><del>Mixed use with residential to upper storeys and retail on ground floor. Self-contained residential basements and bedrooms at basement level are not permitted in areas that have 'potential for groundwater to occur at the surface' (BGS Susceptibility to Groundwater Flooding). A high risk of surface water flooding surrounds the site, particularly across the road network such as Cairo New Road and Church Street. There is one historic record of surface water flooding held by Croydon Council in this location.</del></p>		<p><del>It will</del> <b>Residential development</b> will help meet the need for housing in the borough. Retail or a community use will assist in providing an active frontage to the ground floor. Previous use of the site was retail so new retail use is acceptable. As the site is in the <b>Church Street</b> Conservation Area, the Council's Conservation Area Guidance and Management Plans will need to be adhered to and proposals assessed against this. The Sustainability Appraisal recommends that the impact of the proposal on the conservation area is mitigated through the heritage and townscape assessment.</p> <p><b>and the setting of a number of listed and locally listed buildings including the Grade I Listed Croydon Minster. The development should respond to the character of the area, to preserve and enhance the significance of heritage assets. The Council's relevant Conservation Area Guidance and Management Plans will need to be adhered to.</b></p>			<p><b>2029-2034</b> <del>2021—2026</del></p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p>	<p><b>21</b> <del>23 to 64</del></p>

Site 375: Northern part of, 5 Cairo New Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1XP	0.91ha	Church in former Factory building	Urban	High	Institutions with associated grounds; Linear Infrastructure	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential redevelopment <b>subject to the adequate re-provision of the existing</b> above community use. <del>The surrounding areas of Cairo New Road and Roman Way are shown to be at a high risk of surface water flooding.</del>		Residential development will help to meet the need for new homes in the borough. The community use of the site is protected by Policy SP5 of the Croydon Local Plan 2018.			<b>Post 2034</b> 2021 — 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	<b>45</b> <del>128 to 368</del>

Site 392: Carolyn House, 22-26 Dingwall Road						
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character
Croydon Opportunity Area	CR0 9XF	0.13ha	Office building	Central	High	Large buildings with surrounding space
Description of option	Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Offices and residential and/or hotel (with healthcare facility if required by the NHS)	In accordance with Policy SP3 of the Croydon Local Plan 2018, office refurbishment/redevelopment and mixed use should be explored fully. The site is suitable for all town centre uses except retail as it is within Croydon Metropolitan Centre close to East Croydon Station but outside of the Primary Shopping Area. The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place			Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	23 to 64

Site 393: Whitgift centre, North End							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1UB	7.75ha <del>8.8ha</del>	Shopping Centre, four office towers and two multi-storey car parks	Central	High	Shopping centres, precincts	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Masterplanned redevelopment to create an improved primary shopping area for Croydon Metropolitan Centre, as set out in Policy SP13.</p> <p><del>Expansion of shopping centre, improved public realm and residential development and car parking provision. The majority of the site is shown to be at a very low risk. The surrounding areas are generally at a low risk of surface water flooding with the areas of the road network (i.e. Wellesley Road) being shown to be at high risk. There are three historic records of surface water flooding and one historic record of sewer flooding.</del></p>		<p>Planning permission <del>has been granted</del> for this site has recently expired. However, the landowners and their delivery partners are working closely with the Council and other partners, to formulate a revised deliverable scheme for this strategic part of borough. This will <del>which represents</del> form a comprehensive major regeneration scheme for Croydon Metropolitan Centre which will secure an improved quality and expanded shopping centre along with new homes that will help to meet the need for new homes in the borough. The Sustainability Appraisal recommends that the impact of the proposal on the conservation area is mitigated through the heritage and townscape assessment.</p>			<p>2024-2029 <del>2016—2021</del></p>	<p>The planning permission has recently expired. The landowner is working with a range of stakeholders to formulate a revised scheme</p> <p>Site has planning permission and landowner is likely to develop the site themselves</p>	<p>1,080 <del>400 to 1,000</del></p>



Site 396: Praise House, 145-149 London Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Broad Green & Selhurst	CR0 2RG	0.25ha	Former office building of 4 floors currently with a community use with extension at rear last used as garage. Frontage used as tyre fitters.	Urban	High	Industrial Estates, Retail Estates & Business & Leisure Parks, Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Residential development subject to the adequate reprovion of the existing community use.</p> <p><del>Redevelopment for mixed use residential and community use</del></p>		<p>Site has an existing community use that is protected. The redevelopment of this site would help to meet the need for new homes in the borough. Currently it is not likely to be viable so it development of the site is not likely to be completed before 2026.</p>			<p>2024-2029</p> <p><del>Post 2026</del></p>	<p>Site has planning permission but there are a number of issues that need to be overcome before the site can be developed</p> <p><del>Site has no known developer interest and the Council will need to work with landowner to bring it forward</del></p>	<p>72</p> <p><del>9 to 52</del></p>

Site 398: Coombe Cross, 2-4 South End							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1DL	0.26ha	4-storey office building	Urban	High	Large buildings with well-defined building line and adjacent to other buildings; Urban Shopping Areas	
Description of option	Justification for option				Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development. It should be noted that ordinary watercourses have not have been included in the fluvial modelling of the River Wandle and therefore a fluvial flood risk from this watercourse may be present. There are further areas of medium risk of surface water flooding to the west of the site. The surrounding area is generally an area of low to medium surface water flood risk. However, there are areas of high risk in regards to surface water flooding in areas such as Parker Road and South End. There are two historic records of surface water flooding.	The redevelopment of this site could help to meet the need for new homes in the borough.				Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	37 to 105

Site 400: Day Lewis House <b>Bensham House</b> , 324-338 Bensham Lane							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Thornton Heath	CR7 7EQ	0.25ha	Large office/factory building	Urban	Medium	Industrial Estates; Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential redevelopment		The site consists of an office building with prior approval to convert to residential use, a temporary community use and a small area of warehousing. The office and temporary community uses are not protected and the remaining area of Class B8 use is small. Residential use of this site will help to meet the need for new homes in the borough			<b>2024-2029</b> <del>2021 to 2026</del>	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	<b>47</b> <del>12 to 42</del>

Site 404: Vistec House & <del>14 Cavendish Road</del> , 185 London Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Broad Green & Selhurst	CR0 2RJ	0.69ha	6 storey office building fronting London Road and 2 storey warehouse on Cavendish Road	Urban	High	Large buildings with well-defined building line and adjacent to other buildings; Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		The redevelopment of this site could help to meet the need for new homes in the borough and as it is outside the Local Centre and Primary Shopping Area retail and other town centre uses are not preferred uses on this site.			2024-2029 <del>2016—2021</del>	Site is subject to developer interest and a planning application is likely soon with the landowner looking to develop the site themselves	79 <del>32 to 179</del>

Site 405: Capella Court & Royal Oak Centre, 725 Brighton Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley	CR8 2PG	0.5ha 1.30ha	Single storey block with leisure and other uses A 5 storey office in the middle of a roundabout and a single storey block on the south side of the roundabout connected by a footbridge to the main building and group of single storey commercial units at rear of Capella Court	Urban	Medium	Industrial Estates, Large buildings with surrounding space	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development and health facility, and reconfiguration of existing uses and their floor space with no net loss of flood storage capacity		The redevelopment of this site could help to meet the need for new homes in the borough. The site lies outside of Purley District Centre so is not a suitable location for town centre uses including retail and offices. The Shopping Parade on the southern part of the site is proposed for de-designation as it does not have any shops in it. The current community use within the site should be included to assist sustainability in the local context. As the site is within a Flood Zone 3 it will be subject to the Exception Test as part of a Site Specific Flood Risk Assessment. Any development which involves an increase in building footprint should ensure there is no impact on the ability of the floodplain to store water. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating.			2029-2034 Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	50 59 to 221

Site 407: 797 London Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Thornton Heath Broad Green and Selhurst	CR7 6AW	0.15ha	Six storey office building and car park at least part vacant	Urban	Medium	Large buildings with surrounding space; Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Conversion or redevelopment to residential use		Office use is not protected in this location and residential use would help meet the borough's need for new homes. Conversion would need to adhere to Local Plan and London Plan Standards to improve the sustainability of the development.			<del>Post 2026</del> 2024-2029	Site has planning permission <del>Site has no known developer interest and the Council will need to work with landowner to bring it forward</del>	101 <del>7 to 25</del>

Site 409: Beech House, 840 Brighton Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley	CR8 2BH	0.14ha	4 storey office building	Urban	High	Large buildings in an urban setting; Large buildings with surrounding space; Large buildings with well defined building line and adjacent to other buildings	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Conversion of the office building to residential uses.		<p>Located outside the proposed District Centre boundary so residential would be the preferred use, however the existing office use could be retained on the site. Residential development will help to meet the need for new homes in the borough. Conversion would need to adhere to Local Plan and London Plan Standards to improve the sustainability of the development. As 22% of the site is in Flood Zone 2 any proposal for redevelopment should locate buildings within Flood Zone 1.</p>			2016—2021	Site has planning permission and there is nothing preventing the site from being developed	36 to 45

**Site 410: 100 Brighton Road -combined with site 64**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Purley	CR8 4DA	0.22ha	Co-op funeral service premises	Urban	Medium	Urban Shopping Areas	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Mixed use residential and retail development		Site has an existing retail use and has potential for intensification with the addition of residential units which will help to meet the need for new homes in the borough.			Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	10 to 37



Site 411: Palmerston House, 814 Brighton Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley	CR8 2BR	0.07ha	Office Building	Urban	High	Large buildings with surrounding space, Medium rise blocks with associated grounds	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential redevelopment		<p>Site is an office in an edge of centre location where residential use is preferable. Residential development will help to meet the need for new homes in the borough. Conversion could be considered to reduce the environmental impacts of the development with flood mitigation measures. As part of the site is in Flood Zone 2 and 3 an Exception Test is required as part of a Site Specific Flood Risk Assessment. Any redevelopment of the site should seek to locate buildings in Flood Zone 1.</p>			<p>2029-2034 Post 2026</p>	<p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p>4 to 18 8</p>

**Site 416: Challenge House, 618 Mitcham Road**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Broad Green & Selhurst	CR0 3AA	0.80ha	3-storey office building	Urban	Medium	Industrial Estates, Institutions with associated grounds, Terraced houses and cottages	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Residential redevelopment or conversion. Conversion would need to adhere to Local Plan and London Plan Standards to improve the sustainability of the development.		Office use is not protected. The Council's preferred location for offices is in the New Town and East Croydon station areas of Croydon Metropolitan Centre and in other District Centres. The redevelopment of this site will help to meet the need for new homes in the borough. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating			Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	36 to 136

Site 417: Stonemead House, 95 London Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2RF	0.14ha <del>0.16ha</del>	Vacant office building	Urban	High	Retail Estates & Business & Leisure Parks, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential <b>development</b>		The redevelopment or conversion of the building could help to meet the need for new homes.			<b>Post 2034</b> <del>2021—2026</del>	Site has no known developer interest and the Council will need to work with landowner to bring it forward	<b>11</b> <del>23 to 64</del>

**Site 430: Grafton Quarter, Grafton Road**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Waddon	CR0 3RP	0.62ha	Various industrial buildings and office block that are vacant	Urban	Medium	Industrial Estates; Institutions with associated grounds; Terraced houses and cottages	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Creative and Cultural Industries Enterprise Centre and residential development		It is an objective of the Croydon Local Plan 2018 to encourage creative and cultural industries in the borough. Permitting residential development on part of this site enables the development of a Creative and Cultural Industries Enterprise Centre on the remaining part of the site as it makes the overall development viable and assists with the sustainability of the site along with mitigation of the loss of employment with the retention of some skills and training on the site.			2016 – 2021	Site is subject to developer interest and a planning application is likely soon with the landowner looking to develop the site themselves	28 to 131

Site 468: Grass area adjacent to, 55 Pawsons Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Thornton Heath	CR0 2QA	0.27ha	Fenced off grass area to the rear of shops on Whitehorse Road and adjacent to estate of 1—55 Pawsons Road and former depot at rear of 57 Pawsons Road	Urban	Medium	Medium rise blocks with associated grounds, Terraced houses and cottages, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough. The Sustainability Appraisal recommends that development proposals should seek to ensure that any loss of open land is mitigated through alternative provision.			2016—2021	In-Council ownership	13 to 45

Site 471: Masonic Hall car park, 1- 1B Stanton Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Broad Green & Selhurst	CR0 2UN	0.15ha	Private Car Park between 1 and 1 B Stanton Road, called Masonic Hall car park.	Urban	High	Large houses on relatively small plots, Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough. Delivery will be an issue with the land in private ownership and as a car park for a hall the Community Policy SP5 must be complied with. A Contaminated Land Assessment will be required.			Post 2034 <del>Post 2026</del>	Site has no known developer interest and the Council will need to work with landowner to bring it forward	11 <del>7 to 39</del>

Site 474: Rear of The Cricketers, 47 Shirley Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Addiscombe	CR0 7ER	0.18ha	Amenity land to the rear of the pub's car park	Suburban	Medium	Terraced houses and cottages; Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating.			Post 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	7 to 17

**Site 486: Land and car park at rear of The Beehive Public House, 45A 47 Woodside Green**

Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
South Norwood & Woodside	SE25 5HQ	0.15ha	Amenity land & car park	Urban	Medium	Compact houses on relatively small plots; Terraced houses and cottages; Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development		Residential development will help to meet the need for new homes in the borough.			2024-2029 <del>Post 2026</del>	Site has no known developer interest and the Council will need to work with landowner to bring it forward	22 <del>7 to 25</del>



Site 488: Canius House, 1 Scarbrook Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Groydon Opportunity Area	CR0 1SQ	0.07ha	5 storey vacant office block bordering Surrey Street	Central	High	Large buildings with well-defined building line and adjacent to other buildings; Medium-rise blocks with associated grounds	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential conversion		A prior notification under the General Permitted Development Order has been made for this site. Residential development will help to meet the need for new homes in the borough. Conversion would need to adhere to Local Plan and London Plan Standards to improve the sustainability of the development. The Sustainability Appraisal highlights the context of the Conservation Area which development proposals will need to consider and which this site is adjacent to.			2016—2021	Site has planning permission but there are a number of issues that need to be overcome before the site can be developed	30

Site 489: Corinthian House, 17 Lansdowne Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2BX	0.21ha	Locally listed office building	Central	High	Large buildings with surrounding space	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><b>Conversion to main town centre use with residential, office and/or hotel above.</b></p> <p><del>Retention of offices, with residential conversion, and/or hotel (with healthcare facility if required by the NHS). A locally listed building.</del></p>		<p>As a locally listed building redevelopment is not an acceptable option. In accordance with Policy SP3 of Croydon Local Plan, office refurbishment/redevelopment and mixed use should be explored fully. The site lies within Croydon Metropolitan Centre close to East Croydon station but outside the Primary Shopping Area so all town centre uses except retail are acceptable in this location. <del>The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place.</del></p>			<p><b>Post 2034</b> <del>Post 2026</del></p>	<p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p><b>49</b> <del>30 to 85</del></p>

**490: 95-111 Brighton Road and 1-5, 9-15 and 19 Old Lodge Lane**

Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley	CR8 4DA	1.07ha 0.40ha	Public car park, demolished houses, retail units with residential above Gym car park and derelict houses	Urban	Medium	Planned estates of semi-detached houses; Transport Nodes; Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Primary school and residential development		The site is of a suitable size for a primary school, is in an area that has a high demand for school places and can make a significant contribution to meeting this demand. Residential development will help to meet the need for new homes in the borough.			Post 2034 2021—2026	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	52 n/a

**Site 492: 5 Bedford Park**

<b>Place</b>	<b>Postcode</b>	<b>Size</b>	<b>Site description</b>	<b>Type of location</b>	<b>Public Transport Accessibility</b>	<b>Local character</b>	
Groydon Opportunity Area	CR0 2AQ	0.18ha	Vacant office building	Central	High	Large buildings with surrounding space	
<b>Description of option</b>		<b>Justification for option</b>			<b>Anticipated phasing of development</b>	<b>Evidence of deliverability</b>	<b>Indicative number of homes</b>
Residential conversion		A prior notification under the General Permitted Development Order has been made for this site. Residential development will help to meet the need for new homes in the borough. Conversion would need to adhere to Local Plan and London Plan Standards to improve the sustainability of the development.			2016—2021	Site has planning permission but there are a number of issues that need to be overcome before the site can be developed	82 to 91

Site 493: Pinnacle House, 8 Bedford Park							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2AP	0.31ha	Office building	Central	High	Institutions with associated grounds, large buildings with surrounding space	
Description of option			Justification for option		Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><b>Mixed use development comprising employment ground floor use with residential and/or office above.</b></p> <p><del>Mixed use of residential with offices (or a healthcare facility if required by the NHS) on the ground floor</del></p>			<p>In accordance with Policy SP3 of Croydon Local Plan 2018, office refurbishment/redevelopment and mixed use should be explored fully. The site lies within Croydon Metropolitan Centre close to East Croydon station but outside the Primary Shopping Area so all town centre uses except retail are acceptable in this location.</p> <p><del>The site has been identified by the NHS as being in an area with a need for additional healthcare facilities. The inclusion of healthcare facilities should be explored with the NHS before development takes place.</del></p>		<p><del>Post 2026</del> <b>2029-2034</b></p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p>	<p><b>158</b> 44 to 125</p>

Site 495: Dairy Crest dairy, 823-825 Brighton Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley	CR8 2BJ	0.45ha	Dairy depot with buildings fronting on to Brighton Road being a locally listed building	Urban	Medium	Compact houses on relatively small plots, Industrial Estates, Large houses on relatively small plots, Medium rise blocks with associated grounds, Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Conversion of buildings fronting Brighton Road to studio space (with potential for a Creative and Cultural Industries Enterprise Centre serving Purley) with new light industrial units to the rear		The buildings fronting Brighton Road are locally listed so conversion is the only acceptable option. Policy SP3 of the Croydon Local Plan sets out the need for a Cultural and Creative Industries Enterprise Centre in Purley and the conversion of the buildings on Brighton Road could lend themselves to studio spaces. The Sustainability Appraisal recommends that public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating. As the site is within Flood Zone 3 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment.			2021—2026	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	n/a

**Site 499: Croydon University Hospital Site, London Road**

Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Thornton Heath Broad Green and Selhurst	CR7 7YE	8.217ha	Various hospital and medical associated buildings along with a staff car park on Bensham Lane	Urban	Medium	Industrial Estates, Large buildings with well-defined building line and adjacent to other buildings, Medium rise blocks with associated grounds, Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><del>Residential development subject to the adequate reprovision of the existing health care use.</del></p> <p>Consolidation of the hospital uses on a smaller area of the site with enabling residential development on remaining part subject to there being no loss of services provided by the hospital in terms of both quantity and quality;</p>		<p>In order to fund improvements to the existing hospital buildings residential development on part of the site may be required. This option is dependent on their being no loss of services provided by the hospital both in terms of quantity and quality.</p>			<p>Post 2034 2027-2032</p>	<p>Site is part of a partners' Estate Strategy</p>	<p>345 77 to 290</p>

Site 502: Coombe Farm, Oaks Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Shirley	CR0 5HL	3.99ha	Former school and hostel buildings	Suburban	Low	Green Infrastructure; Institutions with associated grounds	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development so long as the development has no greater footprint, volume or impact on openness on the Metropolitan Green Belt than the existing buildings on the site		Although the site is in the Green Belt, it already has built form. Residential development will help to meet the need for new homes in the borough.			2021-2026	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	90



Site 504: Stroud Green Pumping Station, 140 Primrose Lane							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Shirley	CR0 8YY	0.72ha	Thames Water pumping station (which is a Locally Listed Building) and surrounding land	Suburban	Medium	Green Infrastructure, Industrial Estates, Planned estates of semi-detached houses	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><b>Conversion of pumping house for residential development.</b>  Residential development (including the conversion of the Locally Listed pumping station) if the site is no longer required for its current use in the future. It should be noted that ordinary watercourses have not have been included in the fluvial modelling of the River Wandle and therefore a fluvial flood risk from this watercourse may be present.</p>		<p>This site does not meet the criteria for designation as Metropolitan Open Land as it does not contribute to the physical structure of London, it does not include open air facilities which serve the whole or significant parts of London and it does not contain features or landscapes of national or metropolitan importance. For this reason it has been assessed by the same criteria as other non-Metropolitan Open Land sites and is considered acceptable for development. Residential development will help to meet the need for new homes in the borough. <b>The locally listed building should be converted in a sensitive manner that responds to its special interest. Development in the grounds would need to demonstrate that it can be accommodated in a manner that responds to the locally listed building and preserves or enhances its setting.</b></p>			<p>Post 2034  <del>Post 2026</del></p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p>	<p><b>24</b>  <del>26 to 68</del></p>

Site 517: Milton House, 2-36 Milton Avenue							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Broad Green & Selhurst	CR0 2BP	1.32ha	Mostly vacant & semi derelict factory units in integrated industrial location surrounding Milton Avenue	Urban	Medium	Compact houses on relatively small plots; Industrial Estates; Large buildings in an urban setting; Terraced houses and cottages	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential and employment uses		The redevelopment of this site could help to meet the need for new homes in the borough, whilst also providing some employment and mitigating against possible loss of employment in the area. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating and that mitigation of loss of employment might take the form of requirements around training and skills development.			2016—2021	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	74

Site 522: Surface car park, Wandle Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area		0.6ha	Council Surface Car park	Central	High	Large buildings with well-defined building line and adjacent to other buildings; Linear Infrastructure; Medium-rise blocks with associated grounds	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Bus stand underneath the flyover and a district energy centre and residential development on the remainder of the car park. The majority of the site is within Flood Zone 3a to the south-west and the rest of the site are within Flood Zone 1. This More Vulnerable development should be preferably located in Flood Zone 1. If it is essential to build on Flood Zone 3a, then all residential uses should be located in the first floor level or above. Self-contained residential basements and bedrooms at basement level are not permitted in areas that have 'potential for groundwater to occur at the surface' (BGS Susceptibility to Groundwater Flooding).</p>		<p>TfL Buses require a bus standing space in Croydon Metropolitan Centre so that bus stands can be removed from the Mid-Croydon Masterplan area. A district energy centre is a policy aspiration of the Croydon Local Plan 2018 and the Wandle Road surface car park has been identified as the most cost-effective and realisable site for its location. The remaining capacity can be used for new housing which will help to meet the need for new homes in the borough. As the site is within a Flood Zone 3 it will be subject to the Sequential Test as part of the Strategic Flood Risk Assessment.</p>			2021—2026	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	Up to 40

Site 662: Coombe Road Playing Fields, Coombe Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
South Croydon	CR0 5RB	10.80ha	Playing fields	Suburban	Medium	Detached houses on relatively large plots; Green Infrastructure; Institutions with associated grounds	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Secondary school with retention of playing pitches		The site is of a suitable size for a secondary school, is well connected to an area that has a high demand for school places and can make a significant contribution to meeting this demand. The site has met the criteria for de-designation as Green Belt and part of the site will be de-designated to accommodate a school. The site is currently used as playing pitches which are protected so any redevelopment for a school should look to retain some of this use. Development could potentially require mitigation to address the effects of impact on the adjacent SNCI.			2016—2021	In Council ownership	n/a

Site 683: Purley Back Lanes, 16-28 Pampisford Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Purley	CR8 2NE	0.62ha 0.54ha	Single Storey Garage Engineering works at Russell Hill Place, car park and domestic garages at rear of Tudor Court, Russell Hill Parade. Two four storey detached houses in use as D1 facilities on Pampisford Road	Urban	High	Large houses on relatively small plots, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p><b>Replacement industrial floorspace, a new public car park and residential development.</b>  <del>Residential development and public car park including new industrial units to replace those currently on the site</del></p>		<p>Part of the site is currently an operational town centre employment site where there is a presumption against residential development. However, development of the site could enable the replacement of the industrial units with more modern and more accessible premises whilst providing new homes that are needed to meet the borough's need for housing.</p>			<p><b>Post 2034</b>  <del>2021–2026</del></p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p>	<p><b>60</b>  <del>Up to 94</del></p>

Site 937: Kempfield House, 1 Reedham Park Avenue							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Kenley and Old Goulsdon	CR8 4BQ	0.48ha	Former Croydon Council children's home	Suburban	Low	Institutions with associated grounds, Mixed type flats, Planned estates of semi-detached houses	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential development with community use		Residential development to help meet the need of the borough. The Sustainability Appraisal recommends public transport improvements are made as part of the proposal to mitigate the site's low public transport accessibility rating.			2016 – 2021	Site is subject to developer interest A planning application is likely soon with the landowner looking to develop the site themselves.	12

Site 945: Waitrose, 110-112 Brighton Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Coulsdon	CR5 2NB	0.27ha	Waitrose supermarket	Urban	Medium	Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Mixed use development comprising main town centre ground floor use with residential above.</p> <p>Residential, retail and car parking (and healthcare facility if required by the NHS)</p>		<p>The site has been identified by the NHS as being in an area with a need for additional healthcare facilities.</p> <p>Residential development would help to meet the need for new homes in the borough. The site has an existing retail use.</p>			<p>Post 2039 2021—2026</p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p> <p>Site has no known developer interest and the Council will need to work with landowner to bring it forward</p>	<p>39 55 to 90</p>

Site 946: Stubbs Mead Depot, Factory Lane							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Waddon	CR0 3RL	2.71ha	Council Depot with parking area, and six buildings and one bay of fuel pumps.	Urban	High	Industrial Estates	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed residential and employment (industry and warehousing)		The employment use is a protected use and therefore need to be retained on the site. The redevelopment of this site could help to meet the need for new homes in the borough. The provision of flood prevention measures is required to improve the sustainability of the development. Self-contained residential basements and bedrooms at basement level are not permitted in areas that have 'potential for groundwater to occur at the surface'.			2021 - 2026	In Council ownership	157 to 440



Site 947: 359-367 Limpsfield Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Sanderstead	CR2 8BV	0.325ha	Car repair garage	Suburban	Low	Retail Estates & Business & Leisure Parks	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential with 1 - 3 commercial units on ground floor		Residential development will help to meet the need for new homes in the borough.			2016 - 2021	Site has planning permission and there is nothing preventing the site from being developed	10 to 22

Site 948: 230 Addington Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Selsdon	CR2 8LL	0.11ha	Disused art deco dance hall last used as a car repair garage	Suburban	Medium	Suburban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Residential <b>development</b> with <del>retail on ground floor (up to 3 units)</del> .		Residential development will help to meet the need for new homes in the borough. Retail development will help to re-establish the primary shopping area of the district centre given the site's Main Retail Frontage designation.			<b>2024-2029</b> <del>2021-2026</del>	Site has planning permission and is subject to further developer interest but there are a number of issues that need to be overcome before the site can be developed.	<b>26</b> <del>11</del>

Site 950: Norfolk House, 1-28 Wellesley Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 2AE	0.68ha <del>0.708ha</del>	Retail/commercial and hotel uses of 2 - 11 storeys. Wellesley Road elevation is within a Main Retail Frontage, and George Street elevation is within a Secondary Retail Frontage. Part of the site is locally listed.	Central	High	Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
<p>Mixed use development comprising conversion of Norfolk House to create main town centre ground floor use with residential, hotel and/or office above.</p> <p><del>Mixed use development to include retail, residential, office and hotel uses.</del></p>		<p>The site is located in an area where mixed use development is acceptable and redevelopment of the site would rejuvenate this key site. <b>The Locally Listed Building should be retained and converted. Development on the site should seek to respond to the special architectural and historic interest of the Locally Listed Building.</b></p>			<p>Post 2034 2021 - 2026</p>	<p>Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed</p>	<p>135 <del>125 to 255</del></p>

Site 951: 1485-1489 London Road							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Norbury	SW16 4AE	0.17ha	The existing site consists of 2-storey buildings with 3 retail units and 3 two bedroom flats above fronting London Road and at the rear an existing two-storey supermarket facing Fairview Road	Urban	Medium	Terraced houses and cottages, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Redevelopment for residential and retail		The site is suitable for mixed use development with retail development and a community use on the ground floor with residential accommodation on the upper floors. Previous use of the site was retail and would be acceptable as it is also partly within a Primary Shopping Area. Community use would add to the network of community facilities throughout the borough and new homes would help alleviate the need for new homes in the borough.			2016 - 2021	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	15 to 22

Site 952: 103 - 111A High Street							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1QG	0.08ha	Three storey mixed use site comprising of town centre uses on ground floor (including retail) and commercial and residential on upper floors.	Central	High	Town centre uses, close to tall office buildings that are being converted to residential uses, adjacent to a flyover	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use residential with commercial floor space		Located within a highly sustainable location and high developer interest in site, who are intending to formulate and submit a mixed use scheme for site.			2022-2027	Site is subject to developer interest	37

Site New 1: Citylink, George Street							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 5LR	0.25ha	Office building with hotel and retail units at ground level.	Central	High	Large buildings with surrounding space, Linear Infrastructure, Urban Shopping Areas	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development with town centre ground floor use with residential and/or office above.		In accordance with Policy SP3 of Croydon Local Plan, office refurbishment/redevelopment and mixed use should be explored fully. The site is suitable for all town centre uses except retail as it is close to East Croydon station.			2024-2029	Site has planning permission.	361

Site New 2: Development Site, Regina Road Housing Estate							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
South Norwood & Woodside	SE25 4TW	2.5ha	Housing Estate	Suburban	Medium	Compact houses on relatively small plots; Terraced houses and cottages;	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Estate renewal for residential development with retention of community facilities.		Residential development will help to meet the need for new homes in the borough.			2024-2029	In Council ownership	260

Site New 3: Croydon Park Hotel							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR9 5AA	0.67 ha	Croydon Park Hotel	Central	High	Large buildings with surrounding space	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Mixed use development with town centre ground floor use with residential and/or office above.		Residential development will help to meet the need for new homes in the borough.			2024-2029	Site is subject to developer interest but there are a number of issues that need to be overcome before the site can be developed	447



Site New 4: Centrale							
Place	Postcode	Size	Site description	Type of location	Public Transport Accessibility	Local character	
Croydon Opportunity Area	CR0 1UB	5.30 ha	Shopping Centre with adjacent residential, commercial, hotel and retail buildings.	Central	High	Shopping centres, precincts	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Indicative number of homes
Masterplanned redevelopment to create an improved primary shopping area for Croydon Metropolitan Centre, as set out in Policy SP13.		This will form a comprehensive major regeneration scheme for Croydon Metropolitan Centre which will secure an improved quality and expanded shopping centre along with new homes that will help to meet the need for new homes in the borough. Proposals should seek to include and improve ecological, cycling and pedestrian networks. Proposals should include nature-led SuDS schemes.			Post 2034	Site is subject to developer interest.	438

## Appendix 8 – Delivery matrix

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP1 - The Places of Croydon	New developments that contribute to an enhanced sense of place and improved local character	Croydon Council Developers Landowners Neighbourhood Forums Public bodies Neighbouring local authorities Businesses Service Providers	A range of policies to promote high quality new development through the pre-application and development management process. Future policies will be guided by the Borough Character Appraisal, other place-based evidence and the LDF, including the Croydon Local Plan's Detailed Policies and Proposals and future Neighbourhood Plans.	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2018 and Borough Character Appraisal  Provide further assistance to Neighbourhood Plans to help implement policy

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Growth in homes, jobs and services	Croydon Council Developers Landowners Service providers Infrastructure providers Neighbourhood Forums Registered Providers Service providers Businesses	Other policies forming part of the Local Development Framework  Croydon Opportunity Area Planning Framework	2011-36 2019-2040	Primarily in Croydon Opportunity Area, including approximately a third of the borough's residential growth, with Waddon, Purley, and Broad Green & Selhurst, and Thornton Heath and Coulsdon, accommodating medium and moderate residential growth and, to a more limited extent in the other Places	Review Croydon Local Plan-2018  Provide further assistance to Neighbourhood Plans to help implement policy  Work with infrastructure providers to deliver infrastructure necessary to support Places of Croydon

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP2 - Homes	A total of <del>32,890</del> <b>34,145</b> new homes between <del>2016</del> <b>2019</b> and <del>2040</del> <b>2036</b>	Developers Landowners Registered providers Croydon Council GLA	Allocating land for new homes in the Croydon Local Plan's Detailed Policies and Proposals and to guide development of new homes  Working with developers and landowners through the development management process to secure the best use of land in Croydon	<del>2011-36</del> <b>2019-2040</b>	All Places	Review policy in Croydon Local Plan 2018  Review Community Infrastructure Levy requirements  Apply planning obligations requirements more flexibly
	<del>6,970</del> <b>8,000</b> homes on allocated sites outside of Croydon Opportunity Area including preferred unit mix (tenure and size)	Croydon Council GLA Developers Landowners	Croydon Council will allocate sites for new homes in the Detailed Proposals of the Croydon Local Plan 2018 in partnership with GLA, developers and landowners	<del>2011-36</del> <b>2019-2040</b>	All Places except Croydon Opportunity Area	Delivered in Croydon Local Plan 2018

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	<p>10,760 <del>14,500</del> homes on allocated sites inside Croydon Opportunity Area including preferred unit mix (tenure and size)</p>	<p>Croydon Council GLA Developers Landowners</p>	<p>Croydon Council will allocate sites for new homes in Croydon Local Plan's Detailed Policies and Proposals in partnership with GLA, developers and landowners</p> <p><del>Opportunity Area Planning Framework will set out approach and preferred unit mix</del></p>	<p><del>2011-36</del> 2019-2040</p> <p>Adopted in 2013</p>	<p>Croydon Opportunity Area</p>	<p>Delivered in Croydon Local Plan 2018</p> <p><del>Transfer delivery to Croydon Local Plan: 2018</del></p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	25% of all new homes to be social or affordable rented homes (with a minimum of <del>8,175</del> 10,395 in total) and 15% of all new homes to be intermediate affordable homes for low cost shared home ownership, intermediate rent or starter homes (with a minimum of <del>4,905</del> 6,237 new homes)	Developers and Croydon Council working in partnership with Registered Providers	<p>Planning obligation agreements with developers</p> <p>Croydon Council New Build Programme</p> <p>Registered Providers build programmes</p>	<p><del>2011-36</del></p> <p>2019-2040</p>	All Places	<p>Review policy in Croydon Local Plan 2018 and in particular the requirements for on-site provision of affordable homes</p> <p>Apply other planning obligations requirements more flexibly</p> <p>Work with Registered Providers to seek other funding sources for affordable homes</p>
	Mechanism for calculating commuted sums for affordable housing	Croydon Council	Non-statutory guidance on Planning Obligations and Community Infrastructure Levy	<p><del>2011-36</del></p> <p>2019-2040</p>	All Places	Non-statutory guidance on Planning Obligations

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	<p>Framework for provision of homes including approach to mix of homes across borough</p> <p>Framework for provision of homes including minimum design and amenity standards for family homes</p>	Croydon Council will set framework	Croydon Local Plan's Detailed Policies and Proposals	<p><del>2011-36</del></p> <p>2019-2040</p>	All Places	Delivered in Croydon Local Plan 2018
	Provision of affordable homes	Developers and Croydon Council working in partnership with Registered Providers	<p>Planning obligation agreements with developers</p> <p>Croydon Council New Build Programme</p> <p>Registered Providers build programmes</p>	<p><del>2011-36</del></p> <p>2019-2040</p>	All Places	<p>Review policy in Croydon Local Plan 2018</p> <p>Update Affordable Housing Viability Assessment</p> <p>Review Housing Strategy</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	36 new pitches for Gypsy and Travellers	Croydon Council	Croydon Council allocates land for new pitches in the Croydon Local Plan's Detailed Policies and Proposals. Provision of pitches on a site dependent either on a private development or a Registered Provider.	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2018  Re-appraise availability of land in borough to identify new sites for Gypsy and Traveller pitches  Work with Registered Providers and public sector land owners in Croydon to identify other potential for new pitches



Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP3 - Employment	Innovation and investment into the borough will be increased	Croydon Council <del>Coast to Capital Local Enterprise Partnership</del> Developers Landowners	Croydon Council will allocate land for employment activities and Enterprise Centres in the Croydon Local Plan's Detailed Policies and Proposals <del>Coast to Capital LEP will assist with promotion</del>	<del>2011-36</del> 2019-2040	Croydon Opportunity Area and Coulsdon	Review policy in Croydon Local Plan-2018 Review Economic Development Strategy Apply planning obligations requirements more flexibly
	A network of Enterprise Centres	Croydon Council Coast to Capital Local Enterprise Partnership Studio space providers Landowners	Croydon Council will allocate land Coast to Capital LEP will assist with promotion Studio space providers will provide Enterprise Centres	<del>2011-36</del> 2019-2040	Croydon Opportunity Area, Purley, Crystal Palace & Upper Norwood and South Norwood/ Portland Road	Review policy in Croydon Local Plan-2018 Review Economic Development Strategy

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Protection of industrial and warehousing land and premises	Croydon Council	Croydon Council will use the Development Management process to protect existing industrial and warehousing land and premises from change of use or redevelopment to non Class B uses	<del>2011-36</del> 2019-2040	All Places	Review policy in Croydon Local Plan 2018  Review Economic Development Strategy  Work with Croydon Council's Economic Development service to promote industrial areas
	Workshop/ studios for Class B industrial uses in town centre locations	Croydon Council  Developers  Landowners  <del>Coast to Capital Local Enterprise Partnership</del>	Policy encouraging development in these locations  <del>Coast to Capital LEP will assist with promotion</del>	<del>2011-36</del> 2019-2040	Croydon Metropolitan Centre and all District and Local Centres	Review policy in Croydon Local Plan 2018  Review Economic Development Strategy  Work with the Croydon Council's Economic Development service to promote workshop space

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Remodelled Fairfield Halls	Croydon Council Fairfield Halls	Croydon Council Capital Programme  College Green Masterplan	2012-2020	Fairfield Halls	Review Croydon Council Capital Programme  Seek other sources of funding for remodelling
	Use of empty buildings and cleared sites by creative industries and cultural organisations	Croydon Council  Voluntary sector partners Private sector partners Landowners Property Agents	Where Croydon Council is the land owner it will seek to ensure this happens. Where the Council is not the land owner, it will use its Development Management function to promote this activity.	<del>2011-36</del> 2019-2040	All Places	Review policy in Croydon Local Plan 2018

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Town centre health checks	Croydon Council GLA	Undertake town centre health checks in partnership with GLA and relevant neighbouring boroughs to consider the vitality of existing town centres and in accordance with <del>Policy 2.15</del> of the London Plan, also consider the case for identifying new centres.	<del>2011-36</del> 2019-2040 (every 3 to 5 years)	All Places except Kenley & Old Coulsdon	Review policy in Croydon Local Plan 2018
	<del>Define the boundaries of Primary Shopping Areas</del>	Croydon Council	<del>In the Croydon Local Plan's Detailed Policies and Proposals</del>	2011-2017	<del>Croydon Metropolitan Centre and all</del>	<del>Delivered in Croydon Local Plan 2018</del>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Focus town centre uses in Croydon Metropolitan Centre, District and Local Centres	Croydon Council London Borough of Lambeth London Borough of Bromley			<del>District and Local Centres</del>	
	Reduced levels of vacancy amongst Class A units within Croydon Metropolitan Centre and the District and Local Centres	Croydon Council Retailers Property Agents	Business Improvement Districts stimulating developer interest and promoting the centres  Regular town centre 'health checks' and the Croydon Monitoring Report will instigate a boundary review if the number of vacant shops units becomes a sustained and significant issue	2011-36 2019-2040	Croydon Metropolitan Centre and all District and Local Centres	Review policy in Croydon Local Plan 2018

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Up to <del>92,000m<sup>2</sup></del> <b>30,500m<sup>2</sup></b> of new and refurbished office floor space in Croydon Metropolitan Centre and up to 7,000m <sup>2</sup> of new and refurbished office floor space in District Centres	Croydon Council  GLA  Developers  Landowners  <del>Coast to Capital Local Enterprise Partnership</del>	The Croydon Local Plan 2018 promotes a flexible approach to development in Croydon Metropolitan Centre with Opportunity Area Planning Framework promoting conversion of surplus office space to other uses	<del>2011-36</del> <b>2019-2040</b>	Croydon Metropolitan Centre	Review policy in Croydon Local Plan 2018  Review Opportunity Area Planning Framework  Review Economic Development Strategy  Apply planning obligations requirements more flexibly
			Promoting refurbishment of remaining office buildings and development of new floor space  Coast to Capital LEP will assist with promotion	<del>2011-36</del> <b>2019-2040</b>	Croydon Metropolitan Centre and all District Centres	Increased promotion of office space in Croydon

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Healthy and vibrant Croydon Metropolitan Centre and the surrounding area	Croydon Council Retailers Businesses Landowners	Policies to promote a wide range of complementary town centre uses and bring forward the upgrading of retail and office stock. This is supplemented by the Croydon Opportunity Area Planning Framework, the relevant Masterplans, and the Croydon Local Plan's Detailed Policies and Proposals and a Public Realm Framework.	2011-36 2019-2040	Croydon Opportunity Area	Review Croydon Local Plan 2018

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP4 - Local Character	High quality new development which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities.	Croydon Council  Developers	A range of policies in the Croydon Local Plan's Detailed Policies and Proposals to promote high quality new development. This will be supplemented by the Croydon Opportunity Area Planning Framework, Public Realm framework and the relevant Masterplans.	2011-36 2019-2040	All Places	Review policy in Croydon Local Plan 2018



Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Vacant buildings/sites will be utilised for temporary activities	Croydon Council Developers Voluntary sector partners Private sector partners Landowners Property agents	Where Croydon Council is the land owner it will seek to ensure this happens. Where the Council is not the land owner, it will use its Development Management function to promote this activity.	<del>2011-36</del> 2019-2040	All Places	Review policy in Croydon Local Plan 2018

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Improved quality public realm	Croydon Council Developers Landowners	<p>Croydon Local Plan's Detailed Policies and Proposals sets out a range of policies detailing the standards to which public realm improvements must adhere. This is supplemented by the Croydon Opportunity Area Planning Framework, Public Realm Framework and the relevant Masterplans.</p> <p>The Community Infrastructure Levy will part fund public realm improvements.</p>	<p><del>2011-36</del> 2019-2040</p>	All Places	<p>Review Croydon Local Plan 2018</p> <p>Review Regulation 123 list (identifying infrastructure that Community Infrastructure Levy will fund) and consider funding public realm improvements via planning obligations instead</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Heritage assets will be protected and utilised	Croydon Council Landowners Developers Historic England Amenity Societies	Croydon Local Plan's Detailed Policies and Proposals includes a range of policies setting out the extent and nature of protection for Croydon's heritage assets as well as guidance on ensuring the continued use of heritage assets. This is supplemented by the Croydon Opportunity Area Planning Framework, Conservation Area Appraisals and Management Plans and the relevant Masterplans.	2011-36 2019-2040	All Places	Review Croydon Local Plan 2018 and Development Management processes

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP5 - Community Facilities and Education	Developments that provide healthy living by including walking and cycling, good housing design, sufficient open space and opportunity for recreation and sound safety standards, and the retention of existing community facilities	Croydon Council Developers	Croydon Local Plan's Detailed Policies and Proposals  Planning Obligations  Community Infrastructure Levy	2011-36 2019-2040	All Places	Review policy in Croydon Local Plan 2018

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	New development will be expected to contribute to the provision of infrastructure needed to support growth in accordance with the priorities identified by the Infrastructure Delivery Plan	Croydon Council Developers Service providers Infrastructure providers NHS	Croydon Local Plan's Detailed Policies and Proposals  Planning Obligations  Community Infrastructure Levy	<del>2011-36</del> 2019-2040	All Places	Review policy in Croydon Local Plan 2018  Review Infrastructure Delivery Plan (including priorities)  Work with service providers to promote more co-locating of facilities
	Community Infrastructure Levy	Croydon Council	Collecting Community Infrastructure Levy from new development	Introduced in 2013	All Places	Review Community Infrastructure Levy charging schedule
	The provision and improvement of places of worship	Local faith organisations/ groups with the support of Croydon Council	Croydon Local Plan's Detailed Policies and Proposals	<del>2011-36</del> 2019-2040	All Places	Review policy in Croydon Local Plan 2018

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	The temporary occupation of empty buildings for community uses	Croydon Council Landowners Developers Voluntary sector Property agents	Croydon Local Plan's Detailed Policies and Proposals	<del>2011-36</del> 2019-2040	All Places	Review policy in Croydon Local Plan 2018
	Sites for additional schools	Croydon Council Free Schools Academies	Croydon Local Plan's Detailed Policies and Proposals  Education Estates Strategy	<del>2011-36</del> 2019-2040	All Places	Review policy in Croydon Local Plan 2018, School Estates Strategy  Work with neighbouring local authorities to find school places in areas with spare capacity outside of borough
	Children's Centres and pre-school facilities will be enhanced and updated	Croydon Council Private Sector	Capital Funding (Public & Private)	<del>2011-36</del> 2019-2040	In areas with deficiency in access to these facilities	Review policy in Croydon Local Plan 2018 Reassess School Estates Strategy

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Children's Centres and pre-school facilities will be provided			2011-36 2019-2040		
SP6 - Environment and Climate Change	Development of district energy networks in areas of high heat density within the borough	Croydon Council Developers Energy Providers	Croydon Local Plan's Detailed Policies and Proposals  Croydon Council will work with	2011-2021 2019-2040	Croydon Opportunity Area	Review Croydon Local Plan 2018

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
			<p>developers through the development management process to work towards provision of district energy networks in the borough</p> <p>Community Infrastructure Levy could part fund development of network</p>	<p><del>2011-36</del> 2019-2040</p>	<p>Places with high heat density or areas where future development will increase heat density</p>	



Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Installation of sustainable drainage systems (SuDS) for all new development including conversions	Croydon Council Developers Freeholders of residential and commercial property Thames Water Sutton and East Surrey Water	Croydon Local Plan's Detailed Policies and Proposals  Croydon Council will work with partners and developers through the development management process to work towards provision of SuDS to fulfil the requirements of the Flood Water Management Act 2010	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2018

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Safeguarding groundwater Source Protection Zones	Croydon Council The Environment Agency Thames Water Sutton and East Surrey Water	Croydon Local Plan's Detailed Policies and Proposals  Croydon Council will work with the Environment Agency through the development management process to ensure groundwater and aquifers are protected	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2048

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	De-culvert sections of the River Wandle, Norbury Brook and Caterham Bourne	Croydon Council Developers The Environment Agency GLA Thames Water Neighbouring local authorities	Funding and planning obligations have been secured to de-culvert sections of the River Wandle within Wandle Park and the adjoining New South Quarter development. A pre-feasibility assessment has been carried out for sections of the Norbury Brook within Norbury Park, with further assessment required of the initial options. Capital funding, CIL, planning obligations and enabling development are required.	River Wandle (2011- <del>2013</del> 2031), Norbury Brook and Caterham Bourne (2013-2031)	Norbury, Thornton Heath, Waddon, Croydon Opportunity Area, Purley, Kenley and Old Coulsdon	Review policy in Croydon Local Plan 2018

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Enhanced access improvements for the boroughs ponds, open water and water heritage sites	Croydon Council Developers The Environment Agency GLA	Development management process and progress of the Downlands and Wandle Valley Green Grid Area Frameworks	<del>2011-36</del> 2019-2040	Places with ponds and open water	Review Croydon Local Plan 2018
	Overland flow paths, surface water ponding areas, urban watercourse buffer areas and multi-use flood storage areas	Croydon Council Developers The Environment Agency GLA Thames Water Sutton and East Surrey Water Neighbouring local authorities	Development management process, progress of the London Downlands and Wandle Valley Green Grid Area Frameworks and detailed policy/guidance within the Croydon Local Plan's Detailed Policies and Proposals to fulfil requirements of the Flood Water Management Act 2010	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2018

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Preferred locations in collaboration with the neighbouring boroughs of Merton, Kingston and Sutton to maximise self-sufficiency in managing the waste generated	Croydon Council Royal Borough of Kingston upon Thames London Borough of Merton London Borough of Sutton Developers South London Waste Partnership	Private sector delivery will be guided by the South London Waste Plan DPD Applications made outside of this process will be subject to policy in the Croydon Local Plan 2018 and South London Waste Plan DPD	2011-2021 (plan period for the South London Waste Plan DPD) and 2021-2036 2019-2040	Broad Green and Selhurst, Waddon, South Croydon, Purley, Coulsdon, Addington	As set out in South London Waste Plan
	Protection and enhancement of aggregates recycling facilities	Croydon Council	The South London Waste Partnership will be guided by the South London Waste Plan DPD Applications made outside of this process will be subject to policy in the Croydon Local Plan 2018 and South London Waste Plan DPD	2011-36 2019-2040	Purley	Review policy in Croydon Local Plan 2018

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP7 - Green Grid	Improved access and links between and through green spaces. Deliver the All London Green Grid through development of the London Downlands and Wandle Valley Green Grid Area Frameworks Accessible open spaces.	Croydon Council GLA Other local authorities City of London Natural England South London Partnerships London Wildlife Trust Groundwork Wandle Valley Forum Wandle Valley Regional Park Trust Wandle Trust The Environment Agency National Trust Thames Water Historic England Sustrans Downland Countryside Management Project Developers Landowners	Croydon Local Plan's Detailed Policies and Proposals  Croydon Council will work with partners to progress work on the Downlands and Wandle Valley Green Grid Area Frameworks  Development management processes, masterplans, capital funding, planning obligations and Community Infrastructure Levy	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2018, Downlands and Wandle Valley Green Grid Area Frameworks, the Biodiversity Action Plan and internal Development Management processes

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Improve the quality, function and offer of open spaces across the borough	Croydon Council City of London Voluntary Sector Partners Private Sector Partners Landowners	Croydon Local Plan's Detailed Policies and Proposals  Masterplans, capital funding, planning obligations and Community Infrastructure Levy	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2018
	Street tree planting and installation of green roofs/ walls to assist urban cooling and new publicly accessible open spaces	Croydon Council Developers Transport for London Voluntary Sector Partners Private Sector Partners Landowners	Croydon Local Plan's Detailed Policies and Proposals  Requirements for BREEAM will assist the delivery of this policy  Transport for London Local Implementation Plans  Public Realm Framework	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2018  Review Design/ Landscape Guidance

	<p>Protection and enhancement of sites of biological and geological diversity.</p> <p>Improved quality of current sites through habitat management.</p> <p>Increase in size of wildlife areas of existing sites.</p> <p>The creation of new areas for wildlife.</p> <p>Reduction in the pressure on sensitive wildlife sites by improving the buffer areas around sites and the naturalisation of landscapes.</p>	<p>Croydon Council GLA City of London Natural England South London Partnerships London Wildlife Trust Groundwork Wandle Valley Forum Wandle Valley Regional Park Trust Wandle Trust The Environment Agency National Trust Thames Water Historic England Downland Countryside Management Project Developers Landowners 'Friends of' Group British Trust of Conservation Volunteers</p>	<p>Croydon Local Plan's Detailed Policies and Proposals</p> <p>Development management processes, masterplans, capital funding, planning obligations, Community Infrastructure Levy and projects within the emerging Biodiversity Action Plan</p>	<p><del>2011-36</del> 2019-2040</p>	<p>All Places</p>	<p>Review Croydon Local Plan 2018, Downlands and Wandle Valley Green Grid Area Frameworks, the Biodiversity Action Plan and internal Development Management processes</p>
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	<p>Protection and enhancement of allotments, community gardens, green spaces, and woodland.</p> <p>Food growing, tree planting and forestry including the temporary utilisation of cleared sites.</p> <p>Incorporation of growing spaces at multiple floor levels, including edible planting in residential schemes.</p> <p>Flexible landscaping so that spaces may be adapted for growing opportunities.</p>	<p>Croydon Council GLA City of London Natural England South London Partnerships London Wildlife Trust Groundwork Wandle Valley Forum Wandle Valley Regional Park Trust Wandle Trust The Environment Agency National Trust Downland Countryside Management Project Developers Landowners 'Friends of' Groups British Trust of Conservation Volunteers Allotment Societies</p>	<p>Croydon Local Plan's Detailed Policies and Proposals</p> <p>Capital Growth initiative, capital funded projects, Community Infrastructure Levy, the development management process, masterplans and projects within the emerging Biodiversity Action Plan</p>	<p><del>2011-2012</del> (Capital Growth)</p> <p><del>2011-36</del> 2019-2040</p>	<p>All Places</p>	<p>Review Croydon Local Plan 2018, Downlands and Wandle Valley Green Grid Area Frameworks, the Biodiversity Action Plan and internal Development Management processes</p>
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Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
SP8 - Transport and Communication	Enhancement of the borough's sub-regional transport role	Croydon Council Developers Transport for London Network Rail Landowners Developers Neighbouring local authorities	Croydon Opportunity Area Planning Framework  Croydon Local Plan's Detailed Policies and Proposals  Local Implementation Plan  Capital Funded Projects  Masterplans  Planning Obligations  Community Infrastructure Levy  Influencing national rail policy	2011-36 2019-2040	Croydon Opportunity Area All Places	Review Croydon Local Plan 2018 and Opportunity Area Planning Framework

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
			Input into Rail Utilisation Study			
	Management of urban growth to high PTAL areas <del>in areas with good transport links</del> and co-locating facilities in order to reduce the need to travel	Croydon Council Transport for London Landowners Developers Neighbouring local authorities	Croydon Opportunity Area Planning Framework  Croydon Local Plan's Detailed Policies and Proposals	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2018
	Improvement in the borough's Wi-Fi, fibre optic broadband and mobile broadband	Croydon Council Tele-communications Suppliers Utilities Providers Landowners Developers	In partnership with private investors, utilities providers and tele-communication partners	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2018 and Opportunity Area Planning Framework

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Improved permeability, connectivity and way finding with enhanced crossings, footpaths, strategic walking routes and links through green spaces	Croydon Council Developers Transport for London Neighbouring local authorities	Croydon Opportunity Area Planning Framework  Croydon Local Plan's Detailed Policies and Proposals  Masterplans  Local Implementation Plan  Capital Funded Projects  Planning Obligations  Community Infrastructure Levy	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2018 and Opportunity Area Planning Framework

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Accessible, safe, and convenient direct routes to transport interchanges, schools and community facilities	Croydon Council Developers Landowners Transport for London Network Rail Neighbouring local authorities	Croydon Opportunity Area Planning Framework  Croydon Local Plan's Detailed Policies and Proposals  Masterplans  Local Implementation Plan  Capital Funded Projects  Planning Obligations  Community Infrastructure Levy	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2018 and Opportunity Area Planning Framework

	Enhanced and expanded cycle network with new routes through development sites Segregated/ priority cycle lanes	Croydon Council Transport for London Sustrans Developers Network Rail GLA Neighbouring local authorities	All London Green Grid Area Frameworks including Green Grid projects  London Plan  Opportunity Area Planning Framework  Croydon Local Plan's Detailed Policies and Proposals  Local Implementation Plan  Capital Funded Projects  Planning Obligations  Community Infrastructure Levy	2011-36 2019-2040	All Places	Review Croydon Local Plan <del>2018</del> and Opportunity Area Planning Framework, East/West Croydon Masterplans, and Downlands and Wandle Valley Green Grid Area Frameworks
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Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	<p>Cycle alighting and parking at public transport interchanges including cycle hubs at East and West Croydon stations</p> <p>Improved cycle facilities at the borough's schools, colleges and railway stations</p>	<p>GLA Croydon Council Transport for London Developers Landowners Network Rail</p>	<p>London Plan</p> <p>Croydon Local Plan's Detailed Policies and Proposals</p> <p>Local Implementation Plan</p> <p>Opportunity Area Planning Framework</p> <p>Capital Funded Projects</p>	<p>2011-36 2019-2040</p>	<p>All Places</p>	<p>Review Croydon Local Plan 2018</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	<p>Extra capacity on the Tram network and reduced congestion Promotion of extensions of Tramlink to <del>Streatham, Brixton, Tooting, Bromley, Sutton, and Crystal Palace</del></p>	<p>Croydon Council GLA Transport for London Neighbouring local authorities</p>	<p>Relieving bottlenecks on the network and increased frequencies of tram services</p> <p>Extra carriage in each tram</p> <p>Working with Transport for London to facilitate extension of tram network including safeguarding of land</p> <p>Additional funding from Planning Obligations and Community Infrastructure Levy</p>	<p><del>2011-36</del> 2019-2040</p>	<p><del>Croydon Opportunity Area, Broad Green and Selhurst, Waddon, Addiscombe, South Norwood &amp; Woodside, Addington, Thornton Heath and Norbury</del> All Places</p>	<p>Review Croydon Local Plan 2018 and Opportunity Area Planning Framework</p>



Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Improved interchange facilities, pedestrian links and increased capacity at East and West Croydon railways stations and to East Croydon and the area north for Brighton Main Line Railway Access and movement improvements in areas next to rail stations	Croydon Council Transport for London Developers Landowners Network Rail	Opportunity Area Planning Framework  Croydon Local Plan's Detailed Policies and Proposals  Local Implementation Plan  Capital Funded Projects  Planning Obligations  Community Infrastructure Levy	2011-36 2019-2040	Croydon Opportunity Area, Norbury, Thornton Heath, South Norwood & Woodside, Waddon, South Croydon, Purley, Coulsdon, Addington, Kenley & Old Coulsdon, and Sanderstead  All Places	Review Croydon Local Plan 2018 and Opportunity Area Planning Framework, and East/West Croydon Masterplans

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	<p>New bus stops/standing at West Croydon</p> <p>Improvements to orbital bus routes</p> <p>Improved bus interchange <b>in the Croydon Opportunity Area</b> and improvements to bus stops and stands <del>in Croydon Opportunity Area</del> <b>across the borough</b></p>	<p>Croydon Council Transport for London Network Rail</p>	<p>Croydon Opportunity Area Planning Framework</p> <p>Croydon Local Plan's Detailed Policies and Proposals</p> <p>Masterplans</p> <p>Local Implementation Plan</p> <p>Capital Funded Projects</p> <p>Planning Obligations</p> <p>Community Infrastructure Levy</p>	<p><del>2011-36</del> <b>2019-2040</b></p>	<p><del>Croydon Opportunity Area, Broad Green &amp; Selhurst, Waddon, Addiscombe, South Croydon, Norbury, Thornton Heath, Purley and Coulsdon</del> <b>All Places</b></p>	<p>Review Croydon Local Plan 2018 and Opportunity Area Planning Framework, and East/West Croydon Masterplans</p>

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Electric Vehicle infrastructure	Croydon Council Transport for London Neighbouring local authorities	Croydon Local Plan's Detailed Policies and Proposals  Croydon Capital Funded Projects  Planning Obligations  Community Infrastructure Levy	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2018
	Improved taxi ranks/waiting and coach parking interchanges at East and West Croydon	Network Rail Developers Landowners Croydon Council	Croydon Opportunity Area Planning Framework  Masterplans  Planning Obligations	<del>2011-36</del> 2019-2040	Croydon Opportunity Area All Places	Review Croydon Local Plan 2018  Review Opportunity Area Planning Framework

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
	Improved conditions for pedestrians, cyclists, public transport and freight at pressure points in the street network, including key junctions	Croydon Council Transport for London Sustrans Network Rail Neighbouring boroughs	Croydon Opportunity Area Planning Framework  Croydon Local Plan's Detailed Policies and Proposals  Masterplans  Local Implementation Plan  Capital Funded Projects  Planning Obligations  Community Infrastructure Levy	<del>2011-36</del> 2019-2040	All Places	Review Croydon Local Plan 2018

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
BML SP1	Transformed East Croydon Station and Brighton Main line corridor improvements	Croydon Council Network Rail Transport for London	A range of policies in the Croydon Local Plan's Detailed Policies and Proposals to direct and promote high quality development. This will be supplemented by the Croydon Opportunity Area Planning Framework, Public Realm framework and the relevant Masterplans.	2025-2040	Brighton Main Line transformation area Croydon Place	Review policy in Croydon Local Plan

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
NEQ SP1	Transformed North End Quarter	Croydon Council Developers Transport for London	A range of policies in the Croydon Local Plan's Detailed Policies and Proposals to direct and promote high quality development. This will be supplemented by the Croydon Opportunity Area Planning Framework, Public Realm framework and the relevant Masterplans.	2025-2040	North End Quarter and Croydon Place	Review policy in Croydon Local Plan

Policy (Where we want to be)	What will be delivered	Who will deliver it	How it will be delivered	When it will be delivered	Where it will be delivered	What we will do if the policy is not being delivered
PW SP1	Transformed Purley Way corridor and industrial area	Croydon Council Transport for London	A range of policies in the Croydon Local Plan's Detailed Policies and Proposals to direct and promote high quality development. This will be supplemented by the Purley Way masterplan SPD	2025-2040	Broad Green and Waddon	Review policy in Croydon Local Plan

## Appendix 9 – Monitoring framework

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
SP1.0	To deliver the strategy in accordance with SP1.0	Indicators as below for topic areas	34,145 homes, 10,500 jobs	All Places
SP1 - The Places of Croydon	<del>Adopted DPDs covering Detailed Policies for development management and Proposals for site allocations</del>	<del>Adoption date of the Croydon Local Plan 2018</del>	<del>By December 2017</del>	All Places
	New development in the borough to contribute to enhancing a sense of place and improving the character of the area	The percentage of approved applications for major developments in the borough where Policy SP1.2 is cited as a reason for granting permission	100%	



Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	Growth in homes, jobs and services will be directed to places with good concentrations of existing infrastructure or areas where there is capacity to grow with further sustainable infrastructure investment within the plan period to 2036	Net additional development (either unit or floor space) by use class and by Place	There should be a higher proportion of growth in Croydon Opportunity Area, including approximately a third of the borough's residential growth with Waddon, Purley, Broad Green & Selhurst, Thornton Heath and Coulsdon accommodating medium and moderate residential growth	
SP2 - Homes	<del>32,890</del> 34,145 new homes between 2016 and 2036	The number of new homes completed in the borough	Annual average of <del>1,600</del> 2,079 homes between 2016 <del>2019</del> and <del>2029</del> 2036 with at least 16,000 completed by 2026 Annual average of 1,214 homes between 2030 and 2040	All Places

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
		Completion of the Croydon Local Plan's Detailed Policies and Proposals	Completion of the Croydon Local Plan's Detailed Policies and Proposals allocating land for at least <del>6,970</del> <b>8,000</b> homes outside of Croydon Opportunity Area and <del>10,760</del> <b>14,500</b> homes within the Opportunity Area	All Places
	A choice of homes being built in the borough to address the borough's need for affordable homes	The number of new homes completed in the borough by tenure	<del>70</del> <b>25</b> % of all new homes to be social or affordable rent	All Places
			<del>30</del> <b>15</b> % of all new homes to be intermediate shared ownership, intermediate rent or starter homes	All Places
		Amount of money from commuted sums received and number of affordable homes provided from this income	The total sum of affordable homes provided on site, on donor sites and via commuted sums should result in the equivalent of the borough-wide minimum provision on all sites with 10 or more new homes	All Places

<b>Policy (Where we want to be)</b>	<b>The outcomes that we want</b>	<b>The indicators we will use to monitor the desired outcomes</b>	<b>The targets for the outcomes</b>	<b>The Places that the targets relate to</b>
	A choice of homes being built in the borough to address the borough's need for homes of different sizes	The number of new homes completed in the borough by size of home	30% of new homes to have 3 or more bedrooms	All Places
	New homes meet the needs of the residents over a lifetime	The percentage of homes achieving the minimum standards set out in the Mayor's Housing Supplementary Planning Guidance and National Technical Standards (2015) (or equivalent)	100%	All Places
		The percentage of wheelchair homes completed in the borough	10%	All Places
	Meeting the need for gypsy and traveller pitches	The number of authorised pitches for Gypsies and Travellers in the borough	36 authorised pitches for Gypsies and Travellers by 2033	All Places
SP3 - Employment	Innovation and investment will be encouraged	The number of Innovation (based on Standard Industrial Classification (SIC) code with exact definition to be developed), jobs in the borough	An increase of 5% by 2021 and 10% by 2031 from the 2012 baseline	All Places

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	Strong protection for the borough's stock of industrial/warehousing premises	The amount of floor space in industrial/warehousing use in Tiers 1 to 4 Locations	No net loss of floor space for industrial and warehousing activity across the 4 tiers – greater flexibility in Tier 4 and Tier 2 will lead to loss of industrial/warehousing floor space. This should be offset by Tier 3 additions and by intensification in Tier 1.	All Places
	Growth and expansion of the creative and cultural industries sector in Croydon	The number of Creative & Cultural Industries (detailed SIC code definition to be developed) jobs in the borough	An increase of <del>5% by 2021</del> and 10% by 2031 from the 2012 baseline	All Places
		Delivery of the Creative & Cultural Industries and Enterprise Centres	All 4 Enterprise Centres to be delivered by 2021 to enable growth needed to reach 2031 target	Croydon Opportunity Area, Crystal Palace & Upper Norwood, Purley, South Norwood & Woodside
	Remodelled Fairfield Halls	Completion of the remodelling of Fairfield Halls	<del>Fairfield Halls remodelled</del> by 2020	Croydon Opportunity Area

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	The temporary occupation of a number of empty buildings and cleared sites by creative industries and cultural organisations	The number of empty buildings and cleared sites used by creative industries and cultural organisations in Croydon Opportunity Area	By 2021 and thereafter, at least 10% of vacant commercial floor space and at least one cleared development site to be in use by creative industries and/or cultural organisations	All Places
	Development of new and refurbished office floor space in Croydon Metropolitan Centre and District Centres	Amount of vacant Class B1 floor space within Croydon Opportunity Area and the District Centres	Vacancy level no greater than 12% by 2021 and no greater than 8% by 2031 and thereafter	Croydon Opportunity Area, Addington, Addiscombe, Coulsdon, Crystal Palace & Upper Norwood, Norbury, Purley, Selsdon, South Norwood & Woodside, and Thornton Heath
		Net increase in office floor space by 2031	Up to 92,000m <sup>2</sup> by 2031 new and refurbished floor space in Croydon Metropolitan Centre and 7,000m <sup>2</sup> new and refurbished floor space in District Centres	
	Retail vitality and viability of Croydon Metropolitan Centre, District and Local Centres	Amount of vacant Class E A1 to A5 floor space within District and Local Centres	Vacancy level no greater than 12% by 2021 and no greater than 8% by 2031 and thereafter	All Places except Kenley & Old Coulsdon and Waddon
SP4 - Local Character	Development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape	The percentage of approved applications for major developments in the borough where Policy SP4.1 or Policy SP4.2 are cited as a reason for granting permission	100%	All Places

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	and townscape to create sustainable communities	The percentage of approved applications for major developments in the Croydon Opportunity Area where Policy SP4.4 is cited as a reason for granting permission	100%	Croydon Opportunity Area
	Tall buildings to take account of local area	The percentage of approved applications for tall buildings in the borough where Policies SP4.5 and SP4.6 are cited as a reason for granting permission	100%	
	<del>Establishing a public realm hierarchy to guide delivery of public realm improvements</del>	Completion of guidelines	<del>Completion of public realm framework guidelines setting out hierarchy to direct public realm improvements</del>	All Places
	<del>Establishing guidelines for materials and layout for the public realm</del>		<del>Completion of guidelines on materials and layouts for public realm improvements</del>	
	Resist the loss of, strengthen the protection of and promote improvements to heritage assets and their settings	Changes to designation of heritage assets	No net loss	
		Change in number of heritage assets at risk in borough	No increase in number of heritage assets at risk in borough	

<b>Policy (Where we want to be)</b>	<b>The outcomes that we want</b>	<b>The indicators we will use to monitor the desired outcomes</b>	<b>The targets for the outcomes</b>	<b>The Places that the targets relate to</b>
SP5 - Community Facilities and Education	Provision for sufficient places for children's education in the borough	Capacity of pre-school, primary and secondary schools/centres compared to the need for places for children's education	A 5% excess of capacity over need at all times	All Places
	The temporary occupation of a number of empty buildings and cleared sites by community organisations	The percentage of empty buildings in new developments or changes of use of cleared sites used by community organisations in the borough	Net increase in percentage of empty buildings in use for community organisations	All Places
SP6 - Environment and Climate Change	Reduction in CO <sub>2</sub> emissions	Development of a district heating network	Development of a district heating network in Croydon Metropolitan Centre	Croydon Opportunity Area
		% of major developments incorporating a site-wide communal heating system and network connection	100%	All Places
	High standards of sustainable design and construction	Percentage of dwellings and commercial buildings meeting the new National Technical Standards (2015) and London Plan requirements (or equivalent) or BREEAM 'Excellent'	100% of new development to achieve the new National Technical Standards (2015) and London Plan requirements (or equivalent) or BREEAM 'Excellent'	All Places

<b>Policy (Where we want to be)</b>	<b>The outcomes that we want</b>	<b>The indicators we will use to monitor the desired outcomes</b>	<b>The targets for the outcomes</b>	<b>The Places that the targets relate to</b>
	Sustainable drainage systems (SuDS) for all development	Percentage of new dwellings and commercial buildings meeting the requirement for SuDS to be installed	100% of new dwellings and commercial buildings to meet the requirement for SuDS to be installed	All Places
	Clean aquifers and groundwater	Number of developments granted permission against Environment Agency advice per year	All new development to comply with Environment Agency Source Protection Zone policy	All Places
	Reestablishment of waterways	Metres of de-culverted waterways per year	Net increase in de-culverted waterways	Norbury, Thornton Heath, Waddon, Croydon Opportunity Area, Kenley & Old Coulsdon and Purley
	Improved adaptation to flood events	Number of flood storage schemes and highways improvement schemes implemented per year	Establishment of safe corridors and flood storage space in the borough's Critical Drainage Areas (as identified in the Surface Water Management Plan)	All Places
	Moving towards self-sufficiency in managing waste	Diversion of biodegradable waste from landfill	Working towards the Mayor's zero municipal waste to landfill target by 2025	All Places



Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	Increased recycling rates	Recycling and composting of household waste and recovery of municipal waste	Working towards the Mayor's zero waste to landfill target by 2031 Recycling targets will be reviewed for the period 2020-2031 to be in conformity with local, regional and national targets	All Places
SP7 - Green Grid	Improved pedestrian, cycle and equestrian access between and through green spaces	Number of new Green Grid links established per year	Net gain each year	All Places
	Urban greening (including green roofs and walls) to ameliorate the urban heat island effect	Number of new street trees planted in the public highway in Croydon, Square metres of new green roofs/walls installed per year	Reduction in the urban Heat Island Effect by meeting Mayoral targets: Increase tree cover by 5% by 2025 from 2009 levels	All Places
	Enhanced biodiversity and geological diversity Expanded and improved wildlife areas and the creation of new wildlife areas	Percentage of borough designated as deficient in access to nature  Populations of selected species/Biodiversity Action Plan priority species	Maintain baseline populations/coverage whilst seeking increases	All Places

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
		Plant diversity/Biodiversity Action Plan priority habitats – Total extent and condition		
	Enhanced allotments, community gardens, and woodland	Protected areas - Total extent of protected areas and condition of Sites of Special Scientific Interest	All residents to be within 15 minute walk time of good quality provision (Minimum site sizes: 0.4ha or 0.025ha per plot)	All Places
	Increases in local food growing, tree planting and forestry	New growing spaces provided per year (including new allotment plots and growing areas provided in new development)	Total of 198.65ha required over the plan period	
Growing areas, edible planting and flexible landscaping designed into new developments to increase food production				
SP8 - Transport and Communication	Reduction in travel by car and increase in travel by public transport, cycling and walking through development concentrated in high PTAL areas	Proportion of new development by use class and floor space or unit numbers by PTAL area	Majority of new development to be located in PTALs 4, 5, 6a or 6b	All Places

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	Fast and reliable Wi-Fi, fibre optic broadband and mobile broadband	Bandwidth of broadband in Croydon Metropolitan Centre and District Centres	Bandwidth comparable to the City, Canary Wharf and Stratford	Croydon Opportunity Area, Addington, Addiscombe, Coulsdon, Crystal Palace & Upper Norwood, Norbury, Purley, Selsdon, South Norwood & Woodside, and Thornton Heath
	Improved conditions for walking and enhanced pedestrian experience	Mode share (main mode of trip) by borough of residence (% of residents' trips by main mode)	Top 10 of the 33 London boroughs	All Places
Number of improved crossings in Croydon Opportunity Area, District Centres and around schools		An increase year on year		
Number of pedestrian streets created from underused side streets and delivery lanes in Croydon Opportunity Area and District Centres		An increase year on year	Croydon Opportunity Area, Addington, Addiscombe, Coulsdon, Crystal Palace & Upper Norwood, Norbury, Purley, Selsdon, South Norwood & Woodside and Thornton Heath	
New and improved cycle infrastructure	Cycling trips as percentage of all London residents' trips by borough origin	London Mayor's objective of an 400% increase in cycle journeys	All Places	

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
		Mode share (main mode of trip) by borough of residence (% of residents' trips by main mode)		
		Establishment of cycle hubs at East and West Croydon stations	New cycle hubs at East and West Croydon stations	Croydon Opportunity Area
	Extra capacity on Tram network and Tram extensions to Streatham, Brixton, Tooting, Bromley, Sutton and Crystal Palace	Tram capacity improvement projects per year	Increase in tram capacity per year	Croydon Opportunity Area, Broad Green & Selhurst, Crystal Palace & Upper Norwood, Waddon, Addiscombe, South Norwood and Woodside, Addington, Thornton Heath and Norbury Tram routes and tram depots
		Tram extensions to Streatham, Brixton, Tooting, Bromley, Sutton, and Crystal Palace	Opening of extension	
		Mode share (main mode of trip) by borough of residence (% of residents' trips by main mode)	Top 10 of the 33 London boroughs	
	Improvements to bus services in Croydon	New bus stand and stopping facilities at West Croydon	Introduction of new bus stand and stopping facilities	Croydon Opportunity Area
		Estimated total annual vehicle delay on Transport for London's network of interest	Year on year reduction and top 10 of the 33 London boroughs	All Places
		Mode share (main mode of trip) by borough of residence (% of residents' trips by main mode)	Top 10 of the 33 London boroughs	

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
	Improve air quality and decarbonise private transport	Number of electric vehicle charging points available in the borough Greenhouse gas emissions for transport, showing principal sources and per capita emissions for resident population	Increase in electric charging points each year <del>London Mayor's 60% CO<sub>2</sub> emissions reduction over 1990 levels by 2025, moving towards the UK target of 80% by 2050</del>	All Places
	Improved conditions for all modes at pressure points in the street network and at key junctions	Average vehicle speeds (flow-weighted) during the weekday morning peaks on locally managed 'A' roads by local authority	Top 10 of the 33 London boroughs	All Places
BML SP1	Transformed East Croydon Station and Brighton Main line corridor improvements	A new station and surroundings, improved Brighton main line train route.	A new station	6,300 new homes alongside a substantially reconfigured set of local centres and an improved set of green spaces and active travel options. Croydon Place
NEQ SP1	Transformed North End Quarter	Redeveloped North End Quarter delivering homes, jobs and associated infrastructure and facilities.	1,250 new homes, town centre uses, including retail floorspace focussed along North End and commensurate to a Metropolitan Centre.	Croydon Place

Policy (Where we want to be)	The outcomes that we want	The indicators we will use to monitor the desired outcomes	The targets for the outcomes	The Places that the targets relate to
PW SP1	Transformed Purley Way corridor and industrial area	Redeveloped Purley Way delivering homes, jobs and associated infrastructure and facilities.	6,300 new homes, one neighbourhood centre and three local centres.	Broad Green and Waddon

## ~~Appendix 10 — Saved Unitary Development Plan policies~~

~~Upon its adoption in 2013 the Croydon Local Plan: Strategic Policies replaced some of the saved policies in the Unitary Development Plan. The tables below set out which policies were replaced by the Strategic Policies in 2013, which are replaced by the Croydon Local Plan 2018, and which are being deleted and Croydon Council will use the National Planning Policy Framework and the London Plan instead.~~

## Sustainable Development

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
SP1	Sustainable Development	SP1 SP2 SP3 SP4 SP5 SP6 SP7 SP8		

## Urban Design

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
SP3	Design standards	SP4		
UD1	High Quality and Sustainable Design	SP4		
UD2	Layout and Sitting of New Development		DM10	
UD3	Scale and Design of New Buildings		DM10	
UD4	Shopfront Design		DM11	



UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
UD5	Advertisements		DM10 DM12	
UD6	Safety and Security		DM10	
UD7	Inclusive Design		DM10	
UD8	Protecting Residential Amenity		DM10	
UD9	Wooded Hillside and Ridges		DM10	
UD10	High Buildings	SP4		
UD11	Views and Landmarks		DM10 DM17	
UD12	New Street Design and Layout		DM10	
UD13	Parking Design and Layout		DM10 DM29 DM30	
UD14	Landscape Design		DM10 DM28	
UD15	Refuse and Recycling Storage		DM13	
UD16	Public Art		DM14	

## Urban Conservation and Archaeology

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
UC1	Designation of Conservation Areas	SP4		
UC2	Control of Demolition in Conservation Areas		DM18	
UC3	Development Proposals in Conservation Areas		DM18	
UC4	Changes of Use in Conservation Areas		DM18	
UC5	Local Areas of Special Character		DM18	
UC8	Use of Listed Buildings		DM18	
UC9	Buildings on the Local List		DM18	
UC10	Historic Parks and Gardens		DM18	
UC11	Development Proposals on Archaeological Sites		DM18	
UC13	Preserving Locally Important Remains		DM18	
UC14	Enabling Development		DM18	

## Open Land and Outdoor Recreation

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
SP5	Metropolitan Green Belt and Metropolitan Open Land	SP7		
SP7	Provision of new and enhanced open space in the borough	SP7		
RO1	Maintaining open character of Metropolitan Green Belt and Metropolitan Open Land		DM26	
RO2	Control of Development Associated with Residential Properties in Metropolitan Green Belt and Metropolitan Open Land		DM26	
RO3	Changes of Use of Existing Buildings in Metropolitan Green Belt and Metropolitan Open Land		DM26	
RO4	Conversions of buildings to residential use in Metropolitan Green Belt and Metropolitan Open Land		DM26	

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
RO5	Land Use Objectives in Metropolitan Green Belt and Metropolitan Open Land	SP7		
RO6	Protecting the Setting of the Metropolitan Green Belt and Metropolitan Open Land		DM26	
RO7	Cane Hill Hospital Site		DM37	
RO8	Protecting Local Open Land			✓
RO9	Education Open Space			✓
RO10	Education Open Space			✓
RO11	Improving access to Local Open Land	SP7		
RO12	Local Open Land in residential schemes			✓
RO13	Green Corridors and Green Chains	SP7		
RO15	Outdoor Space and Recreation		DM26	
RO16	Selhurst Park		DM20	

## Nature Conservation

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
NC1	Sites of Nature Conservation Importance		DM27	
NC2	Specially Protected and Priority Species and their Habitats		DM27	
NC3	Nature Conservation Opportunities throughout the Borough		DM27	
NC4	Woodland, Trees and Hedgerows		DM27 DM28	

## Environmental Protection

UDP Policy	Title	Replaced in 2012 by the South London Waste Plan	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
SP11	Waste Planning		SP6		
SP12	Minerals Planning		SP6		
SP13	Energy		SP6		

UDP Policy	Title	Replaced in 2012 by the South London Waste Plan	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
EP1	Control of Potentially Polluting Uses			DM23	
EP2	Land Contamination — Ensuring land is suitable for development			DM24	
EP3	Land Contamination — Development on land known to be contaminated			DM24	
EP7	Blue Ribbon Network		SP6		
EP8	New Waste Management Facilities	WP4 WP5 WP6 WP7 WP9			
EP9	Loss of Existing Waste Management Facilities	WP3			
EP11	Hazardous Installations				✓
EP14	Transport of Minerals		SP6		
EP15	Renewable Energy				✓

<b>UDP Policy</b>	<b>Title</b>	<b>Replaced in 2012 by the South London Waste Plan</b>	<b>Replaced in 2013 by Strategic Policy</b>	<b>Replaced in 2018 by Policy</b>	<b>Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead</b>
EP16	Incorporating Renewable Energy into New Developments				✓

## Transport

<b>UDP Policy</b>	<b>Title</b>	<b>Replaced in 2013 by Strategic Policy</b>	<b>Replaced in 2018 by Policy</b>	<b>Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead</b>
SP14	Transport	SP8		
T2	Traffic Generation from Development		DM29	
T3	Pedestrians	SP8		
T4	Cycling		DM29	
T5	Major Developments at or near Public Transport Interchanges	SP8		
T6	Development at Railway Stations			✓
T8	Car Parking Standards in New Development		DM30	

## Economic Activity

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
EM1	Offices and Other Business Uses	SP3		
EM2	Industry and Warehousing in Employment Areas		DM9	
EM3	Industry and Warehousing outside Employment Areas			✓
EM4	Offices outside Croydon Metropolitan Centre and Town Centres		DM8	
EM5	Retaining Industrial and Warehousing Uses Outside Designated Locations			✓
EM6	Redevelopment or Extension for Industrial or Warehousing Uses Outside Employment Areas			✓
EM7	Redevelopment or Extension for Offices outside Croydon Metropolitan Centre and the Town, District and Local Centres		DM8	



UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
EM8	Cane Hill Major Development Site	SP3		

## Housing

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
SP20	The Design of Residential Developments	SP2		
SP21	Encouraging Mixed Use Developments	SP2		
SP22	Meeting the Housing Needs of Everyone in the Borough	SP2		
H1	Retention of Residential Uses		SP2	
H2	Supply of New Housing			✓
H3	Planning Commitments and Identifying Housing Sites		DM34 to DM49	
H4	Dwelling Mix on Large Sites	SP2		

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
H5	Back Land and Back Garden Development		DM10	
H7	Conversions		DM1	
H8	Conversion of Dwellings to Non-Self-Contained Units			✓
H11	Retaining Small Houses		DM1	
H12	Residential Care Homes		DM3	
H13	Affordable Housing	SP2		
H15	Accommodation and Pitches for Gypsies and Travellers	SP2		

## Shopping

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
SH1	Retail Development in Primary Shopping Areas	SP3	DM4	
SH3	Control of Retail Units outside Primary Shopping Areas		DM4 DM8	

<b>UDP Policy</b>	<b>Title</b>	<b>Replaced in 2013 by Strategic Policy</b>	<b>Replaced in 2018 by Policy</b>	<b>Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead</b>
SH4	Retail Vitality within Main Retail Frontages and Shopping Area Frontages		DM4	
SH5	Retail Vitality within Secondary Retail Frontages		DM4	
SH6	Retail Vitality within Shopping Parades		DM6	
SH7	Loss of Convenience Shops			✓

#### **Hotels and Tourism**

<b>UDP Policy</b>	<b>Title</b>	<b>Replaced in 2013 by Strategic Policy</b>	<b>Replaced in 2018 by Policy</b>	<b>Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead</b>
HT1	Visitor Accommodation		DM8	

## Leisure and Indoor Recreation

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
LR2	Development of Leisure and Indoor Sports, Arts, Culture and Entertainment Facilities outside of Croydon Metropolitan Centre and town and district centres		DM8	
LR3	Retaining Existing Leisure and Indoor Sports, Arts, Culture and Entertainment Facilities			✓

## Community Services

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
CS1	Development of New Community Facilities		DM19 DM21 DM22	
CS2	Retaining Existing Community Facilities		DM19 DM21	

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
CS3	Community Facilities in Mixed-Use Developments	SP5		
CS5	Capacity of Off-Site Service Infrastructure			✓
CS6	Tele-communications		DM33	
CS7	Surplus Land			✓

#### Croydon Metropolitan Centre

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
SP28	Regeneration of Croydon Metropolitan Centre		DM38	
GMC1	The Croydon Gateway Site	SP1 SP2 SP3 SP4 SP5 SP8		
GMC2	The Fairfield Site and Adjacent Area	“		
GMC3	The Park Place Site	“		
GMC4	The West Croydon Site	“		

UDP Policy	Title	Replaced in 2013 by Strategic Policy	Replaced in 2018 by Policy	Policy deleted and the National Planning Policy Framework, London Plan and non-specific policies of the Croydon Local Plan 2018 will be used instead
GMC5	Randolph and Pembroke House site	SP1 SP2 SP3 SP8		
GMC6	11-16 Dingwall Road	SP1 SP3 SP8		
GMC7	The Porter and Sorter Public House, Cherry Orchard Road and 1-5 Addiscombe Road	SP1 SP2 SP3 SP8		
GMC8	Land at junction of College Road and George Street	"		
GMC9	Primary Shopping Area	SP3		
GMC 10	Retail Development in the Rest of Croydon Metropolitan Centre	SP3		
GMC 11	Croydon Metropolitan Centre Pedestrian Links	SP1 SP8		
GMC 12	Active Frontages for Pedestrian Links	SP4		
GMC 13	Improvements to Public Transport	SP1 SP8		
GMC 14	High Buildings	SP4		
GMC 15	Views and Landmarks	SP1 SP4		
GMC 16	Croydon Skyline	SP4 SP5		

## Appendix 11 - Housing Trajectory

Housing Supply [To be factually updated at submission]

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 Yr 1	2025/26 Yr 2	2026/27 Yr 3	2027/28 Yr 4	2028/29 Yr 5	2029/30 Yr 6	2030/31 Yr 7	2031/32 Yr 8	2032/33 Yr 9	2033/34 Yr 10	2034/35 Yr 11	2035/36 Yr 12	2036/37 Yr 13	2037/38 Yr 14	2038/39 Yr 15	2039/40 Yr 16	Total
London Plan Target	2079	2079	2079	2079	2079	2079	2079	2079	2079	2079	1214	1214	1214	1214	1214	1214	1214	1214	1214	1214	1215	34145
Completions	1815	2029	2121	2540																		8505
Allocations					764	1291	1290	1291	1296	1290	987	987	986	981	983	1138	1137	1137	1130	1124	1120	18932
Unallocated, Extant Permissions					844	844	844															2532
Windfall								1051	1051	641	641	641	641	641	641	641	641	641	641	641	641	9794
Performance	1815	2029	2121	2540	1608	2135	2134	2342	2347	1931	1628	1628	1627	1622	1624	1779	1778	1778	1771	1765	1761	
Performance V Target	-264	-50	42	461	-471	56	55	263	268	-148	414	414	413	408	410	565	564	564	557	551	546	
Cumulative Performance	-264	-314	-272	189	-282	-226	-171	92	360	212	626	1040	1453	1861	2271	2836	3400	3964	4521	5072	5618	

### Footnotes

1. Unallocated extant permission has incurred a 5% discount for non-implementation, in line with our 5YHLS note. Total quantum has been split evenly over 3 years.
2. Windfalls- This was based on a London Plan Policy H2 small sites target of 641 (\*17 years) dwellings per annum . This is not based on past trends of windfall completions on sites below 0.25ha, which indicatively suggest a supply of 750 per annum.
3. No assumptions have been applied to take account of potential windfall sites above 0.25ha.

## Housing Trajectory – Plan monitor manage

