



London Borough of Sutton

# Draft Sutton's Character Study

## Understanding Neighbourhoods

June 2024



## **Draft Sutton Character Study - Let us have your views!**

This draft character study has been developed by officers at the London Borough of Sutton. Its purpose is to establish the diverse and unique character of areas within the borough. To set the context the document provides an overview of the borough's history and housing types that have emerged. It illustrates the existing housing types, townscape, density, block patterns, urban grain and building types. The study provides an overview of the quality of different places, areas physical and natural character by showing the green and blue infrastructure in the borough. It provides an overview of the different types of climate pressures facing the borough from heat waves to flash flooding and poor air quality. Detailing the challenges for new development to become resilient to changing environments. The study provides an overview of the both positive and negative character of areas. Highlighting areas which are in need of improvement and needing a new coherent character. It provides a baseline for the Local Plan. Providing evidence to shape new future policy directions as detailed in the Local Plan.

### Your views on the Neighbourhoods

This study has been produced by the Council. It acknowledges that character is a subjective process, different places mean different things to different people based on their experiences and the relationship with the area.

Therefore, we would like to hear your views on the growth themes proposed in 8 neighbourhoods. Key questions can be found at the end of the document..

We would like comments to be returned to us before Thursday 12th September 2024.

Comments should be sent to [planningpolicy@sutton.gov.uk](mailto:planningpolicy@sutton.gov.uk) or to The Planning Policy Team, Sutton Civic Offices, St Nicholas Way, Sutton, SM1 1EA.

All comments will be considered and the final Character Study will be amended accordingly.

To find out more about the Local Plan and other documents in our evidence base please visit [www.sutton.gov.uk/w/localplanreview](http://www.sutton.gov.uk/w/localplanreview).

We look forward to hearing from you.

Planning Policy Team



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## One Introduction

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### What is a Character Study?

**1.1** This character study provides an assessment of the borough, by defining the characteristics and qualities of different neighbourhoods, and identifying opportunities for accommodating change using a design-led approach.

**1.2** Character is the relationship between different elements in a place. It includes the physical character or built elements, buildings, landscapes and geology that make up a place, along with cultural, social and economic factors, which together create a unique identity in an area. Historical land uses and activities, identified in archaeology and heritage quality, play a fundamental role in shaping the character of neighbourhoods. Building types also play a key role in determining the character of an area.

**1.3** The study gives an overview of the history and physical form of the borough, including common housing typologies. It seeks to draw out the character of the different neighbourhoods within the borough, and looks at opportunities for intensification and establish locations where additional housing can be built within the unique neighbourhoods of Sutton.

**1.4** The London Plan is the strategic plan for London, it sets out ambitious targets for growth underpinned by the principle of 'good growth'. A key element of this strategy is to optimise site capacities through a design-led approach, taking into account the character of a place and its capacity for change. This character study will form part of the evidence base to inform a design-led approach to growth in the Local Plan.

### Why is it important to have a Character Study?

**1.5** In addition to supporting the preparation of the Local Plan, the study can also:

- Assist in the determination of planning applications to ensure that developments are sympathetic and respect the local character of the area;
- Influence developers to improve the design of new development and ensure proposals are sympathetic to the local context;
- Influence developers to improve the design of new development and ensure proposals are sympathetic to the local context;
- Provide a useful resource for Neighbourhood Forums, community groups, stakeholders and residents who may have an interest in the borough;
- Inform the Council's decision making on council's projects and proposals;
- Inform further work on design codes, town centre strategies and site capacity assessments.

## Two Policy Background to Character Studies

### National Planning Policy

**2.1** The 2023 National Planning Policy Framework (NPPF) provides guidance on how locally – prepared plans for housing and other development should be produced.

**2.2** This study provides evidence to ensure that existing and new development proposals and planning policies meet the criteria of the NPPF by promoting good design.

**2.3** Section 12 of the NPPF 'Achieving well-designed and beautiful places' outlines the requirements for planning policies in (paragraph 135) stating that:

- All development should add to the overall quality of the area;
- Creating a strong sense of place, using buildings and streetscape to create attractive and comfortable places;
- Optimises the potential of the site to accommodate development, create and sustain a mix of uses including green and other public space as part of developments;
- Responds to local character and history, reflecting local identity in terms of materials, whilst incorporating innovative design where appropriate;
- Create safe and accessible environments;
- Is visually attractive by virtue of good architecture and landscape design.

**2.4** The NPPF also discusses the social aspects which contribute to the character of a place and how the connections between people and places influences character and context. So, when intensifying development or any new development in an area care needs to be taken to ensure that these uses integrate with the environment and context whether it is built, historic or natural.

**2.5** Section 16 of the NPPF discusses the role the historic environment plays in shaping places. By identifying the role of key local features and landmarks, the character of the area can be understood and how places have developed over time.

### London Plan

**2.6** The London Plan (2021) emphasises that all London Boroughs should plan for housing development have policies that facilitate high quality design and ensure that new development draws on the positive elements of places. This will help to inform future development.

**2.7** The London Plan has a number of policies which seek to enhance the quality of the natural and physical environment, facilitate high quality urban design and sustainable development across London. The key policy which guides the development of this Character Study is London Plan Policy D1 (London's form, character and capacity for growth), Part A of the policy requires area assessments/ studies to define characteristics, qualities and value of different places within in the plan area to develop an understanding of different area's capacity for growth.

**2.8** Policy D3 'Optimising site capacity through design-led approach', Policy D9 'Tall Buildings', Policy HC1 'Heritage conservation and growth', Policy SD9 'Town Centres: Local partnership and implementation' inform this study. These policies provide guidance to consider when assessing new developments and the character of existing areas. The key document to guide the development of Character Studies is the Mayor's Characterisation and Growth Strategy (2023). This London Plan Guidance (LPG) has informed the development of this Character Study.

### Local Policy

**2.9** Sutton's Local Plan (2018) has a number of policies which seek to respect the character of Sutton. For example, Policy 28 'Character and Design' looks at the impacts of growth and development and how these can be mitigated by respecting local character through high quality design. Policy 30 'Heritage' sets out how the Council expects developments to protect and enhance Sutton's historic environment. This study will support the review of relevant policies in the new Local Plan.

**2.10** Since the original designation of Carshalton Village and Wrythe Green Conservation Areas in 1968, the Council has developed documents to preserve the special character and appearance of the borough. In the last 60 years the Council has designated a total of 15 Conservation Areas, 22 Areas of Special Local Character, 1 nationally recognised Historic Park and Garden and 4 Local Historic Parks and Gardens. In addition, there are over 200 listed buildings and 100 locally listed buildings across the borough.

**2.11** In support of these designations, the Council has published a number of Character Appraisals and Management Plans, for both Conservation Areas and ASLC, a Locally Listed Building document and a number of other historic environment documents. All these can be found on the Council website under [Built Environment and Heritage](#).

**2.12** In 2008, the Council published "Understanding Sutton's Local Distinctiveness: Characterisation Report of Studies Evidence Base. This document supersedes that evidence study.

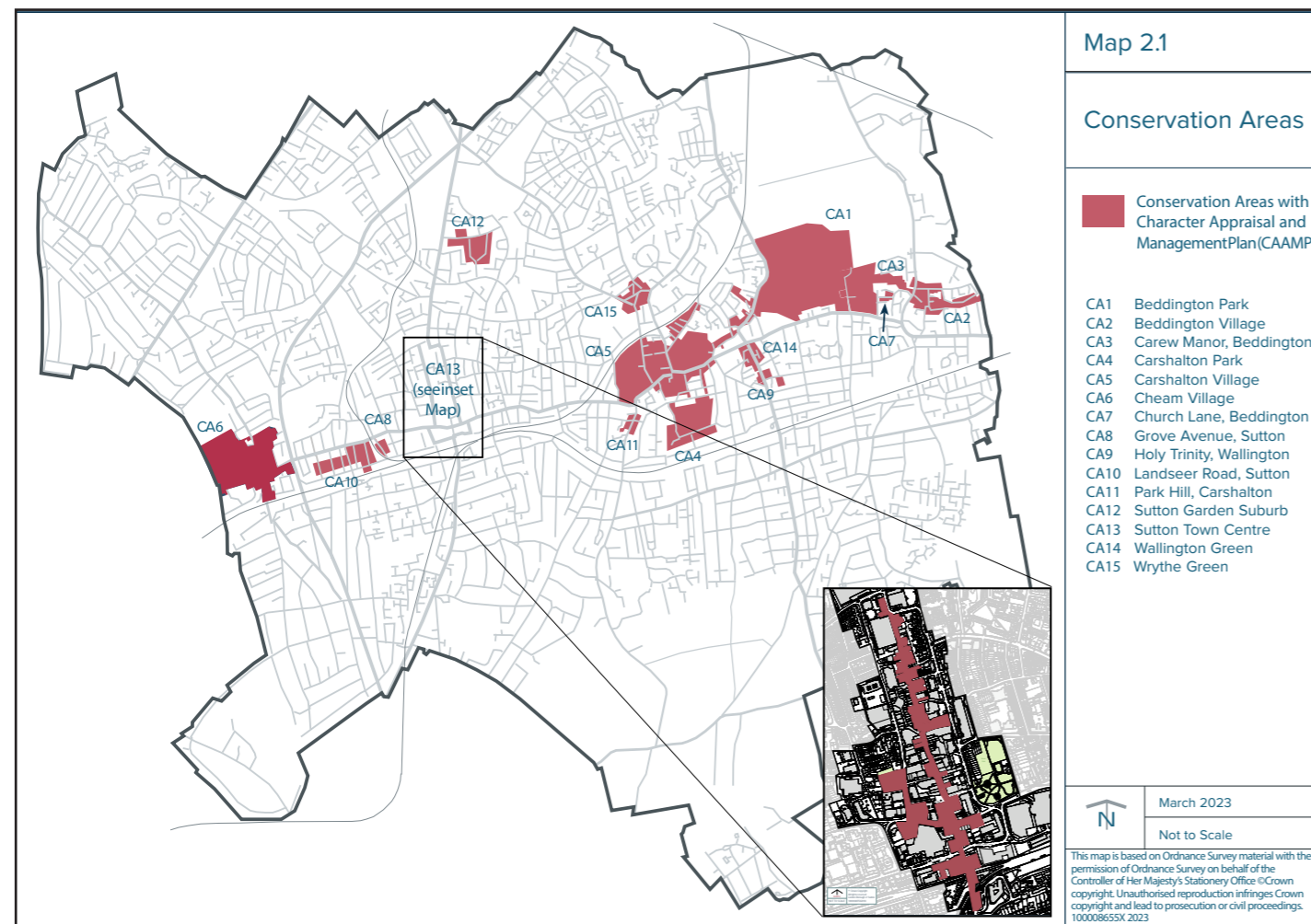


## Conservation Areas

**2.13** Government Guidance on the Historic Environment makes it clear that it is the quality and interest of areas, rather than individual buildings, which should be the prime consideration in identifying Conservation Areas. While all streets and buildings give a sense of place, continuity and cultural identity it is only where they are of special architectural or historic interest that they should be designated as Conservation Areas. The first Conservation Areas were designated in England in 1967 and in Sutton in 1968. The Planning (Listed Buildings & Conservation Areas) Act 1990 imposes a duty on local authorities to undertake clear and concise appraisals of the character of Conservation Areas to provide a sound basis for their designation and management.

**2.14** The Borough has 15 Conservation Areas with special architectural or historic interest as shown on Map 2.1 below. Some Areas have significant heritage value with many listed buildings, such as Cheam Village, others have a more recent twentieth century appearance encapsulating the best architectural and urban design practices of their time, such as Sutton Garden Suburb and Sutton Town Centre. A description and detailed map of the conservation areas are set out in Local Plan Appendices.

**Map 2.1: Conservation Areas**

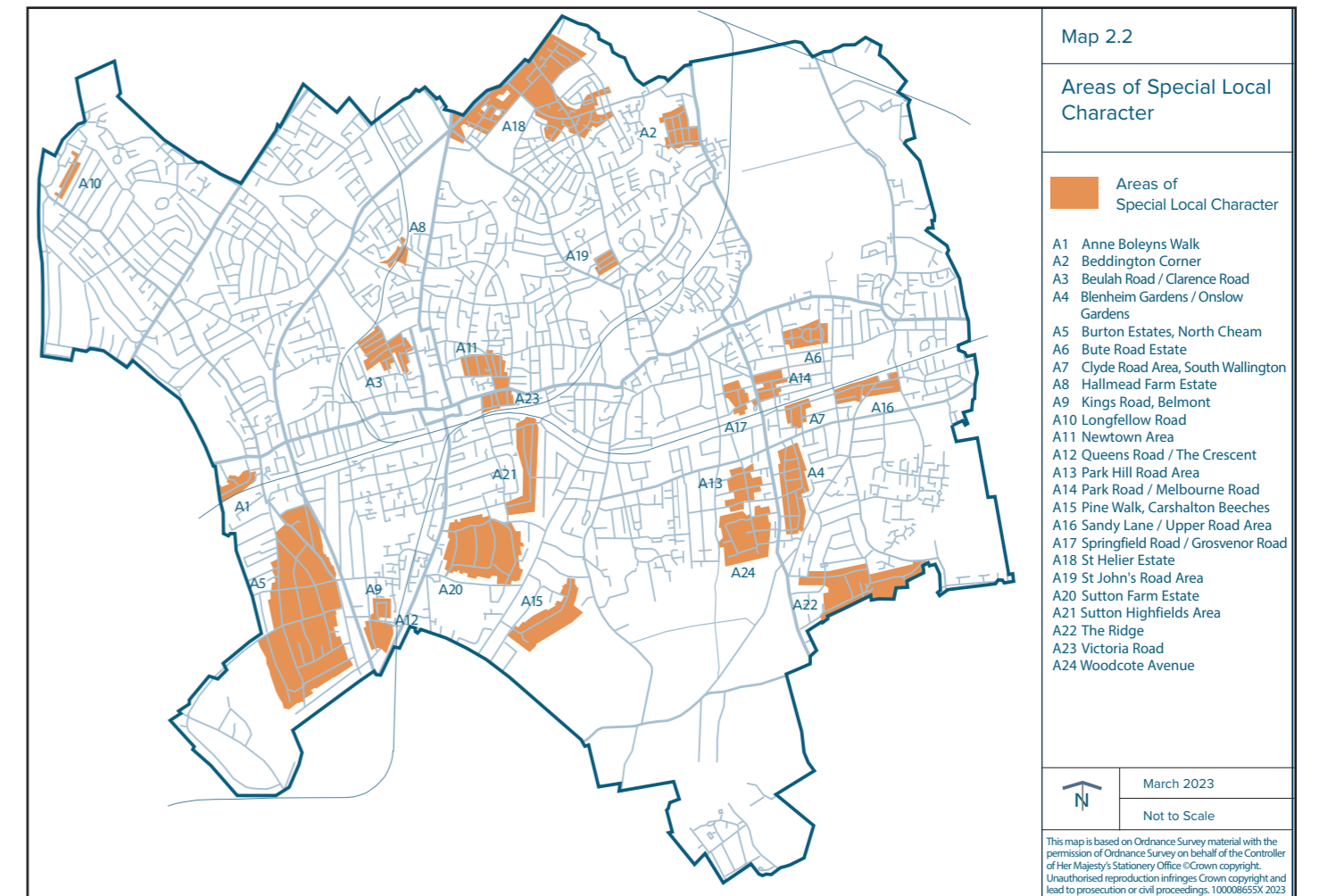


## Areas of Special Local Character

**2.15** Sutton has designated 24 Areas of Special Local Character (ASLCs) on the basis of their high quality townscape, architecture and landscape features. The concept of ASLCs originates from the Greater London Development Plan in 1976 and the first areas in this Borough were identified for review in the Sutton District Plan in 1981. In 1995, the former London Planning Advisory Committee (LPAC) issued 'Revised Advice on London's Historic Built Environment' which reaffirmed that it may be appropriate "to identify and frame special policies to preserve (the) individual quality" of some residential areas in Outer London which may not satisfy the criteria for Conservation Areas. Following this, Sutton began to identify areas in the borough that could be designated as ASLCs.

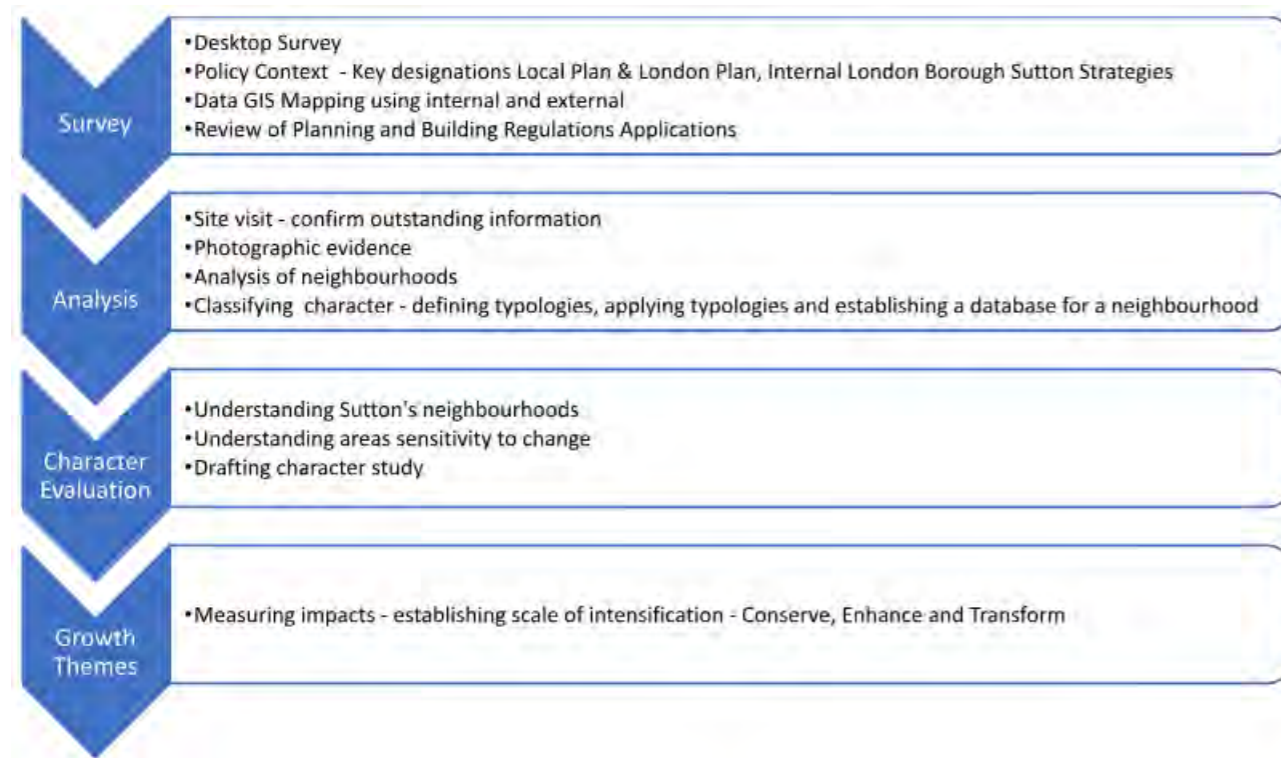
**2.16** ASLCs do not have the same status or enjoy the statutory protection provided by planning legislation as Conservation Areas. There is no statutory requirement to regularly review these areas or to produce management plans for them in the same way there is for conservation areas. However, the Council still considers it extremely useful to prepare such guidance and those that have been completed to date are available [online](#).

**Map 2.2: ASLC Map**



## Methodology

2.17 The methodology for this study reflects the approach suggested in Characterisation and Growth Strategy LPG by the Mayor of London (June 2023).



## Understanding Sutton's Neighbourhoods

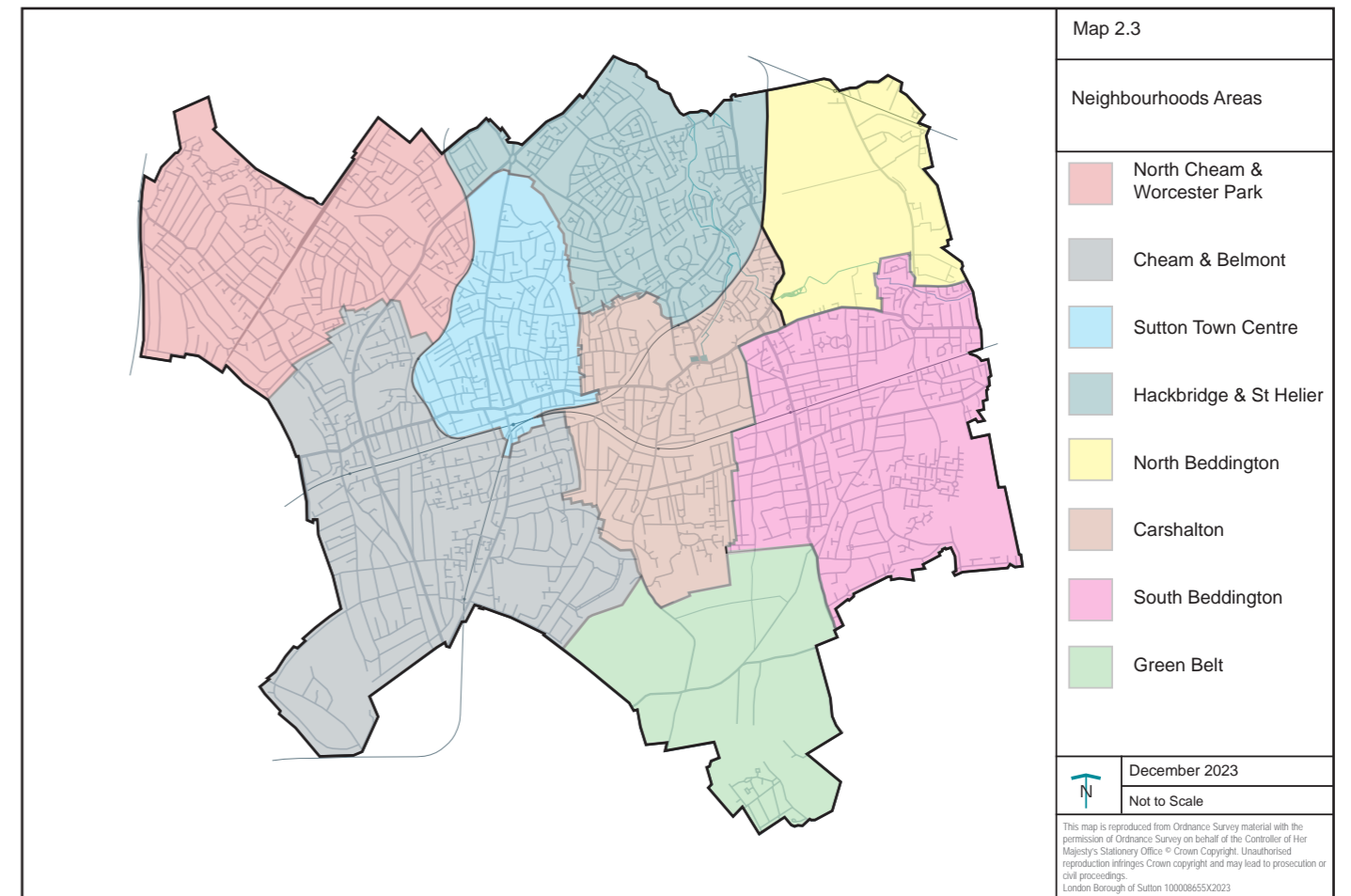
2.18 This draft Character Study has reviewed all the neighbourhoods in Sutton. This study, which is a combination of desktop and site survey based work, represents the Council's interpretation of the neighbourhoods within the borough. Analysing the character of an area is a subjective exercise, and it is acknowledged that places will mean different things to different people.

2.19 Sutton originally developed from 5 rural villages, to today's borough with a vibrant Town Centre, 7 district centres, 29 local centres and a strong suburban environment.

2.20 The following pages provide an insight into the character of each of these neighbourhoods.

2.21 In total the study divides the borough into 8 Neighbourhoods each with a unique character. These are split into 32 sub-areas. The starting point for these neighbourhoods was the ward boundaries and evolved following consideration of the built environment on the ground. The sub-areas have been established by grouping streets with similar characters together. Sub-areas have been established from officers' local knowledge of the area and comments received on previous consultation on the Local Plan and other planning documents. Some boundaries will be more defined than others, for example a boundary to a sub-area/neighbourhood could be a road, railway, or the edge of an open space.

2.22 Map 2.3 shows the boundaries of the eight neighbourhood areas identified by this Draft Character Study.



2.23 The purpose of this study will be to inform policies in the Sutton's new Local Plan. This will ensure the character of the unique places within the borough are maintained and that character is a consideration in all new developments. The study will influence the growth of town, district and local centres in the Local Plan. Ensuring these neighbourhoods can grow and change without any negative impacts on character of these areas

2.24 The following chapters will look at the 8 neighbourhoods in Sutton. Each chapter is split into 7 sections including:

- An **Introduction** to the sub-areas in the neighbourhood.
- **Neighbourhood Analysis.** This is an overview, providing a profile of the distinctive features of the neighbourhood, mix of housing, key features of the area heritage, road and rail links and open spaces. The next section of the neighbourhood profile deals with the key Issues and Opportunities based on existing development, neighbourhood concerns and potential opportunities.
- **Spatial Neighbourhood Analysis.** Individual neighbourhood maps showing Heritage, Town Centre Network, Transport and PTAL, Floorspace Area Ratio, Townscape and Landscape Character.
- **Typologies.** This section provides an overview of the key building types within Sutton. The character of an area is defined by building types. Building types influence building form, the townscape of an area, density of development, the types of uses /activities and architecture. Some character areas share generic characteristics with other areas of the same type, but still have their own unique identity.

- **Sub-Area Analysis.** This section provides a greater focus on the distinctiveness and key features of these sub-areas. These sections draw out what really influences character and focusing on what creates a sense of place in that sub-area. Provides an overview of both positive and negative issues and key opportunities which affect the neighbourhood. For example, this could be key allocations and opportunities to create high quality development, or ways to enhance and protect heritage assets or ways to improve connectivity maximising blue and green infrastructure in that sub-area.
- **Character Based Growth Themes** - The conclusion to this character study is a summary of character based growth themes for the neighbourhood. This is a set of priorities for development.

**2.25** The growth themes, which are explained in more detail below, will highlight ways in which the council will seek to conserve, enhance and transform parts of the sub-areas. The level of intervention will vary according to the character of areas.

### Character Growth Themes

**2.26** The Mayor's Characterisation and Growth LPG suggests that the findings from the character assessment and evaluation should be used to identify a strategy for change in which the suitable level of change for each character area is defined. It goes on to say that areas can be categorised into one of the three scales of change: conserve, enhance or transform.

**2.27 Conserve** - These areas where only a very limited amount of intervention is needed to improve character. Priorities will be to conserve - re-use or protect buildings or spaces. Identifies areas that should be protected, to conserve the existing heritage and character in the built and natural environment. All interventions should be sensitive and shaped by the context of the area.

**2.28** These areas have a high quality, well established and coherent character that is sensitive to change.

**2.29 Enhance** - Identifies those areas that are in need of sensitive improvement and enhancement. Intervention will still consider the character of an area, but includes areas able to accommodate more intensification. Priorities will require investment, for example improvements to the public realm, better pedestrian and cycle routes, sensitive infill development, protecting and encouraging specific uses. These areas have a medium quality, mixed character that would benefit from sensitive improvement through intervention.

**2.30 Transform** - Highlights the most appropriate opportunities for growth, or a new way forward to maximise the potential of that sub - area. Most amount of intensification and investment, additional housing, commercial or retail development within a sub-area. This focuses on the outcome of the Character Study, outlining the interventions needed by the Council and developers to bring forward the full potential of the area.

**2.31** These areas that have a lower quality, poorly defined character and/or where an opportunity exists to establish a new coherent character by enhancing positive elements.

### Character Study - We want to hear your views!

**2.32** The consultation on the Character Study will run alongside the Issues and Options consultation document for the new Local Plan.

**2.33** We need your views on this document so we can understand people's perceptions of character and experience of their neighbourhoods. To assist you in making comments, in each of the eight neighbourhoods and sub-area sections we have signposted key questions at the end of this study to gather feedback.

### Next steps

**2.34** All comments made on the draft Sutton's Character Study will be carefully considered. These comments, our response and any necessary changes to the study will form a report and the draft study will be amended accordingly. The Council will then adopt the Character Study. The Local Plan website will be updated with this information.





## Three Evolution of Sutton's Character

### How history has shaped Sutton's character.

**3.1** To understand the future of Sutton's neighbourhoods it is useful to consider its history. The character of different neighbourhoods and sub-areas have emerged from the area's evolution over time.

**3.2** There is a long history of settlement in Sutton with evidence dating from prehistoric times. Archaeological finds demonstrate the presence of Palaeolithic communities and early settlement from the Bronze and Iron Ages, and also of later Roman, Saxon and medieval settlement.

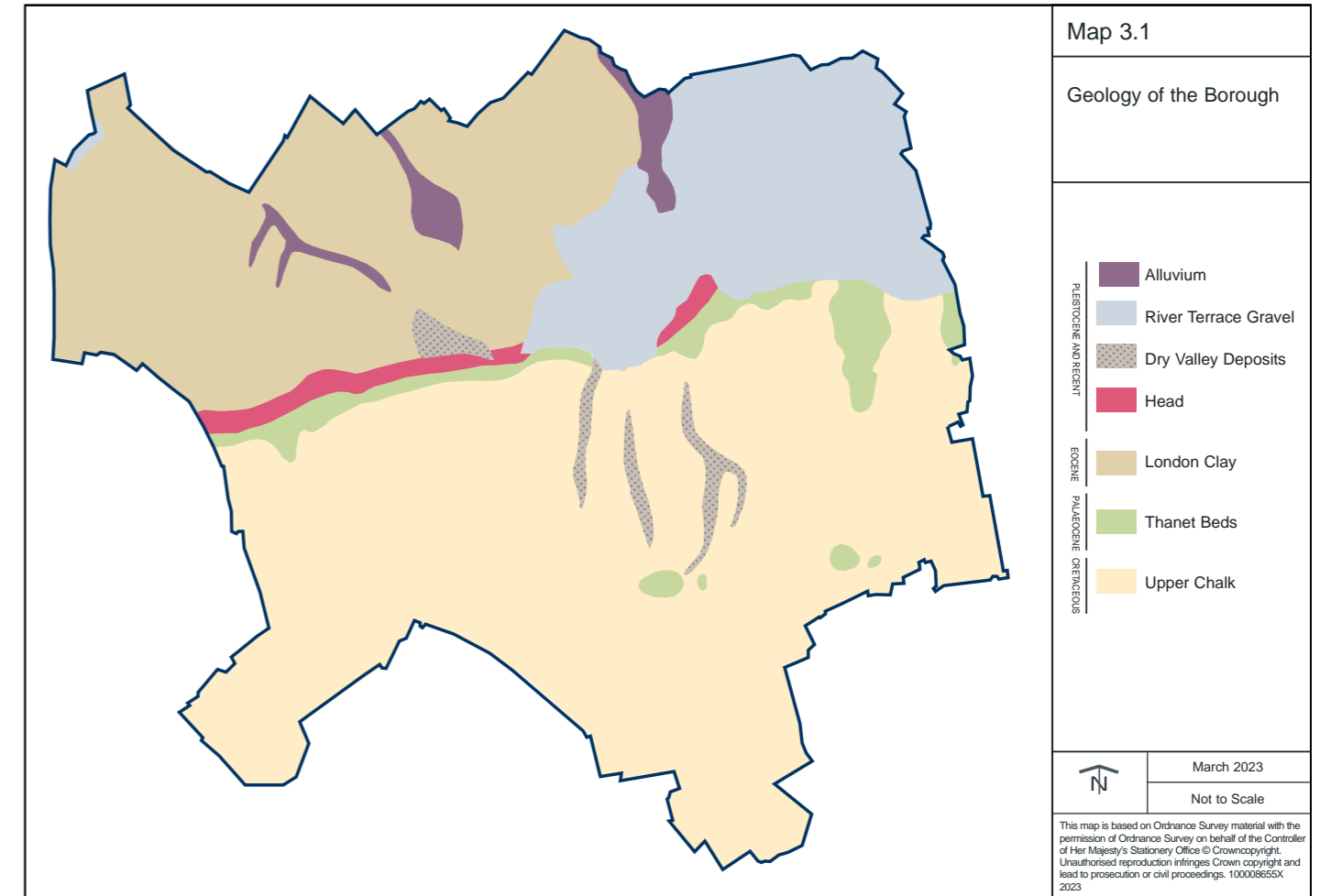
**3.3** The underlying geology of the borough created suitable conditions for historic settlement. The interface between the London Clay in the northern part of the borough with the Upper Chalk southern parts of the borough, caused a number of natural springs to rise to the surface where water descending through the chalk meets the impermeable clay. The presence of these natural springs supported early settlement along this east-west spring line. The surrounding land supported grazing and farming, and the area had a strong agricultural character.

**3.4** Manors established in the area are recorded in the Domesday Book, and the area had four medieval parishes. Parts of manorial estates remain today, such as Beddington Park, and surviving medieval fabric includes the Lumley chapel by St Dunstan's in Cheam and the Great Hall at Carew Manor.

**3.5** The borough has also formed part of key transport routes with the course of Roman roads linking London with Chichester (Stane Street) and Brighton which remain today (the A24 and Brighton Road). From the 17th century, Sutton became more important as highway settlement, as a stopping off point between London and the coast, and for horse racing at Banstead and Epsom Downs.

**3.6** The River Wandle flows through the low lying north-eastern part of the borough. From the 17th century it was more heavily used to support industry, powering a number of mills along its length, particularly at Carshalton, Wallington and to a lesser extent at Beddington. The mills supported the manufacture of a number of goods including textiles, paper and flour. Today only a few of the mill buildings remain. Other historic industrial uses in the borough included the production of pottery and bricks, with Cheam being an important centre for the north Surrey Pottery industry.

**3.7** By the late 18th century Sutton was a rural area, with five spring line villages at Cheam, Sutton, Carshalton, Wallington and Beddington. By this time, the borough was home to many wealthy Londoners, with a number of large country houses on large country estates. Whilst a number of these houses have been demolished and redeveloped for housing, their former grounds are evident as key open spaces in the borough, such as Carshalton Park.

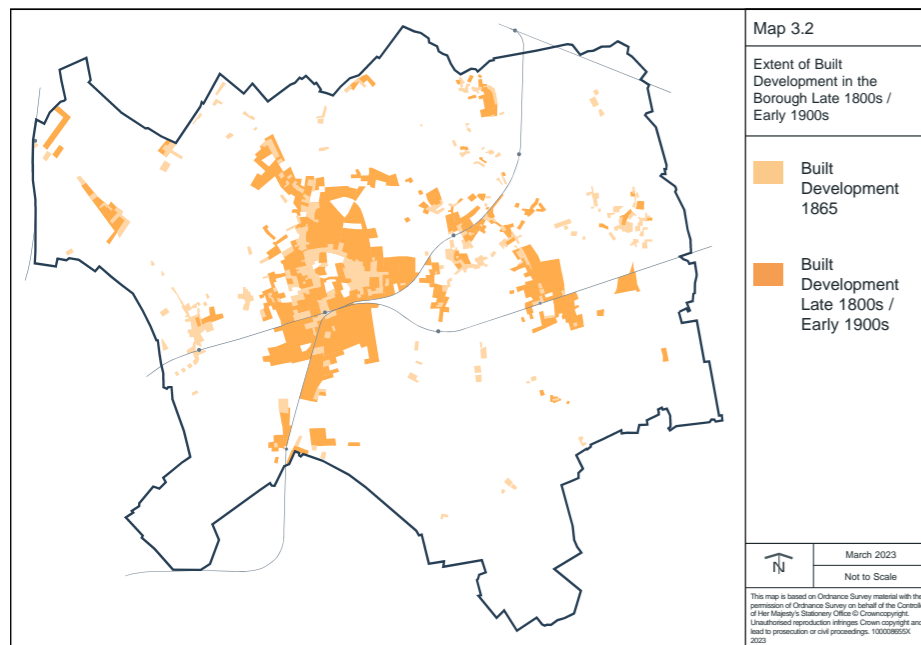


### Impact of the Railways

**3.8** The railway created a major change in character of the villages in Sutton. The first railway line, the West Croydon to Epsom Line opened in 1847, followed in 1865 by the Epsom Downs line and in 1868 the Carshalton / Hackbridge line. Good rail connections meant middle class commuters started to settle in Sutton and commute into the City. This led to the suburban development across large parts of the borough changing the character of the existing rural villages. Today District and Local Centres can be seen clustered around the railway stations.

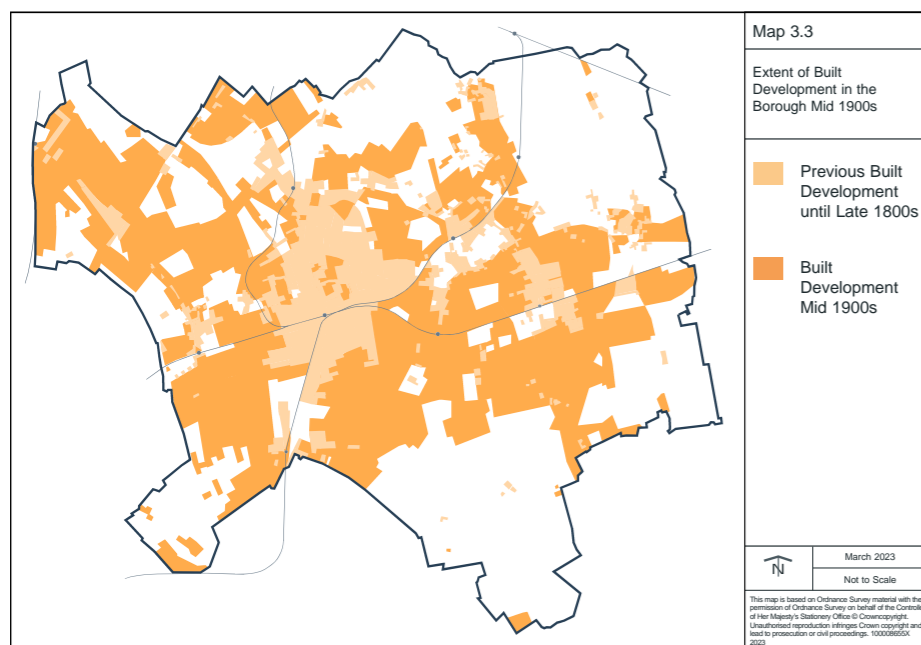


## Development of Sutton from Late 1800's to 1970.



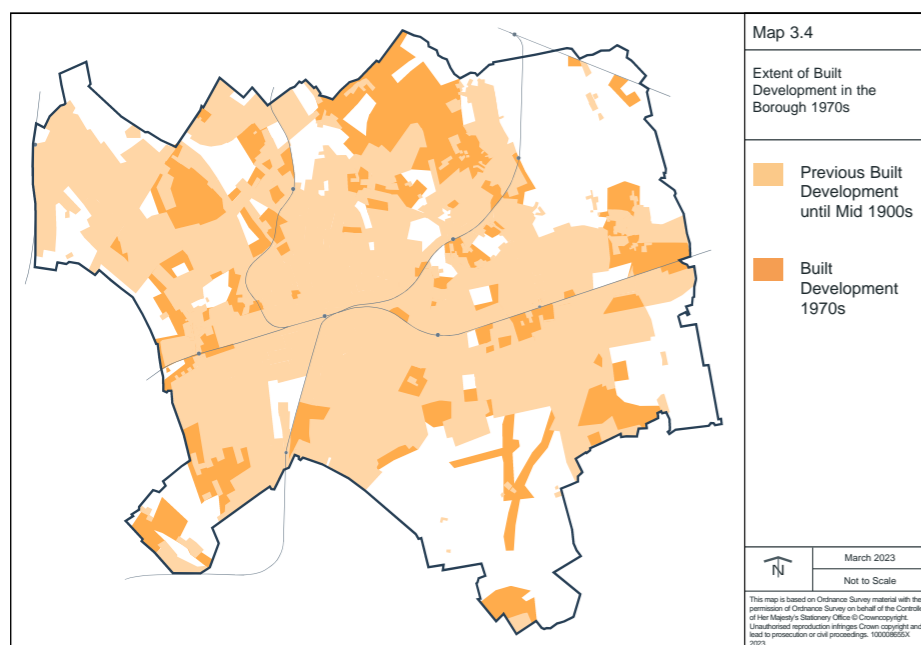
By late 1800's and early 1900's a pattern of new housing development formed around the main railway stations which includes Cheam, Sutton, Carshalton, Hackbridge, Wallington and Carshalton Beeches. In these locations Victorian housing was built and remains today, representing these early housing styles.

During this period Sutton saw rapid growth due to its railway infrastructure. By 1900 it was considered to be a small town. The suburban housing that followed in the 1900's was split up to two different types. Large upper middle class housing which belonged to the City workers and small houses for locally employed people.



Growth around the railways continued in the mid 1900's however the First World War did slow the development of the railways. Proposed routes and stations like Sutton Common railway were delayed by the First World War. Sutton Common Station opened 20 years later than planned in 1930. This station was on the new Wimbledon to Sutton railway line. This led to the subsequent growth of housing in the east of the borough.

Despite this growth in 1914 Sutton was mainly rural farmland. Post-war development increased significantly. Interwar suburban housing, comprising private estates and council housing.



The interwar period saw Sutton evolve into the suburban borough that we know today. Large areas of social housing were delivered across the St Helier Estate and significant amounts of private suburban housing across Sutton, particular in the hinterlands between the town and district centres. Post WW2 saw lots of new Council estates delivered, including Durand Close, Roundshaw and Benhill. Later Council estates, such as Collingwood and Chaucer, introduced tall buildings into Sutton for the first time. Sadly, during the 1960s and 1970s, a significant number of high quality Victorian buildings were lost to redevelopment

## Historic Evolution of Housing

**3.9** The borough experienced a further expansion of built development following the end of the First World War, in the interwar period when much of the boroughs suburbs were established. The maps below demonstrate the pattern of built development in the borough from the 1800s.

**3.10** Character is particularly defined by housing type which has changed over time. The broad housing types are described below, from pre-1915 to present day.

### Pre 1915 Housing

**3.11** There are a range of properties and styles of housing which originate from this period, particularly Victorian. Development was located around the commercial centres of the Borough and many of these areas are now designated as Conversation Areas and Areas of Special Local Character.

**3.12** Some examples of the range of housing styles include small two storey terraces with minimal front gardens, with low walls. These have no off street parking and have an urban feel. Two good examples are Highland Cottages in Wallington and Tharp Road in the Sandy Lane / Upper Road ASLC.



**3.13** Another example of housing from this period is in Park Hill Road ASLC, with large late Victorian and Edwardian properties. These are developed to a lower density and have a less regimented building layout. Streets often include a range of semi detached and detached houses with a mix of architectural styles, with rich architectural detailing of the era. Typically, these types of Victorian and Edwardian properties have large building plots with large front and rear gardens and significant landscape features. More recently many of these front gardens have been converted to provide off street parking.



## Inter-War Housing 1918-1939

**3.14** When the First World War broke out in 1914 much of the area was still rural with a great deal of farmland. However, this changed in the inter war period and by 1939 most of the area was developed as private estates or council housing, and most of the old country houses were demolished. Some of the grounds of these country houses became public parks, although others were lost to development.

**3.15** During this interwar period, large parts of the current suburban character of Sutton were developed and remains one of the most extensive types of housing stock across the borough, from lower density detached/semi detached housing to high density terraced housing. The most extensive new housing built in this period was the St Helier Estate in Rosehill, which was built across both Sutton and Merton and was, at the time, one of the largest social housing estate in Europe. The estate in Sutton is almost exclusively housing in a mix of semi-detached and terraces, built on the garden city principles with lots of open space. Other notable examples include the Poets Estate in Carshalton and large swathes of the northern parts of Sutton.

Milton Avenue, Poets Estate, Carshalton



St helier Estate, Rosehill



Sutton Farm Estate ALSC



Burdon Lane, South Cheam



**3.16** The housing style during the inter-war period consisted of two storey houses. Wider streets and grass verges with street trees. Gardens have small low boundary walls, generally brick or 'cinder' rubble set between timber posts.

**3.17** These homes are mainly uniform in style, there are sometimes differences. These are either a clay tiled or brick or rendered finish. These are tile hung or half timbered gable ends and front elevations on the first floor. Some front doors are enhanced by porches or brick arched openings. These houses are arranged in pairs of semi-detached houses or short run terraces.

## Post War Housing to 1970s

**3.18** Minimal bomb damage during the Second World War did little to change the character of the Borough. The most significant redevelopment in the immediate post war years, was the demolition of many old homes to make way for flats and town houses. The impact of this development was fairly severe on the Victorian and Edwardian upper middle class housing estates, with the loss of many fine examples of original buildings. The minimal benefits from the redevelopment of smaller estates has meant that many smaller lower middle class and working class estates have not changed much. However, several additional areas of public housing have been built in recent years, including 'greenfield' and 'brownfield' development. 'Brownfield' development includes the closure of factories and demolition of some areas of poor quality housing.

**3.19** During this period housing a limited number of houses were built and these can be found scattered across the borough. These tended to be on smaller infill sites. These were two storey semi detached or terrace houses with small private garden space. Architecturally these houses are simple in design with unadorned brick built rectangular blocks.

**3.20** Significant social housing developments were built around this time. One of which was the Roundshaw Estate on the western edge of the former Croydon Airport. Reflecting the history of the site, roads were named after aircraft, personalities and firms linked to aviation to recall the airport's history. Road names include Mollison Drive, Lindbergh Road, Olley Close and Avro Way. At the time 1800 houses were built. Since then these have been redeveloped. Built in 1967 these homes have been redeveloped since, newly refurbished homes incorporate their own energy efficient modern heating systems. This scheme is now nationally known as the Phoenix Centre development.

Roundshaw, C1970s



Roundshaw Today



Durant Close, C1970s



Durant Close Today



## 1970's Housing to Present

**3.21** Housing development during this period falls into three different categories:

- 1) New flatted development that replacing large detached houses and Victorian and Edwardian villas in residential areas in Sutton and Wallington;
- 2) Small infill schemes on compact sites
- 3) Large scale redevelopment sites of brownfield land.

### 1) New Flatted Developments

**3.22** During the 1970's and 1980's flats were built which were characterised by three and four storey blocks set in landscaped grounds or grassland. These developments are not always responsive to their context. More recent flatted development is generally being built to a higher standard using higher design standards, greater understanding of context and with an innovative design concept.

### 2) In Fill Schemes

**3.23** These sites may be where large single houses have been demolished and rebuilt, sites may have historically been garden land, which have been sold off and developed. Schemes of this nature are characterised by shared parking areas. Often set back from the road and do not follow the existing pattern of street frontages. These developments have a staggered frontages. Often these are terraces and mews, semi detached and detached houses.

### 3) Large Scale Redevelopment Sites

**3.24** In recent years a number of large redevelopment sites have come forward in Sutton, on former industrial land and redundant utilities sites allowing them to create a distinct character of their own.

**3.25** Examples include; the former Felnex Trading Estate in Hackbridge, developed into a residential-led mixed use scheme of over 800 new homes, public open space and shops; the Hamptons built on the former Worcester Park Sewage Treatment Works site; and BEDzed in Hackbridge. These schemes create interesting, unique and distinctive developments. Like many other development sites of this scale these can be criticised for being a contrast and out of context with the wider area which may be characterised by traditional typologies.



## Other Notable Styles in Sutton

### Low Density Housing / Urban Villa Spacious Housing

**3.26** In the southern half of the borough neighbourhoods Cheam and Belmont, Carshalton and South Beddington there are more detached houses on larger plots sizes, often built with a strong arts and crafts character. These are adjacent to the Green Belt, for example the Drive in South Cheam and Pine Walk in Carshalton Beeches. Others enclosed large open spaces such as Carshalton Park or Great Woodcote Park. Low density housing creates a very different layout and form of development in the area. The urban grain of these areas is loosely structured, less uniform arrangements. As a result the variations in architectural style have a limited impact on other character types in the area. Low density areas are extensively landscaped on the boundaries reducing the impact on the street scene. These lower density areas are below Sutton's average housing densities.



### Cottage Garden Style Estates

**3.27** In the years between 1910 to 1920 cottage style architecture was built in various locations in Sutton. Sutton Garden Suburb was an open space with tiled roofs and decorated chimneys. In 1912 the first houses built on site were Oak Close, Meadow Close, Hawthorn Close and Horseshoe Green. The houses in Woodend West were started in 1914. Other houses were built on Freehill and Aultone Way. Cavendish Pearson was the main individual to design the houses in this development. Cottage Garden style housing similar to the Ebenezer Howard 'Garden City' concept. The Garden City Movement, as founded by Ebenezer Howard in 1898 had a significant impact on the way in which areas of suburban housing were laid out in the first half of the 20th Century. The 'Garden City' approach was about creating self contained communities with shops, agriculture and light industry, it was the concept of re-housing Britain in semi-rural setting which inspired the form of numerous new estates built between 1910 and 1950.



**3.28** Ebenezer Howard 'Garden City' estate with the purpose to maximise people's access to open space, recreation and improve the environmental and wellbeing of residents living in these houses.



**3.29** St Helier Estate designed by London County Council architects meets London's mass housing needs. This development also has many open spaces. It includes a network of open spaces surrounding the development. The estate is well landscaped with soft enclosure of privet hedges and trees on each corner (known as 'corner greens') part of the original design of the estate.

### Metro-land Housing

**3.30** The term Metro-land housing came from houses built in the streets around the Metropolitan railway lines. In 1880's the Metropolitan railway began to exploit land adjacent to its railway lines mostly in northwest of London. It believed at this time that housing development could create a long term source of income for



the company. Tempting wealthy residents to live outside of the London and move to the countryside with cheaper train fares. This created streets of Metro - land style houses, which occurred in suburban areas around the Metropolitan Railway lines of the Metropolitan Railway. These houses were conservative in architectural style. Many of these houses were of a Tudorbethan style, and eliminated some of the more complex aspects of Jacobethan architecture. Many of these Metro-land style houses were laid out in new garden villages using Arts and Crafts style architecture. Arts and Crafts was an influential movement of the late 19th century which attempted to re-establish the skills of craftsmanship in housing design and construction. The emphasis was on the use of high quality materials and for its emphasis on utility in design.

### Urban Terrace

**3.31** Located on the fringes on town and district centres. These are either larger Victorian or Edwardian properties, regular rows of houses or cottages, tight knit building form, continuous long building lines with on street parking. Grid system provides a high degree of permeability, with a uniform design, rhythm and relationship to the street. Warwick Road, Longfellow Road and Beauchamp Road Sutton provide examples of these types of houses.

### Courtyard block

**3.32** This type of housing is a distinct medium - density multifamily housing typology centred and shared outdoor open space or garden and surrounded by apartment style housing. These buildings have direct entrances onto the street. This style of housing started in 1960's and continues in many forms in Sutton today, examples can be found at Hemingford Way, Lavender Avenue and Wynash Gardens.

### Modern Urban Housing

**3.33** The town and district centres have many of these types of developments. These are modern urban housing blocks. The principal type of housing used in regeneration programmes since 2000. These houses occupy deep plots. The well designed schemes of this nature offer communal open spaces, well looked after within the streets and spaces. Within the blocks are flats typically midrise.

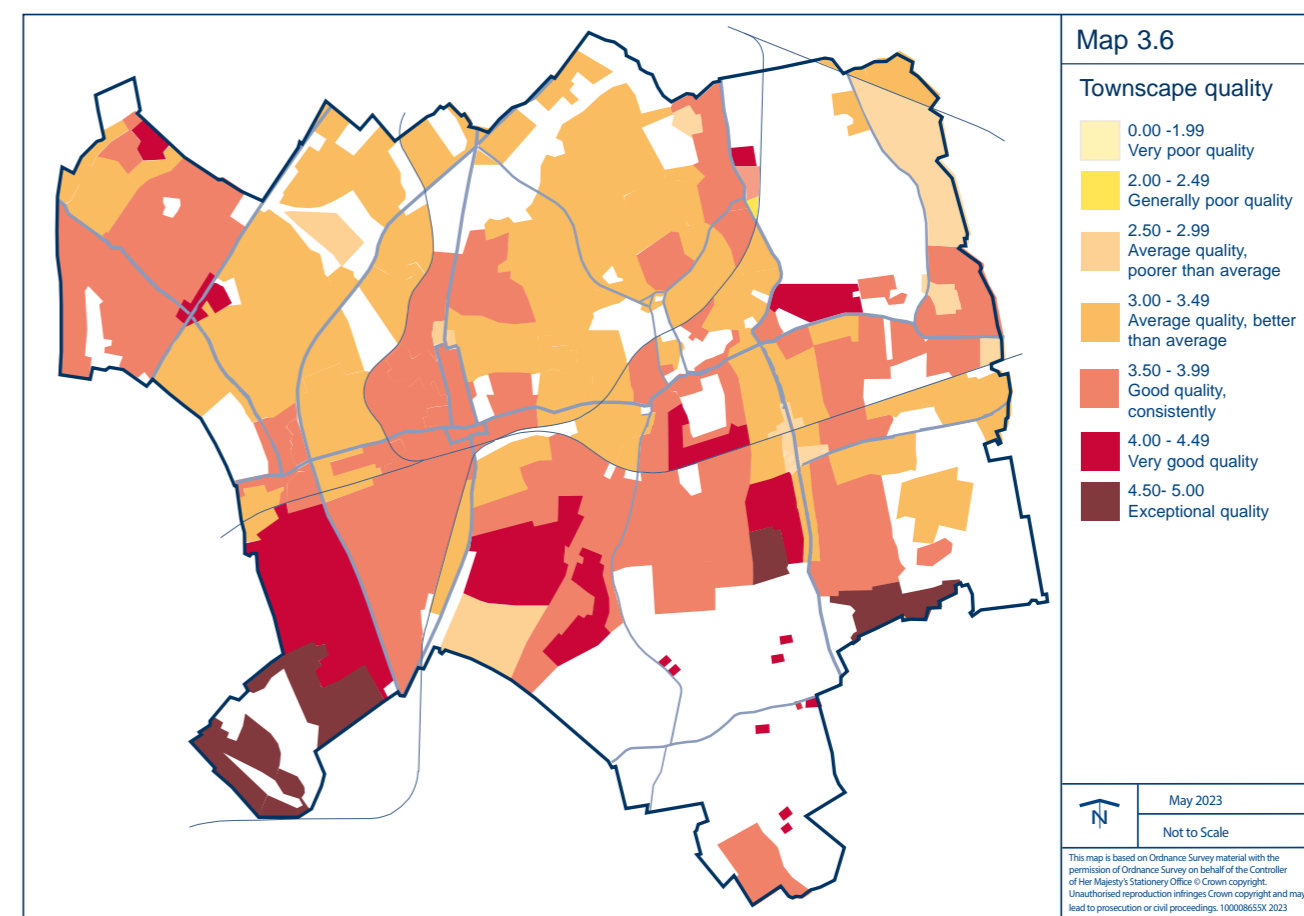
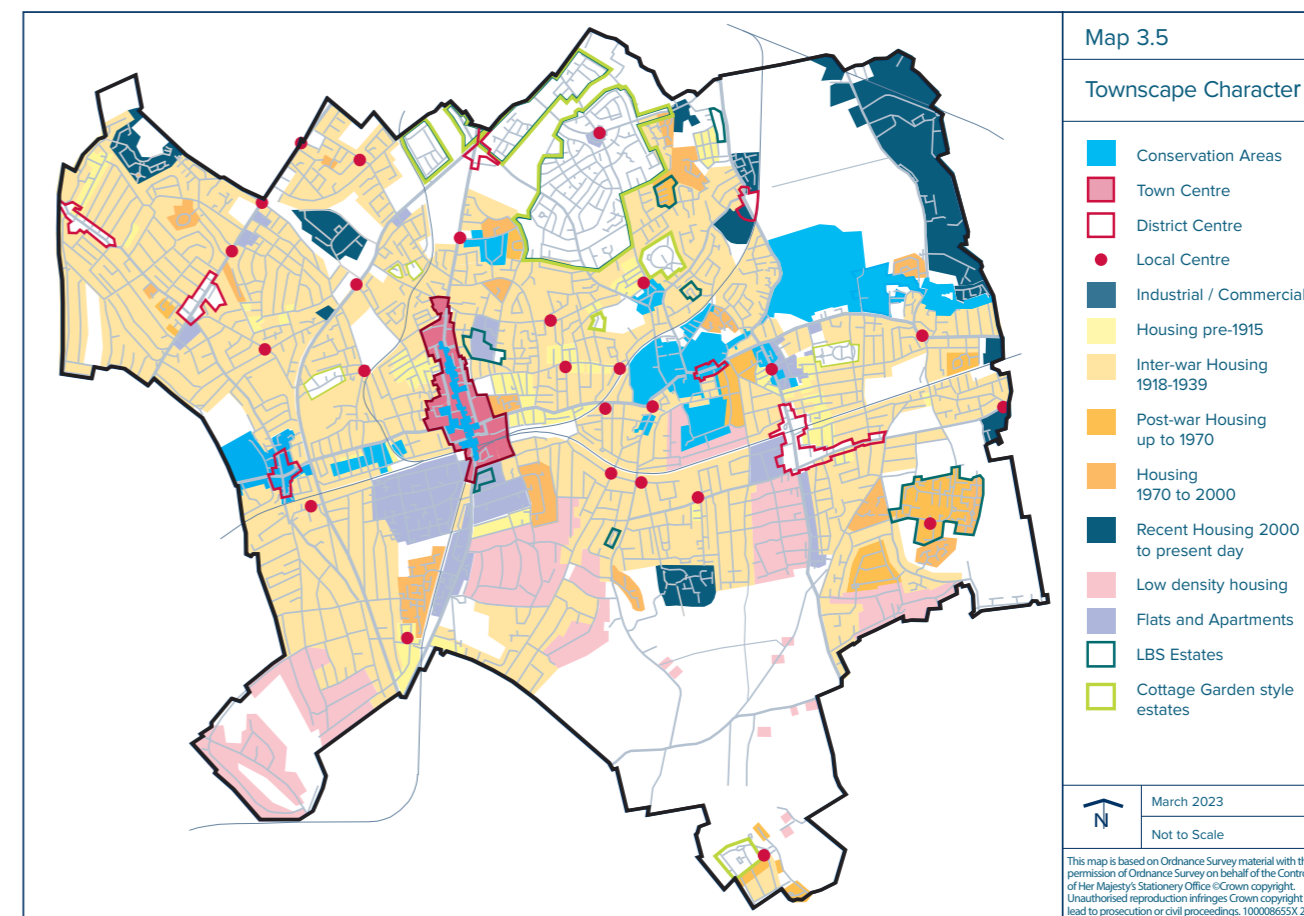
### Tower Buildings

**3.34** These buildings are usually located within their own grounds. Ownership is usually public or semi - public in form of landscaped surroundings. Residential towers can be visible from long distances. These were built after 1960. These types of buildings have no relationship with the existing building lines. They create a fragmented active frontage, with limited entrance points. Tower buildings are prominent in the urban landscape as these buildings are different to the existing, height and an example of a tower block development in Sutton is Balaam House, Collingwood Road to the north of Sutton.



## Townscape Character and Quality

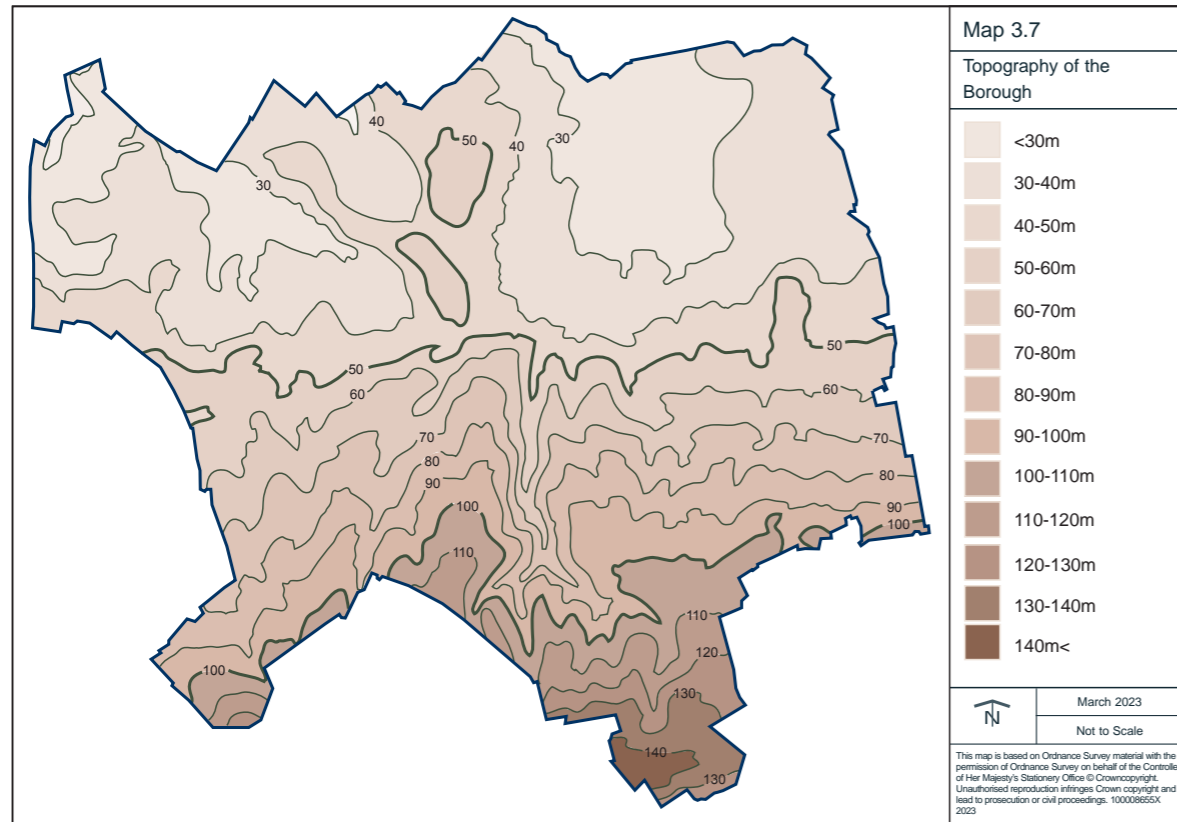
**3.35** Map 3.5 illustrates the townscape character across Sutton as discussed above. Map 3.6 makes an assessment of the townscape quality across the borough.



## Physical and Natural Character

### Topography and Views

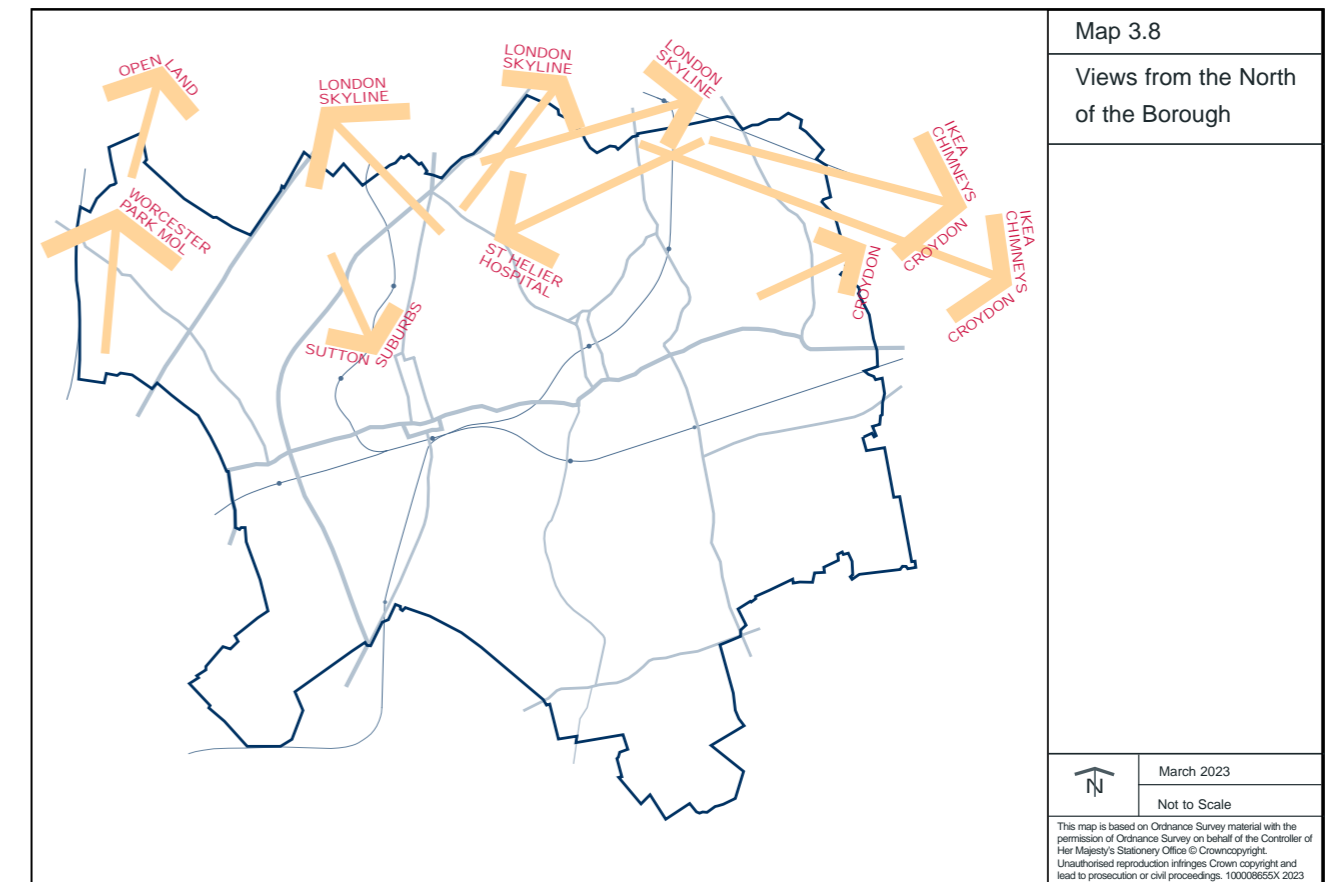
3.36 The topography of the borough varies from north to south. It is located at the foot of the North Downs, with the southern part of the borough rising up towards the Downs to the south. The northern part of the borough is relatively flat though there is a higher area of land at Rose Hill.



3.37 Sutton's topography has an impact on key views in the area. Local views from the north to the west include St Helier Hospital, while views to the east include Ikea chimneys and Croydon's skyline. In the northwest there are views into the Worcester Park MOL and Merton's open space beyond.

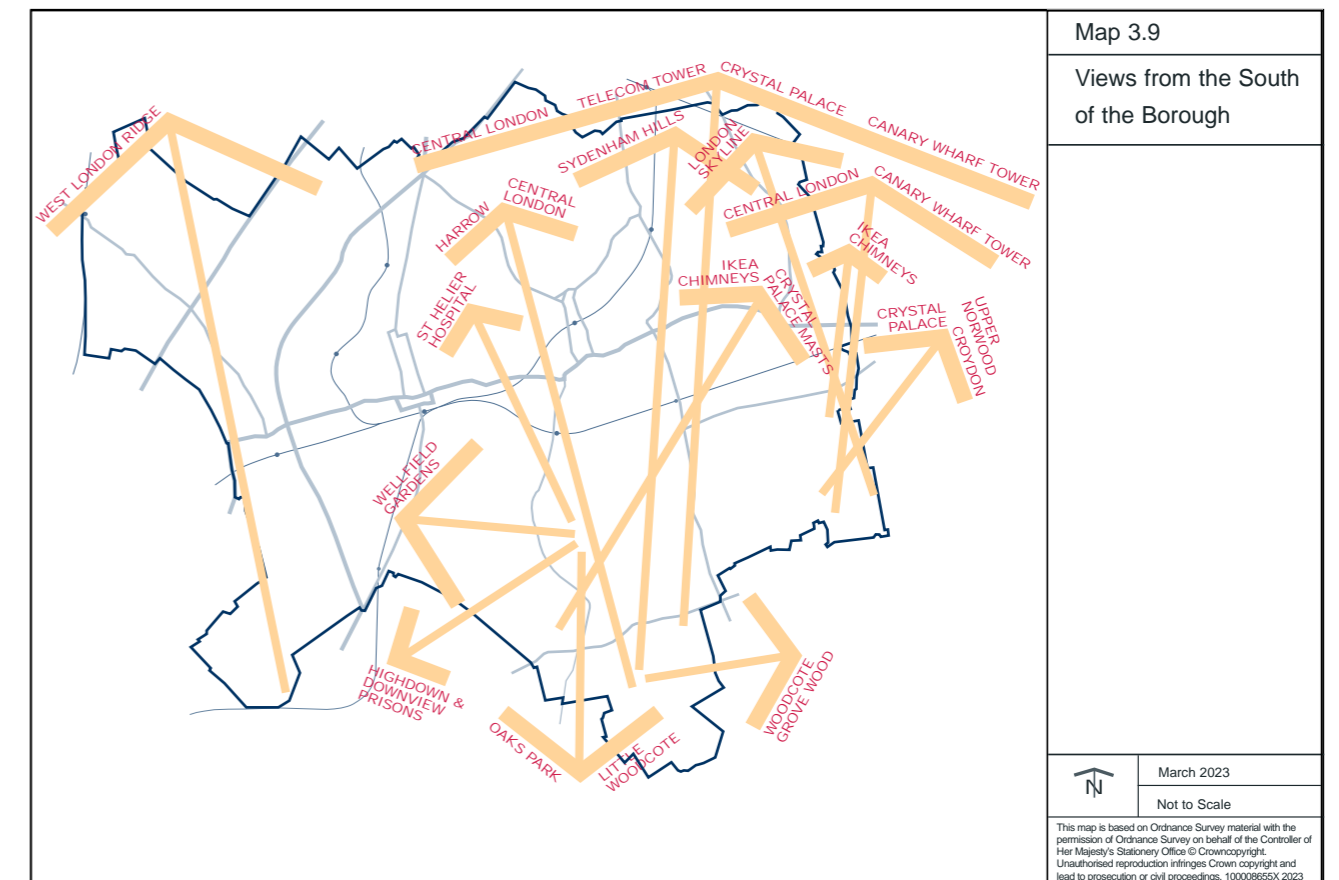


### North - Key Views from the North



3.38 As a result of this topography the most impressive views are from the south towards the north of the borough and beyond. These views extend toward West London Ridge, towards Crystal Palace and Central London including the Telecom Tower and Canary Wharf Tower.

### South - Key Views from the North



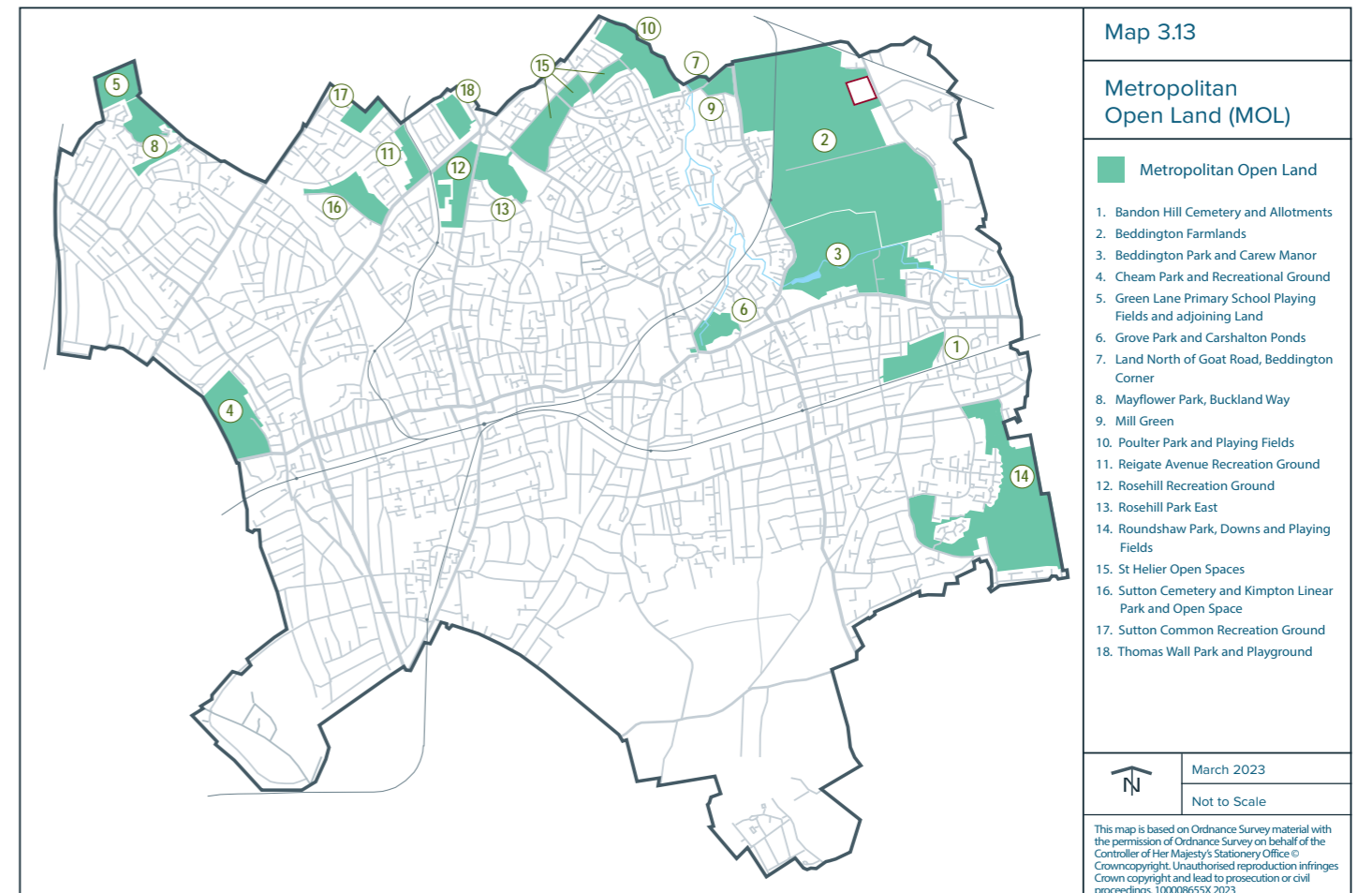
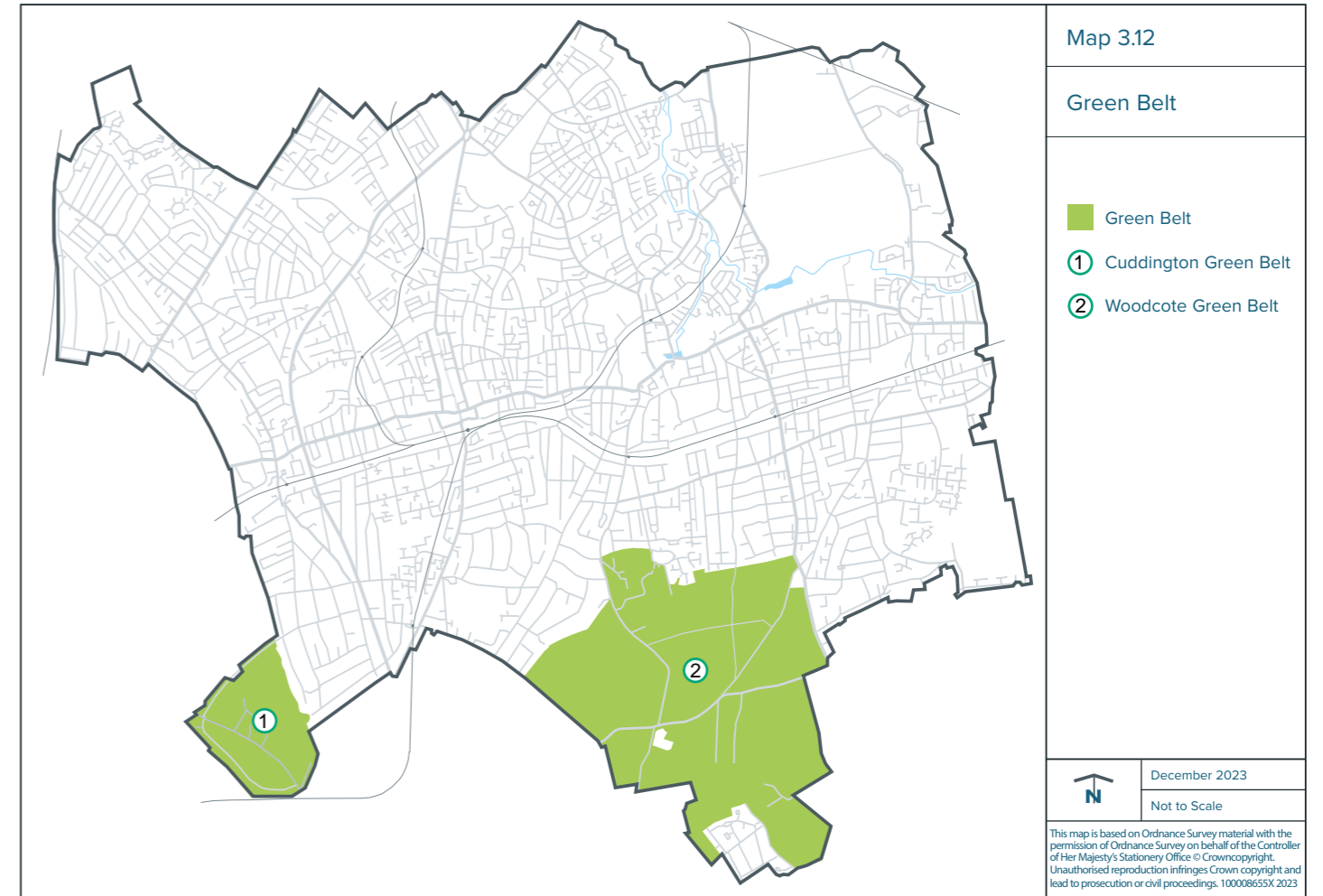
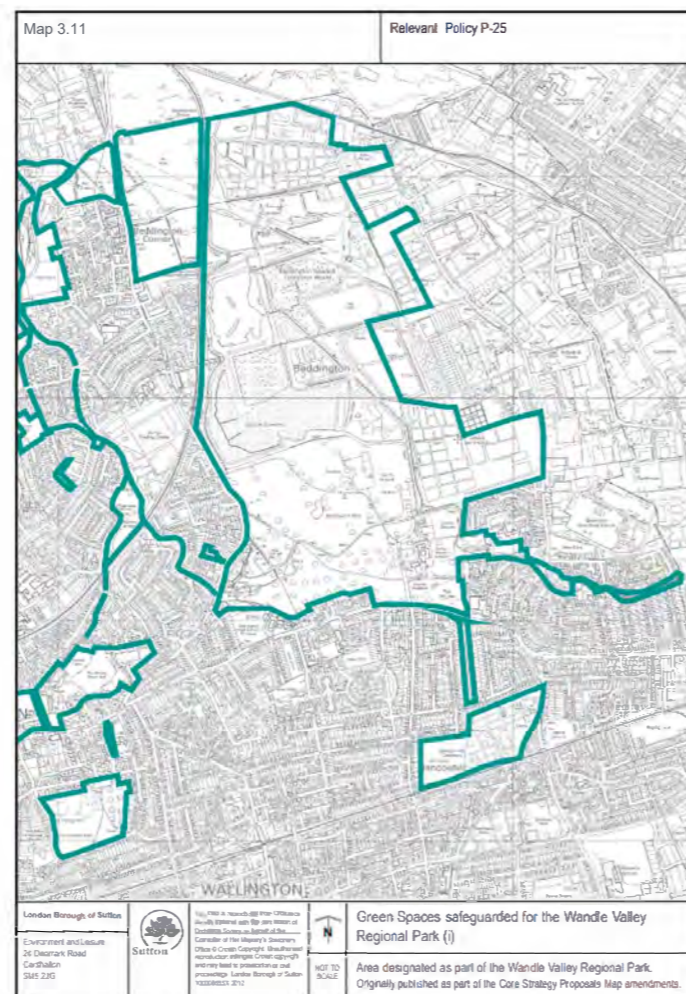
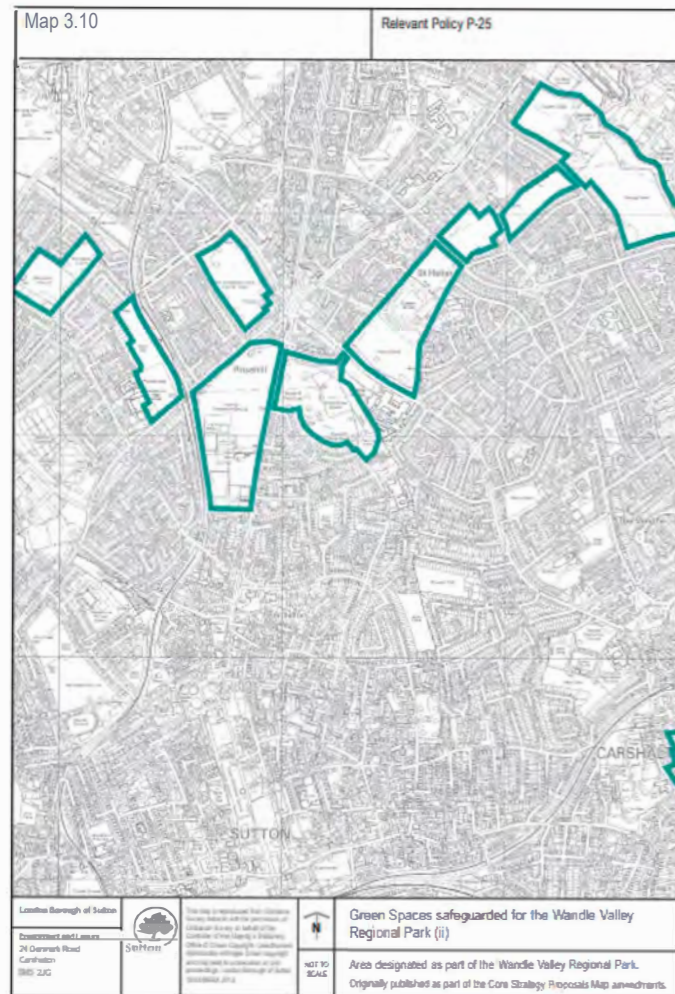
## Green and Blue Infrastructure

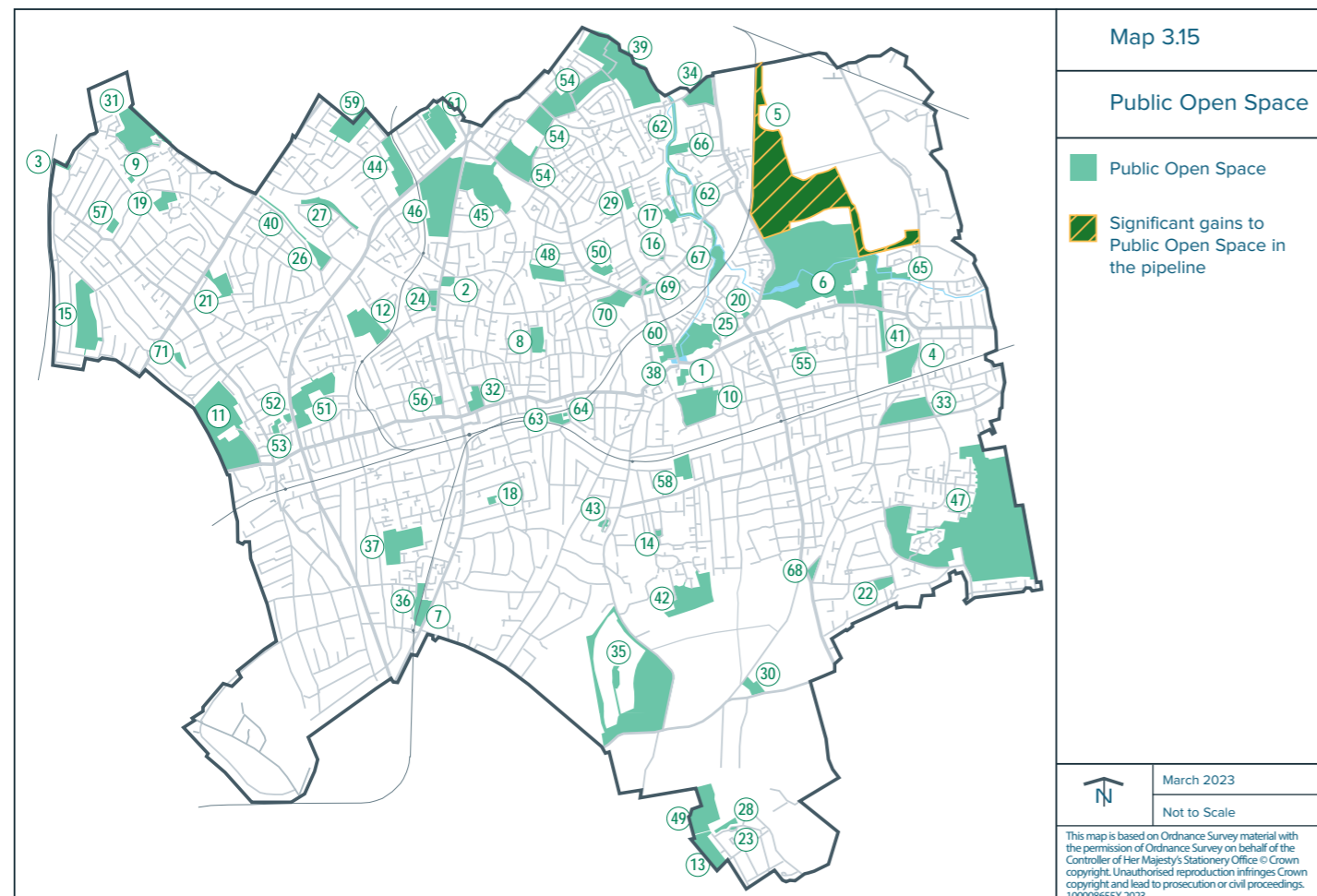
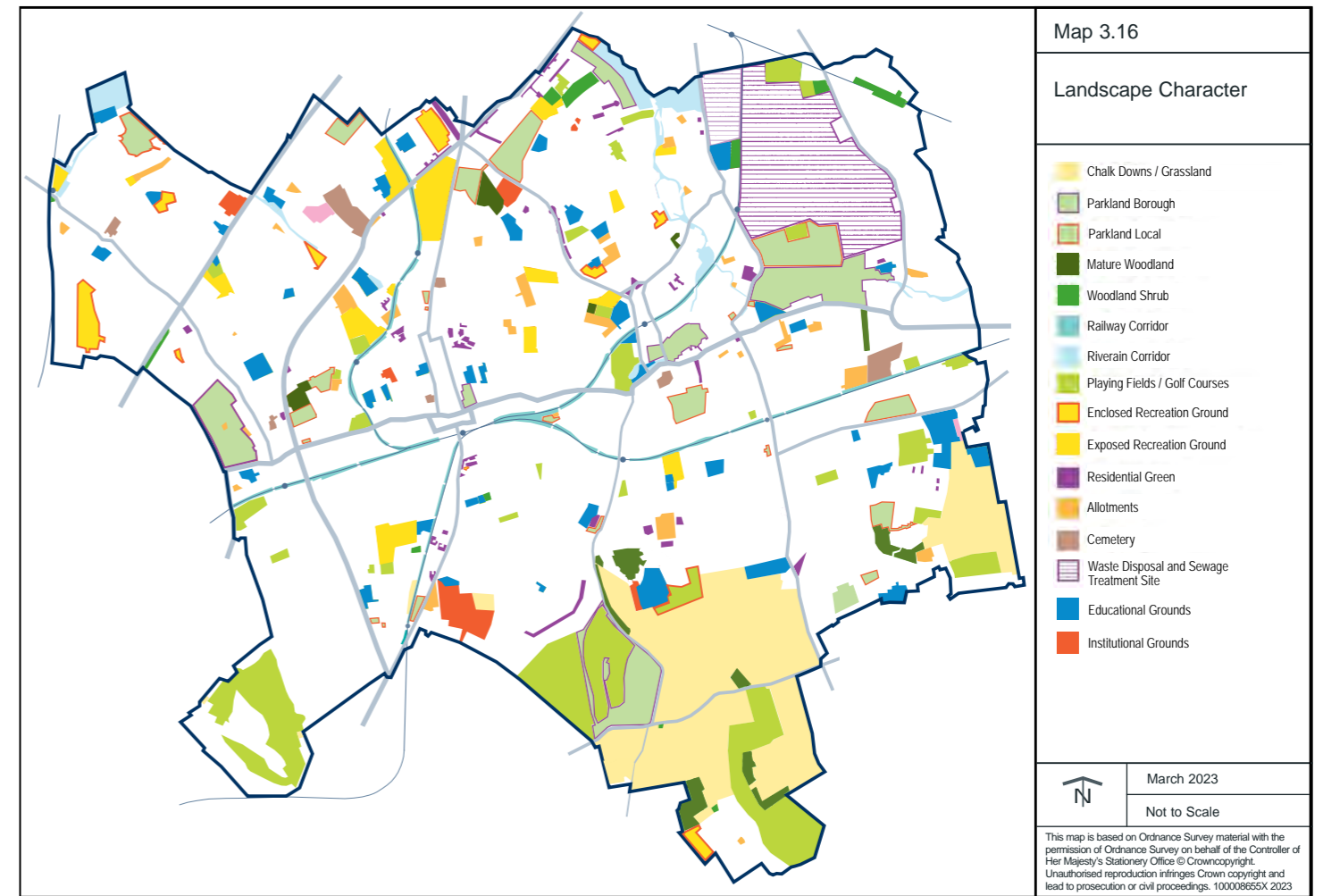
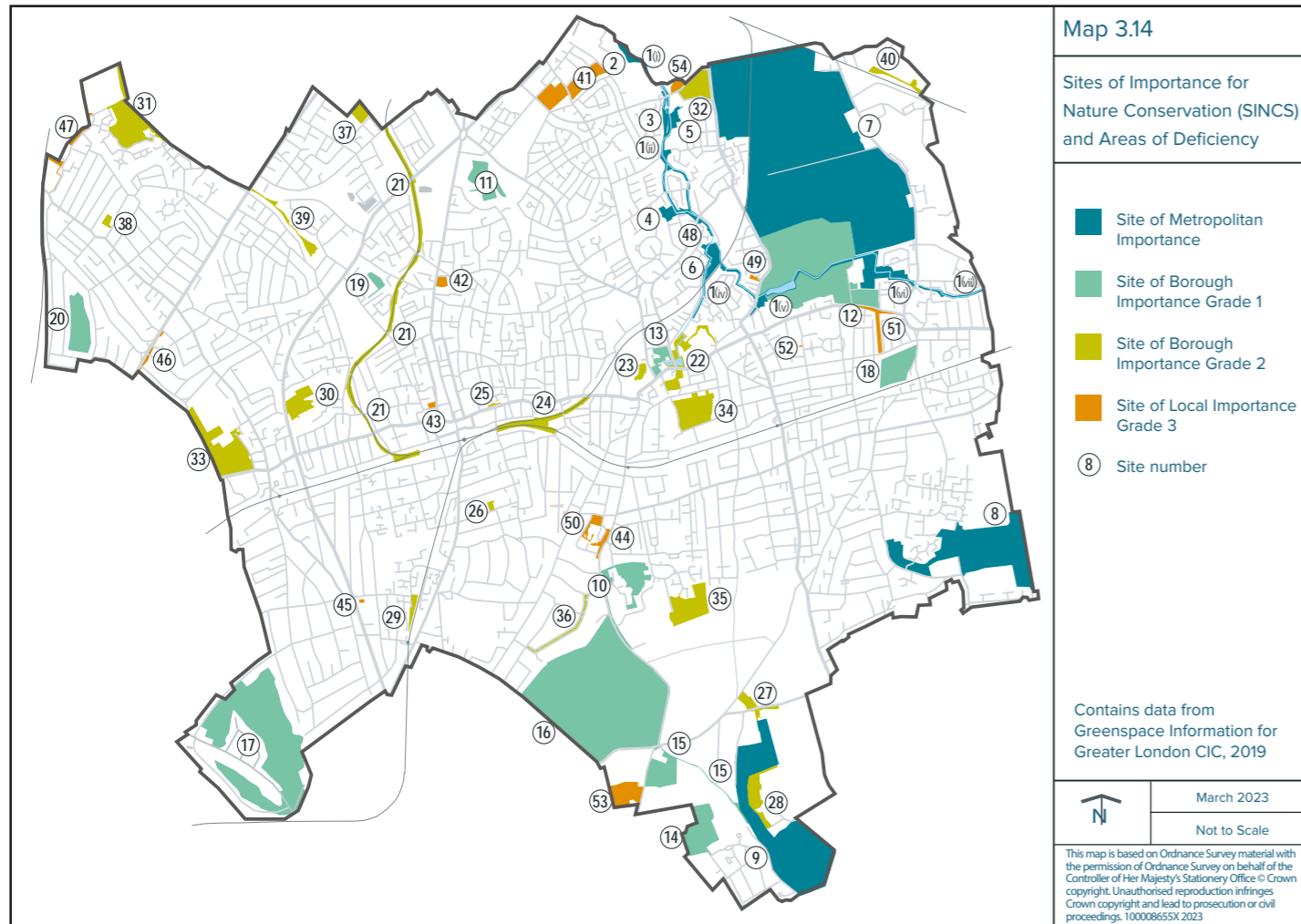
**3.39** Sutton has an extensive network of green and blue infrastructure. This comprises green and blue open spaces, including Green Belt land, Metropolitan Open Land (MOL), parks and recreation grounds, the River Wandle and other waterways. These spaces today contribute to the open feel to the borough and are fundamental at providing opportunities for leisure and recreation, places for social interaction and promoting health and wellbeing. These spaces also provide corridors for wildlife supporting biodiversity across the borough.

### Green Infrastructure

**3.40** The borough contains two areas of Green Belt at Cuddington and Woodcote. These areas are more open than the rest of the borough, with large areas of open land. Cuddington Green Belt forms an important link with adjacent Green Belt in neighbouring boroughs at Epsom and Ewell and Reigate and Banstead. The Woodcote Green Belt, located in the south of the borough is largely comprised of open fields, parks and two golf courses. There are 18 open spaces designated as Metropolitan Open Land due to their strategic importance. The council has also designated a number of Public Open Spaces, including parks, recreation grounds, Urban Green Spaces such as sports clubs which have more limited access, allotments and green corridors.

**3.41** The Wandle Valley Regional Park is a network of green spaces designated by the London Boroughs of Croydon, Merton, Sutton and Wandsworth to promote public access, biodiversity improvements and heritage protection throughout the Wandle Valley. Within Sutton this includes areas designated as MOL and public open space, as well as areas where accessibility could be improved (see map below Maps 3.10 and 3.11).





**3.42** A key site of interest is Beddington Farmlands, where land will be restored to provide a high quality nature reserve and improved public access. See Map 3.15 above for more details which identifies these open spaces.

**3.43** This network of open spaces is important to the boroughs overall Biodiversity. The borough has 54 Sites of Importance for Nature Conservation, of various sizes and scales creating a rich and diverse range of habitats. The larger sites include Cuddington Open Space and Golf Course, Beddington Farmlands, Roundshaw Downs, The Oaks Park and Golf Course and Mayflower Park.

**3.44** Green spaces help to maintain the open feel and add to the character of the borough. Map 3.16 above illustrates the landscape character of the range of open spaces.

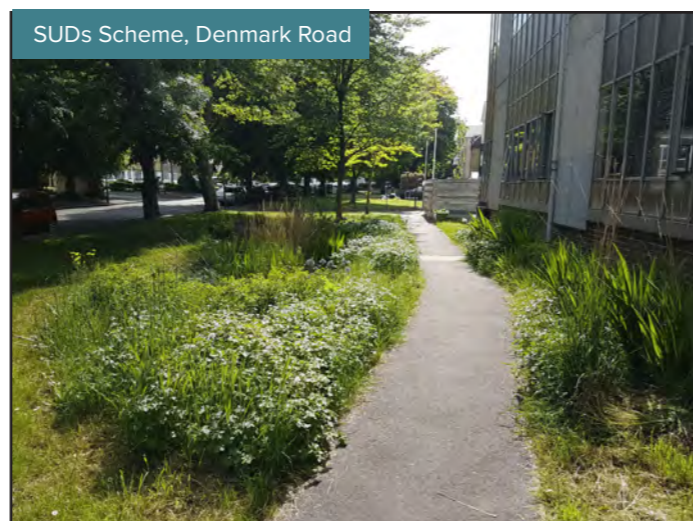
**3.45** These green open spaces also play a key role in ensuring the borough has some resilience to weather extremes caused by climate change. The green spaces around Sutton will help to reduce heat island effects of urban area, have a valuable role in absorbing surface water run-off and reduce pollution, as vegetation absorbs tiny particles and gases in the air. Trees and landscaping provide shade for residents on hot days and some tranquillity from built up areas.



**3.46** In addition to this the Council's Environmental Strategy and the Climate Emergency Response Plan, means a number of other environmental measures will be delivered to 2025, including:

- Cleaner air targets, resulting in 48% of journeys made by walking, cycling or public transport rising to 63% by 2041.
- Reduce nitrogen dioxide emissions and reduce particulate matter - overall improve air quality
- 2,000 trees will be planted every year (community, council and developer-led schemes all count).
- Ensure no reductions in the overall amount of green space in the borough.
- By 2050 ensure at least half of Sutton's land area will still be green space.
- Maintain and enhance biodiversity value within Sutton.
- Secure net zero carbon emissions across the estate and operations.
- Take action to tackle fuel poverty
- Reduce waste and increase reuse and recycling for 50% year on year and target being the best recyclers in the UK. Reducing residents avoidable waste by 20% by 2025
- Raising awareness of the climate emergency and its impacts and individual responsibility.
- Increase readiness of people, public services and infrastructure to manage the extremes of temperature, drought and flooding.
- Retain Sustainable Food City status each year.
- Work with water to help people reduce their daily water use by 2025.

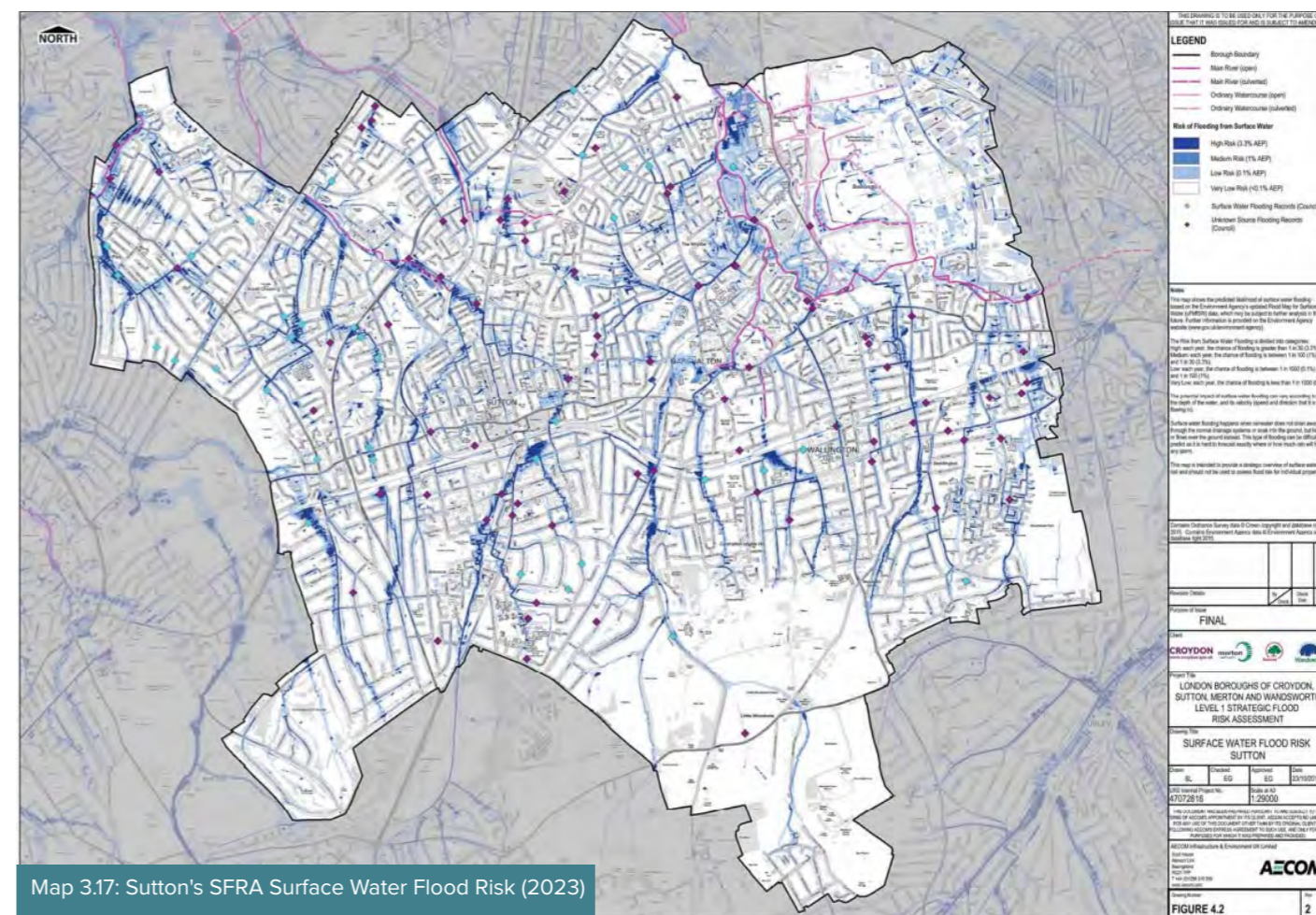
**3.47** These measures will create a better environment for Sutton's neighbourhoods.



### Blue Infrastructure

**3.48** Sutton has a network of blue infrastructure rivers, brooks and springs that create a source of water to support the green infrastructure in the borough. Rivers and brooks can be found in the northern eastern part of the borough alongside Beverley Brook at Worcester Park, Pyl Brook at North Cheam and in the northwest, the River Wandle and catchment at Morden and Beddington Park. Historically villages and early industries established along these waterways, where mills and other industries clustered. Today this blue infrastructure adds to the rich variety of habitats available to wildlife. Another 5 improvement schemes are proposed to the River Wandle through these will continue to strengthen Sutton's Blue infrastructure.

**3.49** As well as creating attractive spaces for recreation, these waterways can on occasions create flooding. The flood risk map below shows where waterways exist, possible flooding events may take place and historically have taken place. This map will help with any future proposals to intensify uses, helping to determine the relative probability of flooding in specific areas, where new housing should be built and where mitigation measures to reduce the impacts of flooding should be included in housing design.



### Climate Change

**3.50** The increasing levels of carbon dioxide has intensified the greenhouse effect causing a warming of all global temperatures. Significantly warmer summers, heatwaves, triggering wildfires, storms and flooding and extremely cold spells of weather are having an impact on residents, workers and wildlife in Sutton.

**3.51** Heatwaves in summer create conditions where droughts are becoming more frequent. Warmer air holds more moisture, so more heat will create more intense rainfall often followed by heavy rainfall causing flash flooding and often the ground is dry and unable to absorb the intense rainfall.

**3.52** In response to these challenges, the Council has established the Council's Environmental Strategy and Climate Emergency Response Plan which sets the most challenging sustainability targets in London.

**3.53** Sutton's existing open green character will be supported by the Council's Environmental Strategy and Climate Emergency Response Plan. The character and sustainability of the distinctive neighbourhoods of Sutton are also protected through a number of policies contained in the Local Plan. These include policies securing carbon reduction (ensuring development meets zero carbon target by 2025) and energy efficiency, avoiding or minimising flood risk, promoting Sustainable Urban Drainage (SUDs), ensuring development can adapt and be resilient to climate change, environmental protection and sustainable transport.

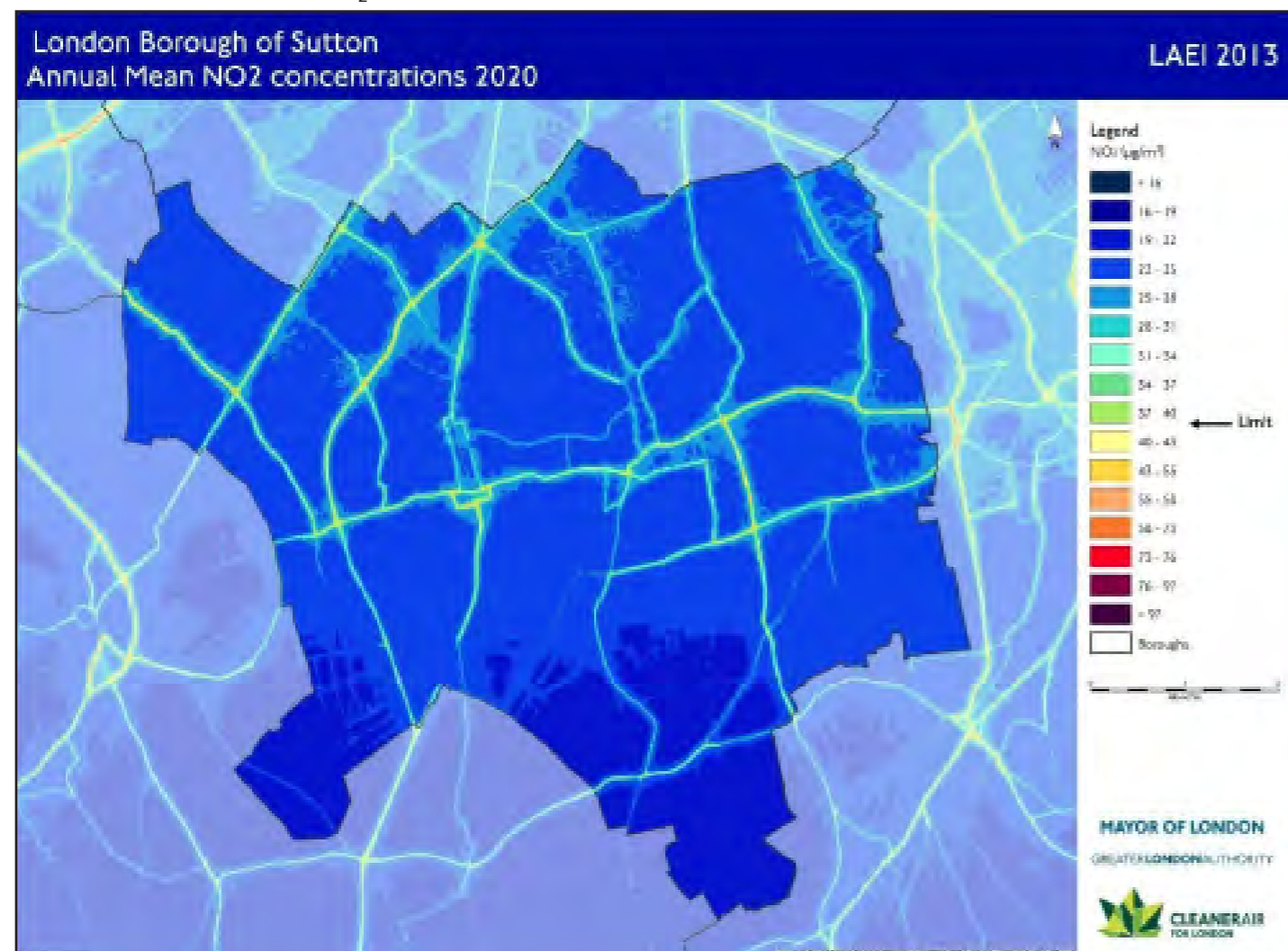
**3.54** Blue and green spaces incorporate a range of natural cooling measures as part of the design and layout, including a range of passive design measures, shading planting, soft landscaping, trees, water quality improvements, carbon storage and SUDs supporting ponds and other surface water features. This will ensure that new development keeps neighbourhoods cooler and supplied with water. Sutton's open spaces, green and blue infrastructure will continue to play a key role in mitigating the impacts of climate change, extreme weather events and also achieve a range of other important benefits for people and wildlife. Sutton is committed to becoming the greenest and most sustainable borough in London. These measures listed above will continue to maintain a high quality of life and excellent blue and green infrastructure in the borough.

### Air Quality

**3.55** Air pollution created by traffic congestion is a key concern within the borough. Air Quality in Sutton is meeting all of the national AQS objectives other than for the gas Nitrogen Dioxide (NO<sub>2</sub>). The borough is meeting current Particulate Matter (PM<sub>10</sub>) objectives however PM<sub>2.5</sub> and PM<sub>10</sub> remains a pollutant of concern due to the way particulates damage health.

**3.56** Road transport accounts for 50% of the Nitrogen Dioxide road pollution in the borough. Diesel vehicles (Cars and HGV's) create the most of the Nitrogen Dioxide contributions. Particulate matter is measured according to the size of the particles either less than 10 or 2.5 microns. The greatest source of these pollutants again is road transport, poorest air quality present on the busiest roads in the borough. See Map 3.18 below.

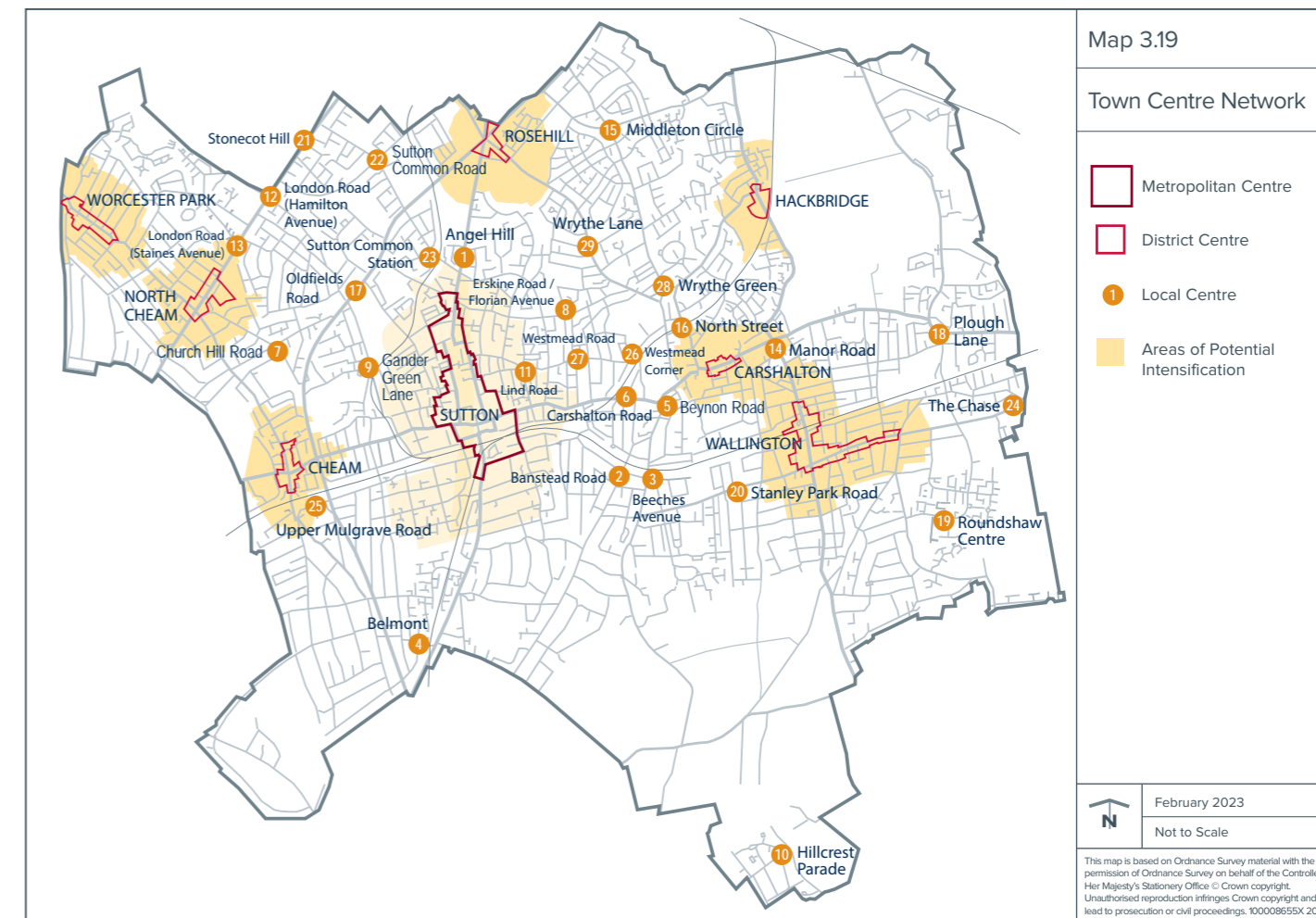
Map 3.18: Annual Mean NO<sub>2</sub> Concentrations 2020



**3.57** The expansion of ULEZ (Ultra Low Emission Zone) which covers 90% of the borough aims to encourage more sustainable modes of transport. It is expected that vehicle emission will decrease with more walking and cycling for local journeys and the uptake of more electric vehicles in the borough will increase. This approach will improve the air quality and the overall environment throughout Sutton improving the health and wellbeing of residents, workers and visitors. All development (existing and new) will benefit from ULEZ as this initiative will help reduce air pollution.

### Functional Character of Sutton's Places

**3.58** The functional character of Sutton has been heavily shaped by how its neighbourhoods have developed, the uses and activities across the borough and how these places are used by residents. This is significantly influenced by the network of town, district and local centres across the borough. This section discusses the functional character of each of the distinctive areas of the borough in turn.



### Sutton Town Centre

**3.59** Sutton Town Centre has been developing and evolving over many years. Originally Sutton was a busy highway settlement and stopping point along key routes to London and the countryside. Sutton first started to experience significant growth from the mid-1800s when the railways started to arrive, providing connections to central London. Today, the Town Centre retains its historical importance with buildings and retail frontages that still exist from the Victorian and Edwardian period, although sadly lots were lost to brutal 1960s developments. Despite the growth of online shopping retail remains important; the primary retail frontages still accommodate a high proportion of shops, while the secondary frontages have a more diverse offer.

**3.60** Outside of the centre a range of new residential estates were developed in a mix of styles, ranging from Victoria, Edwardian, post war council estates, up to the modern day housing.

**3.61** The arrival of the gyratory in the 1970s, and later the St Nicholas and Times Square Shopping Centres in the 1980s and 1990s, had a significant impact on the character of Sutton Town Centre. These interventions have made east-west pedestrian movements difficult, creating a barrier effect that wraps around the High Street. The shopping centre has its back to the gyratory, with no active frontages, creating a negative pedestrian environment.

**3.62** The character of Sutton High Street, which is long and linear in nature, has a strong pedestrian focus, with traffic largely prohibited in the central area. Alongside the pedestrian environment are buildings of a modest height (2-3 storeys) which creates a “human scale” High Street. This is a key characteristic of the High Street and this should be preserved. There are various squares and spaces which in part are attractive and active but improvements should be sought.

**3.63** The High Street forms part of the Sutton Town Centre Conservation Area, so new development is needed to ensure it is sympathetic to its character and, where possible, enhance areas that are of a poor quality (e.g. shopfronts). There are three listed churches in the vicinity of the civic centre, which are important features in the town centre. Sutton Town Centre is suitable for high quality tall buildings in appropriate locations, with the tallest buildings being located adjacent to Sutton Station.

**3.64** The wider town centre and its Areas of Potential Intensification (API) has a number of distinctive character areas. Firstly, Sutton North is characterised by Victorian and interwar suburban semis. In this part of the area is Sutton Green, with the large open spaces including Rosehill Park west, just beyond.

**3.65** Sutton West has a mix of Victorian villas, semis and terraces, suburban semis and some Edwardian housing. From the 1970s, some flatted developments began to arrive. There are two important formal heritage areas located to the West of Sutton Town Centre: The Grove Avenue Conservation Area and the Beulah Road / Clarence Road ASLC. There are no public open spaces in this area but there are a number of good quality street trees which have a positive impact on the streetscape.

**3.66** Sutton East contains two ASLCs, Newtown and Victoria Road ASLC, characterised by Victorian terraces with small walled gardens. There is also a large new build housing estate from the late 1980s which has a mix of two storey houses and three storey flats.

**3.67** Outside Sutton Town centre there are seven District Centres; Carshalton, Cheam, Hackbridge, North Cheam, Rosehill, Worcester Park and Wallington. These centres have all developed around railway stations or major road junctions and routes. These areas all have very different characteristics and are discussed below.



## Carshalton Village

**3.68** Carshalton Village, is an attractive district centre, with a rich history and a distinct character. Carshalton originally was an older village centre. The area has a mixture of old buildings, mediaeval, Victorian to modern periods. Notable buildings includes the Water Tower and All Saints Church. The centre and surrounding area is conservation area, the first in Sutton. Independent retailers and services, cafes, restaurants along historic pubs, a leisure centre and a library shape the centre. The High Street is nestled in remnants of former large estates such as Carshalton Park, Grove Park and Carshalton Ponds. The district centre has a high proportion of independent retailers and services, cafes and restaurants on the High Street as well as historic pubs and a leisure centre and a library. Initially a number of mills existed around the chalk springs of the River Wandle. This led to the early development of estates which were designed to house workers in the local mills. The Sutton to Mitcham railway line added Carshalton station in 1860. This led to further housing development. Some areas of Victorian Villas and Edwardian housing exists as well as many semi detached Tudorbethan style housing as well as Arts and Craft style housing. There are a mix of housing types in Carshalton Village which included timber framed houses format Middle Ages, brick and timber weatherboard houses for 17th, 19th and 19th centuries.



## Cheam Village

**3.69** Cheam is a unique village established around the crossroad of Park Lane, Malden Road, The Broadway and Park Road where many statutory listed buildings are clustered. A large spacious village, it had many attractive mediaeval buildings, including large houses set in substantial grounds and a private school. Many statutory listed buildings can be found on The Broadway and Park Road. The village served Nonsuch Palace and its park. Post war housing development shaped this centre, the main roads were widened, and housing lining these streets were demolished and replaced. New housing had a more modern character. From 1920's these were mainly large estates with groups of inter-war suburban detached and semi detached houses in a limited range of styles. Around the cross roads mock-Tudor buildings can be seen and south of the Sutton - Epsom railway, many of which individually designed by Andrew Burdon. However, many attractive ancient buildings like Whitehall, The Old Rectory and St Dunstan' Church remain.



## Hackbridge

**3.70** The development of Hackbridge was influenced by its proximity to the River Wandle and was originally the industrial heart of Sutton. The river used to run several Mills locally. The area was also once an important watercress growing area. The area's economic prosperity led to the railway moving into the area in 1869, creating more housing in the area. Initially larger country houses were built in the area, by wealthy mercantilists who built several large Country houses close to the River funded by both City enterprise and their Mill ownership. In the last century most of the industrial uses have now left Hackbridge. The area is now an eclectic mix of



predominantly Victorian, Interwar Suburban and Modern housing, including the world famous BEDZed development and the newly built New Mill Quarter.

### North Cheam

**3.71** A busy well connected centre formed on the roman road of Stane Street, now known as the A24, this road was the key road between Sutton with Chichester on the south coast and London. The centre has seen predominant growth during the 1930. North Cheam, is characterised by groups of inter-war suburban detached houses and semi detached housing. There are also urban terraces and linear blocks to the north of the neighbourhood. The centre is well connected by public transport, previous public realm improvements have enhanced the centre and the centre is served by a large supermarket. The former Victoria House, now demolished, is a major opportunity to introduce a high quality landmark building to the centre.

### Rosehill

**3.72** Rosehill, located on the northern edge of the borough, was developed in the Inter war period and is located on a major roundabout that links the centre to other areas of the borough and to neighbouring boroughs. The area is characterised by St Helier Estate, built by the London County Council from around 1928 to 1936. This was designed as a 'garden suburb' - following the garden city principles as 'out of country' cottage estate. The area has significant green space and varying house styles. Examples of Art Deco buildings exist in the area. The neighbourhood has public open spaces including Thomas Wall Park and Playground and St Helier Open Spaces.

### Worcester Park

**3.73** Worcester Park is a vibrant district centre located in the north-west of the borough, on the boundary with Kingston. Like other centres in Sutton, it originally grew in the 1930's initially from development around the railway station. The area takes its name from the 4th Earl of Worcester, one time keeper of the Great Nonsuch Park. The character of the area is largely interwar 1919-1938 housing. There are some Victorian housing with a fine urban grain resulting in narrow streets. Front gardens are being paved and used as extra parking spaces by residents. This alters the character of the area. To the north of the area is a recent development built on a former sewage treatment works site. This development has created a new character to the area. The areas 'New England' style architecture consists of coloured weather boarded dwellings in well landscaped grounds.

### Wallington

**3.74** Wallington is the largest district centre in Sutton and was formed around early industrial uses, mills and textile industries. Today, Wallington Green is still the focal point for the centre. On Derby Days in the early 1900's people and stall - vendors used to congregate on the Green. Wallington experienced predominant



growth during the Victorian period. To the north of the area there are several larger older houses near the Green, including the Manor House and the Old Manor House. The arrival of the railway in 1947 brought significant housing growth to the area supported by notable local land owner, Nathaniel Bridges. He had built a large manor in the area and, following this, began building more housing and started to develop the area for housing. Examples include large Victorian brick gothic villas, which he used leases to control their appearance. A new parish emerged as a result of new housing and the Holy Trinity Church was erected. In the early 20th century development spread southwards from Stafford Road and Stanley Park Road, with many good examples of Edwardian Houses. After 1930 many of these Victorian and Edwardian houses were redeveloped; this created a more mixed character to the area. There are still some groups of Victorian and Edwardian housing in the neighbourhood.

**3.75** These Districts Centres are urban in context, the surrounding areas are mainly of a medium to low density development with a strong suburban character. Housing types include a mix of detached, semi detached and terraced housing. The centres are surrounded by open space to create a 'village' feel to Sutton.

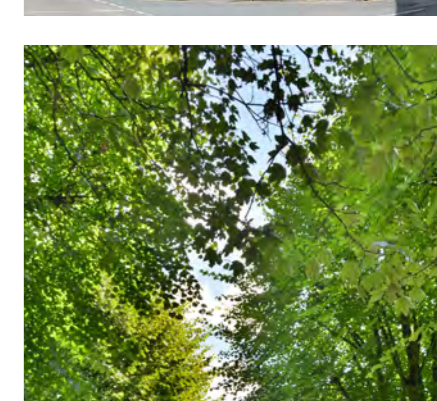
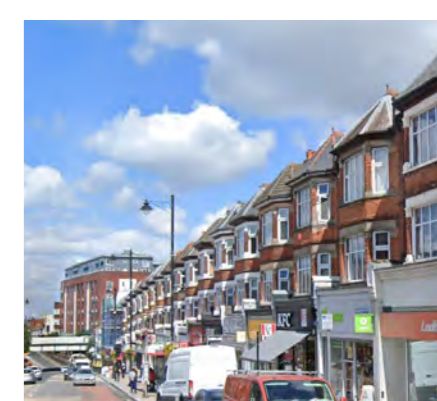
**3.76** In total the borough has twenty seven Local Centres providing extensive coverage of facilities across the area. These centres are shopping parades serving the needs of the communities around them. Providing convenience shops, small supermarkets, chemists, newsagents, local cafes and restaurants, hot food takeaways, small offices to serve the needs of the local communities. Also these centres are characterised by shops for local trades like electricians, plumbers, painters and decorators.

### Density of Built Character

**3.77** The character of an area is affected by many aspects, particularly its built environment. For example, the quality and density of new development can have significant influence on the feel, look and the character of a neighbourhood.

**3.78** An area with a fine urban grain, will have several small blocks in close proximity, narrow frontages, minimal setbacks from the street with a network of small scale, closely positioned streets. These are the usually walkable neighbourhoods in or near the centre of a town or neighbourhood. These types of streets can be found in Sutton's historic areas, Areas of Special Local Character or Conservation Areas.

**3.79** A coarser urban grain, represents buildings in areas away from town and district centres where the main commercial activities take place such as Strategic Industrial Locations (SILs). These are neighbourhoods where there are less intense demands on pedestrian movement and agglomeration of uses. Access to these areas is mainly by private car.



**3.80** In new developments, where possible, schemes should follow the existing urban grain of the locality. Imitating the existing pattern of development can help to maintain connections between streets and create places which are easy to walk and move around.

**3.81** If the existing street pattern is a coarse urban grain, it may be beneficial to consider introducing a finer pattern of streets when new development comes forward, particularly in the historic parts of Sutton. This will improve sustainable travel by allowing easier walking and cycling movement.

### Measuring Density

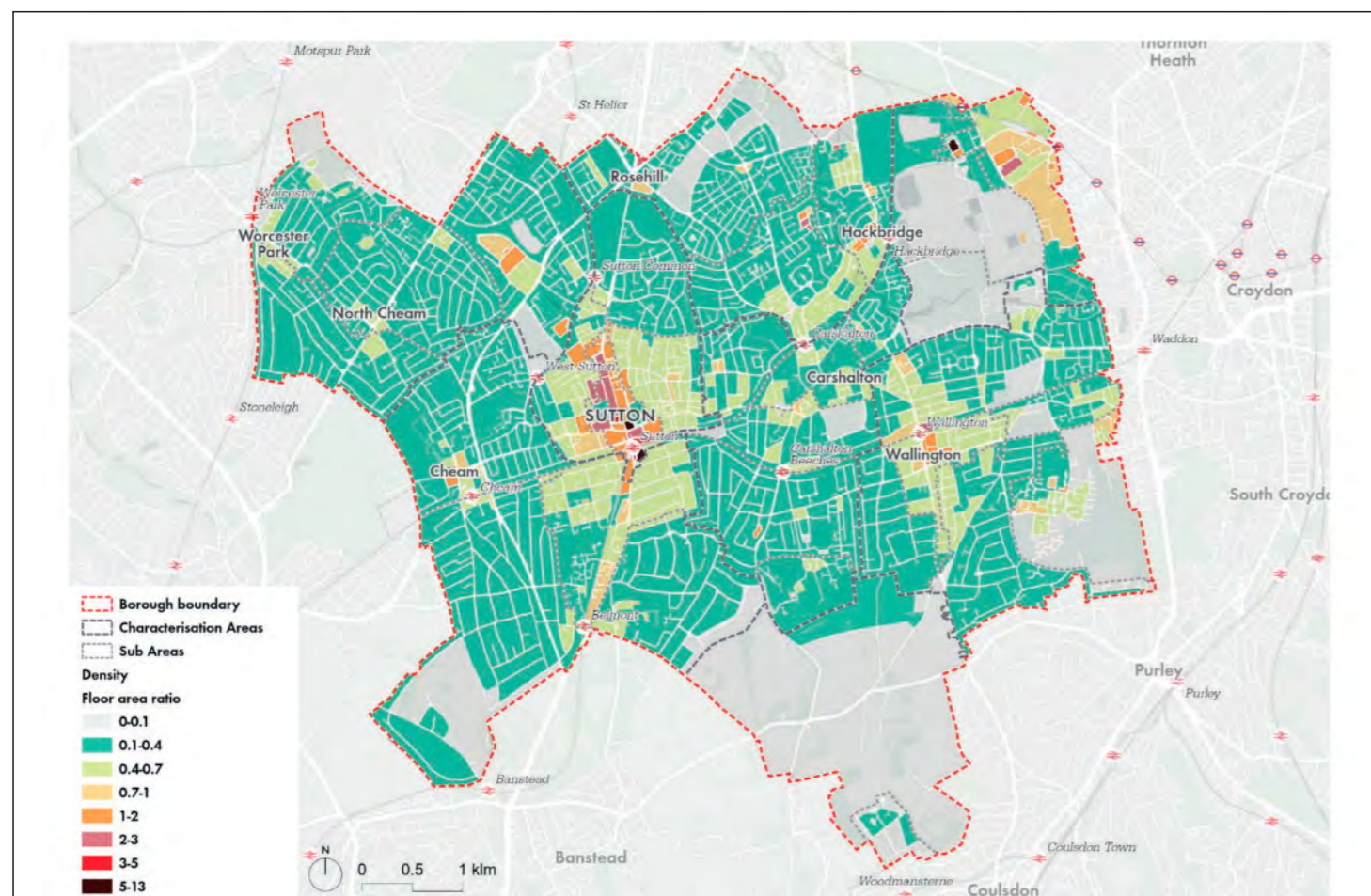
**3.82** The density of the built environment of Sutton can be mapped in a number of ways including Floor Area Ratio (FAR) and Dwellings per hectare (DPH). These are explained below.

### Floor Space Area

**3.83** Floor Area Ratio (FAR) is an effective way of measuring how intensively sites across the borough are utilised and is expressed as the ratio of a building's total floor area to the size of the plot upon which it is built. In short it shows the relationship between the total amount of usable floor area that a building has and the total area of the lot on which the building stands i.e. higher FAR figures will mean a site is being used more intensively. This metric presents a more complete reflection of density compared to dwellings per hectare as it does not take into consideration building type or use.

**3.84** The map below shows that Sutton's Town Centre has the greatest FAR levels, with plot areas of individual sites maximised through mixed use developments and tall buildings. The FAR ranges from 0.4 to 0.7. Beddington SIL also has a small area of high density FAR ranging where new industrial development has been delivered more intensively as a result of the strong demand for new employments paces in Sutton.

Map 3.20: Sutton Floor Area Ratio - Sutton Tall Buildings Study (2024)



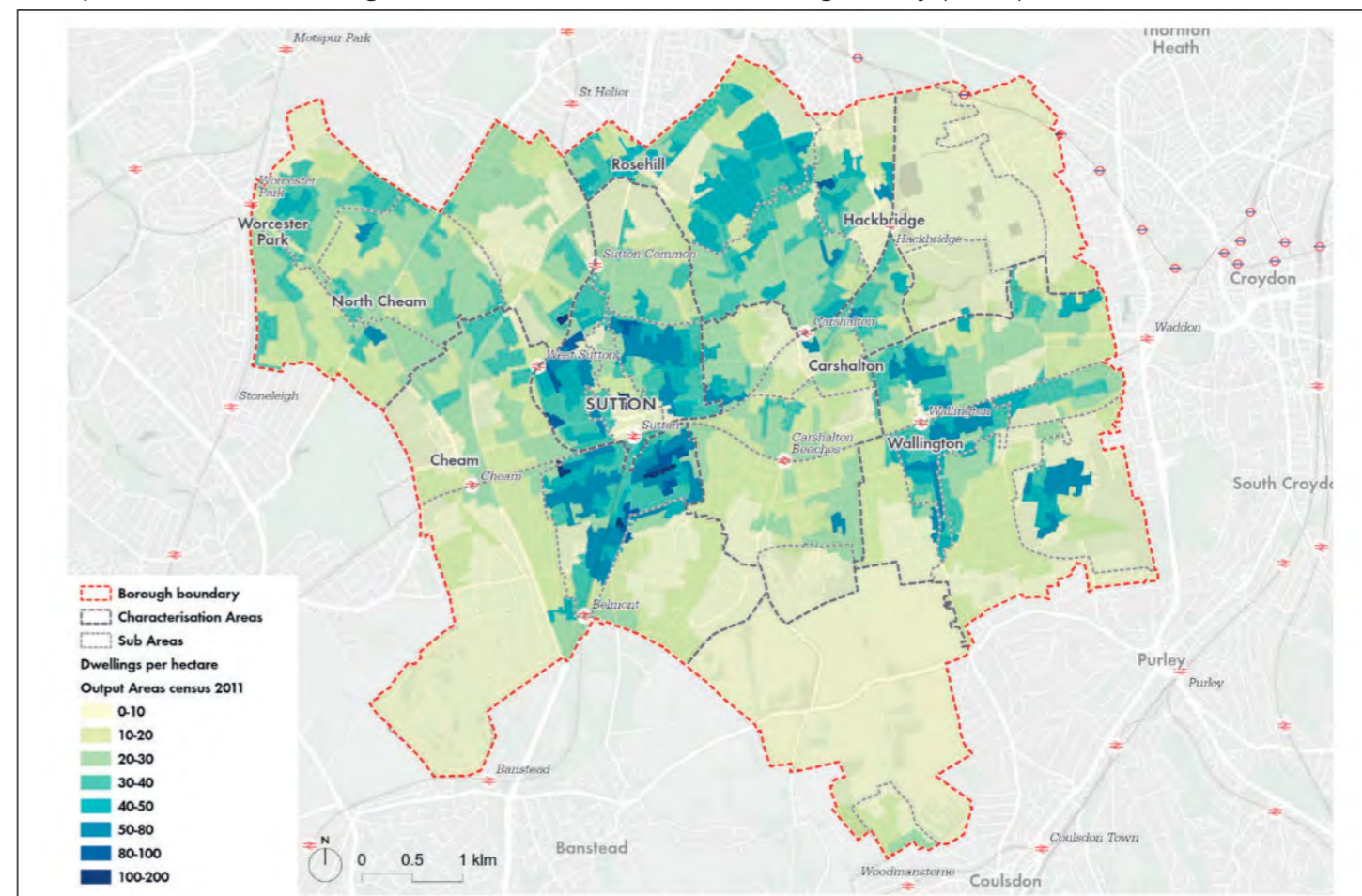
### Dwellings per Hectare

**3.85** In contrast to FAR, dwellings per hectare gives an indication of housing density in an area, as illustrated in the map below. The assessment of dwellings per hectare formed an important part of Sutton's new Tall Buildings Study (2023) and has helped inform what appropriate densities and building heights could be in the future.

**3.86** In the map below, based on 2011 census figures, the highest densities (seen in the darker shades blue and black) can be seen clustered around Sutton town centre. The centre of Sutton town centre has relatively low dwellings per hectare (density) for a high street location, the exception is one block of apartments on Thornley Road, reflecting the low rise 'human-scale' of the High Street.

**3.87** The district centres also have higher densities ranging from 0.4 to 0.7, 0.7-1 and 1-2 dwellings per hectare.

Map 3.21: Sutton Dwellings Per Hectare - Sutton Tall Buildings Study (2024)



**3.88** One of the purposes of this study is to identify where housing intensification could take place. The success of housing intensification depends on how comfortable a place feels to live and move around in as well as its social characteristics. Density in terms of Floor Area Ratio and dwellings per hectare provide a useful analysis of an area's built form and where there are opportunities for intensification. The design quality of new development is critical to the success or failure of living environments. Any new housing will need to be of exemplar high quality design.

## Socio - Economic Character

**3.89** Understanding local demographics and socio economic factors is important to establishing the character, identity and needs of a place. The character of Sutton is also shaped by the communities which live in the neighbourhood.

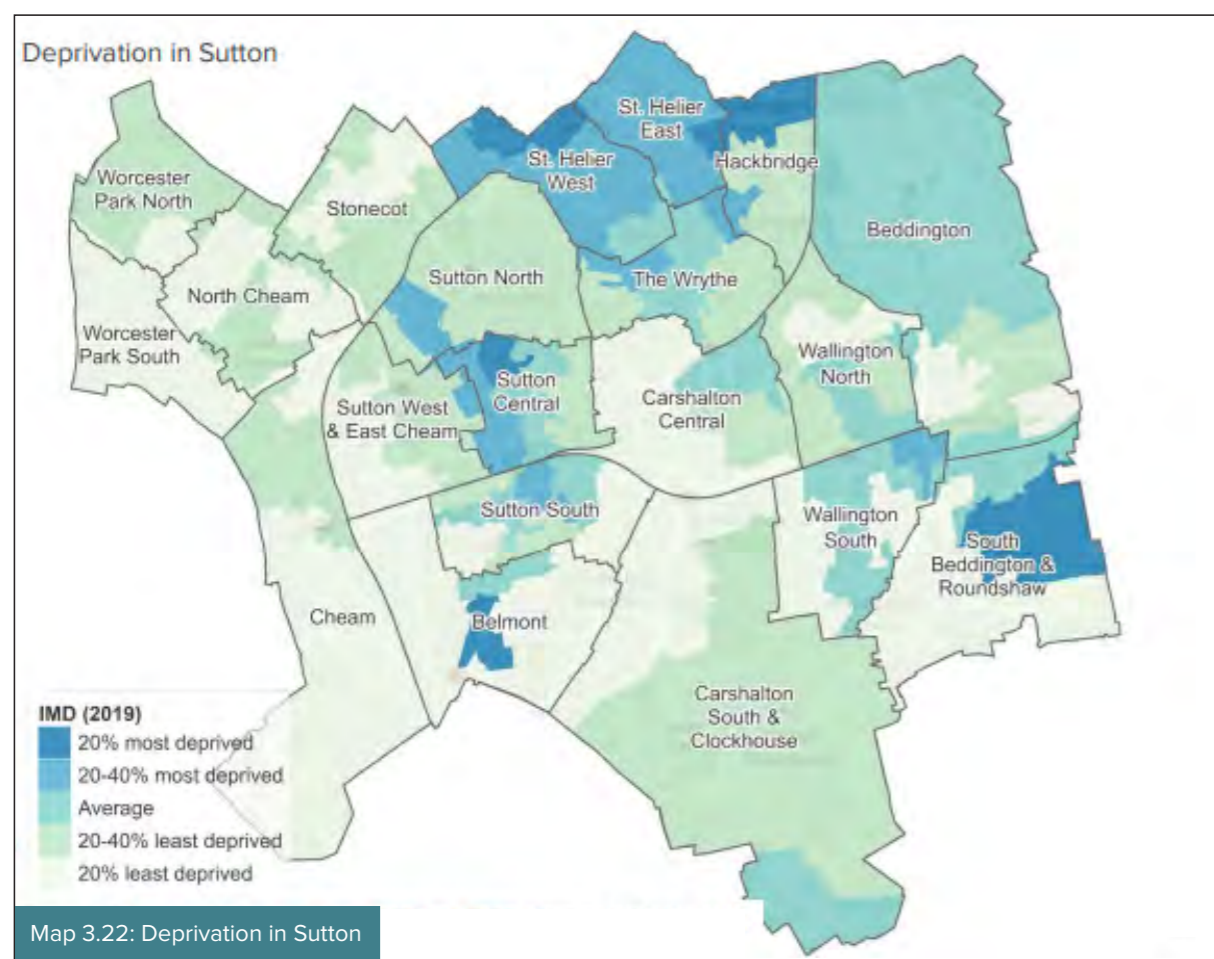
**3.90** The projected population estimate for Sutton, based on ONS Mid Year Estimate for 2021, is 209,517. This is an increase of (10.3%) over the previous 10 year period. Sutton's population is expected to increase further in the next 10 years.

**3.91** 21% of the boroughs residents are aged 0-15 years old, more than London wide figure of 18.1% and the national figure of 17.4%. (Based on London Council's Population and 2021 Census figures). In Sutton the 63.9% of residents fall into the economically active age group, 16-64 years. This figure is slightly lower than both the London wide figure of 70% and the national figure 64.2%.

**3.92** Sutton has an older population than the London average. The 65 years and over age group, represent 15.1%, which is higher than the London figure of 11.9% but the population is not ageing as rapidly as has been seen across England, as the Sutton figure is lower than the national figure of 18.4%.

**3.93** Sutton has a diverse and vibrant population. 31.7% of Sutton's community are from Black and Minority Ethnic Groups. This group is represented by 19% Asian (including Chinese) or mixed race communities and 7.4% from Black or mixed race communities and further 4.8% from other minority backgrounds.

**3.94** Overall Sutton is relatively less deprived compared to other parts of London and England. The Department for Housing Communities and Local Government (HCLG) Index of Multiple Deprivation (IMD) ranks Sutton as 226 out of the most deprived 317 local authorities in England. Sutton is also the 3rd least deprived borough out of the 33 London Boroughs.



**3.95** However, seven neighbourhoods in Sutton are within the most deprived 20% in the country. These pockets of significant deprivation are in Belmont, Hackbridge, South Beddington & Roundshaw, St Helier West and Sutton Central wards.

**3.96** Office of National Statistics employment information shows that 29.1% of people in Sutton are employed in higher and intermediate managerial and administrative professional occupations. This figure is higher than the figure for England of 23.5%.

**3.97** Supervisory, clerical and junior managerial, administrative and professional occupations are also higher with 33.8% employed in these occupations. In England 32.7% of people are employed in these roles.

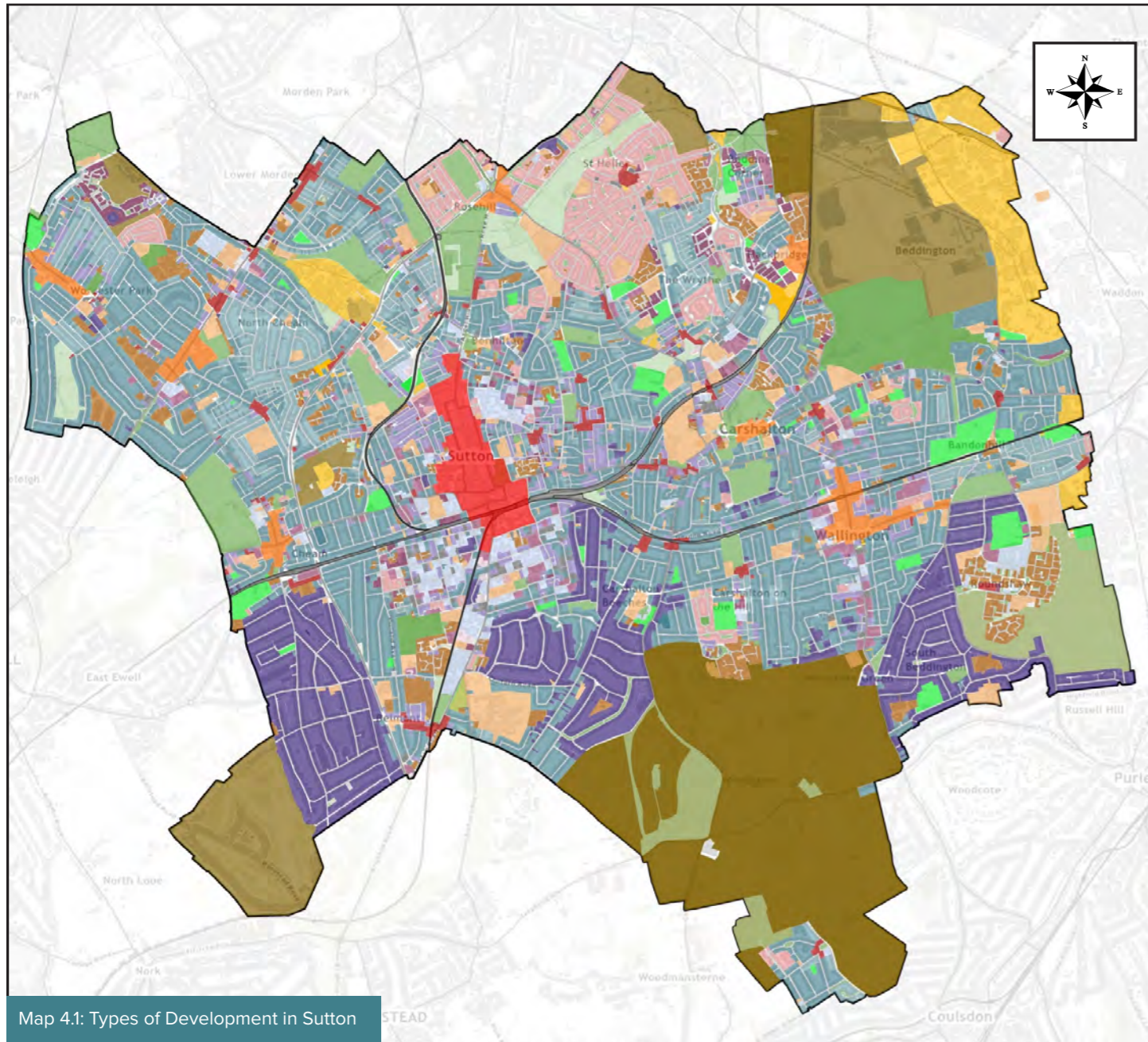
**3.98** In Sutton the percentage of people employed in skilled manual occupations, and semi skilled and unskilled occupations unemployed and lowest grade occupations are also lower with 20.1% and 17.0% compared to England 21.3% and 22.5%. Sutton's workforce overall falls in the top two social grades for employment.



# Four Built Character Typologies

4.1 Types of development have been classified. These are shown in the key and plan below, where the plan is coloured in accordance with type. This quickly allows us to see patterns and the geographical spread across the borough.

- Town Centre
- Urban Villa / Spacious
- Mansion Block
- Parks
- District Centres
- Suburban Detached / Semi
- Cul-de-sac
- Formal Recreation
- Local Centres
- Suburban Terrace
- Linear Block
- Urban Green Space
- Big Box Retail
- Cottage Estate
- Tower
- Land Management
- Institutions
- Urban Terrace
- Rural Road
- Infrastructure
- Industry
- Courtyard Block
- Other Residential
- Modern Urban



Map 4.1: Types of Development in Sutton

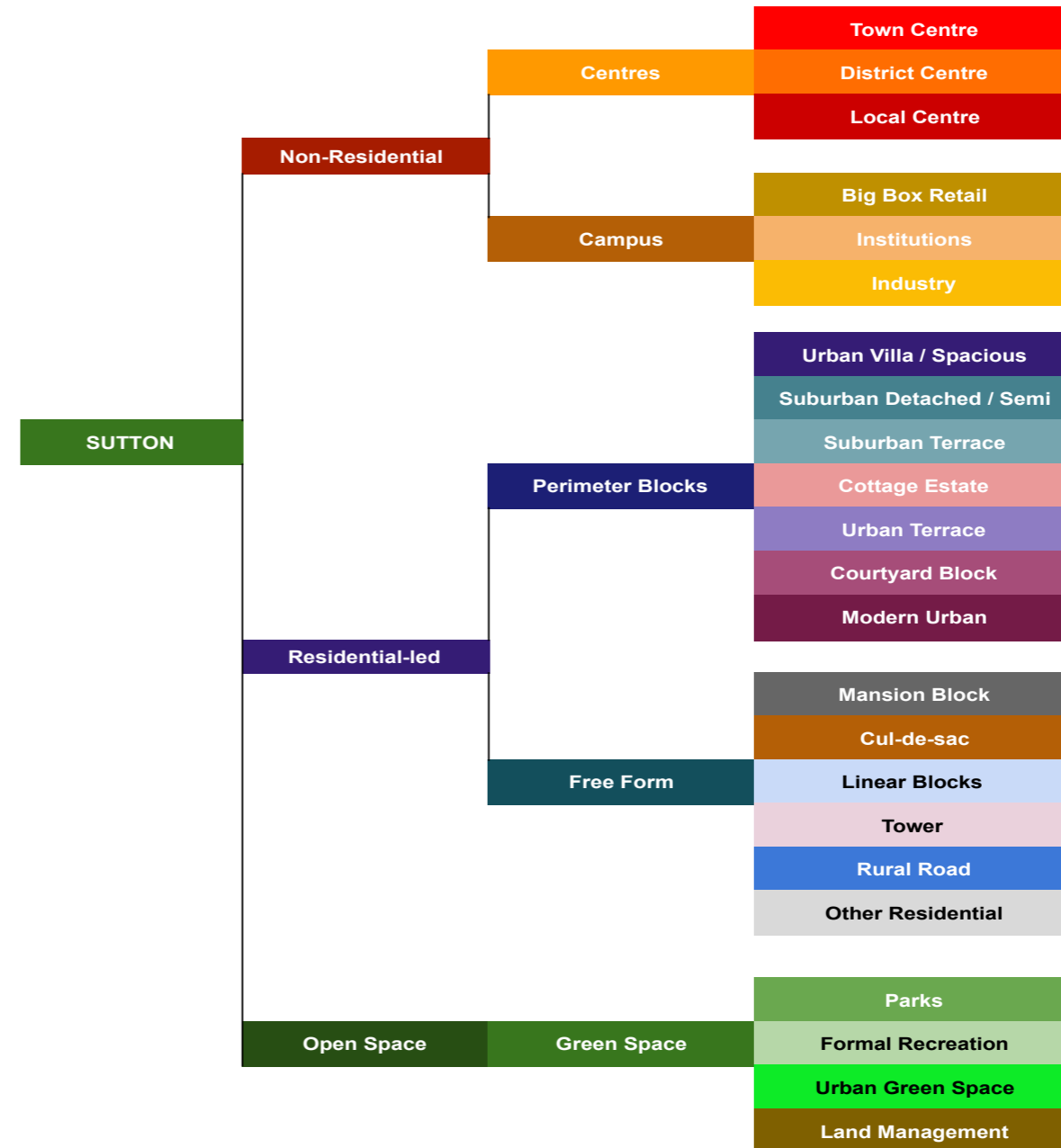
4.2 Typology is the systematic classification of places according to their common characteristics.

4.3 By identifying the various townscape characters found in Sutton and then identifying where they are present, it is possible to describe the form of the borough in detail. It also provides a structure which helps to identify common issues that are prevalent for each townscape type and to consider the implications for future development.

4.4 The diagram below illustrates how the borough has been classified. The first stage is according to prevailing land use, the second stage of classification is according to the street structure and the final classification is a series of specific types reflecting the blocks building form and age.

4.5 The categories and colours on the adjacent plan correspond to the categories on the typology tree below. The categorisation of the borough into typologies has been undertaken through detailed survey. The predominant character of the block determines the typology assigned for each area.

4.6 On the following pages, a summary of each type is described to help explain the urban form and how it impacts on the character of the borough.

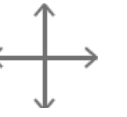


## A. Non Residential Led Typologies

4.7 Sutton's Non-residential led typologies are split into two categories: Sutton's Centres (A.1) and Sutton's Campuses (A.2). Each of these categories are described in detail below.

**Table A.1: Sutton's Centres**

Town Centre	District Centres	Local Centres
<p><b>Location / extent</b> Metropolitan Centre located centrally within the borough. Sutton Town is linear. Its API covers an extensive area.</p>	<p><b>Location / extent</b> Located across the borough serving the local population. The majority of the centres are developed around railway stations, transport nodes and key road junctions. District Centres are surrounded by APIs up to a 400m walking distance.</p>	<p><b>Location / extent</b> Suburban areas are well served by a network of local centres that meet the day-to-day needs of residents across the borough. Typically linear in nature and located along transport corridors</p>
<p><b>Urban form</b> Evolving from the Historic High Street, it is an urban environment with a strong focus on retail, offices and other commercial uses found in a town centre. Areas accommodates the borough's tallest buildings. Buildings and block sizes vary, from small Victorian Shops to larger format stores and shopping centres.</p>	<p><b>Urban form</b> Mix of commercial and residential buildings set along smaller High Streets. The environment is generally urban, although some of the Historic District centres, such as Cheam and Carshalton, have a suburban village feel. Shops and commercial units are typically small. The centres are surrounded by suburban typologies.</p>	<p><b>Urban form</b> A characteristic of the suburban typology, local centres form the centre of suburban neighbourhoods and generally appear on a main street or key junction. Create active frontage along an elongated linear route.</p>
<p><b>Buildings</b> Vary significantly in scale and form, and cover a wide range of periods and styles. The historic fabric of the High Street is retained and these provide a human scale and fine grain of unit size. Part of the area is a conservation area.</p>	<p><b>Buildings</b> Vary in scale and form but on a much smaller range than the Town Centre but larger than the surrounding area. Some Centres have a strong heritage value. Majority of District Centres are mature and well established with different ages of buildings</p>	<p><b>Buildings</b> Buildings are of a scale and massing in keeping with surrounding suburban areas. Typically these are interwar in age.</p>
<p><b>Streetscape</b> Urban in character. The High Street is pedestrianised but the gyratory is dominated by traffic movement. Pavements vary in width, but are usually more cluttered than in residential areas. Quality varies across the centre.</p>	<p><b>Streetscape</b> Urban / Suburban in nature. Pavements are generally quite narrow with limited street planting. Most have short stay on street parking. Located on main traffic routes the streetscape is dominated by cars and traffic.</p>	<p><b>Streetscape</b> Varying in quality in limited trees and landscaping. Typically local centres will have on street parking to support the shops.</p>
<p><b>Density</b> High Density</p>	<p><b>Density</b> Medium Density but this quickly changes from medium to low on fringes</p>	<p><b>Density</b> Low Density</p>
<p><b>Typical storey height</b> From 2-3 storeys up to 22+ near the station.</p>	<p><b>Typical storey height</b> 2-6</p>	<p><b>Typical storey height</b> 2-4</p>
<p><b>Typical street width</b> 10-25m</p>	<p><b>Typical street width</b> 12-20m</p>	<p><b>Typical street width</b> 10-15m</p>
<p><b>Parking</b> Multi-storey car parks with some on street parking.</p>	<p><b>Parking</b> On street parking, some surface car parking.</p>	<p><b>Parking</b> On street parking.</p>
<p><b>Open space</b> Limited. Mainly hard surfaces with the exception of Manor Park and Sutton Green.</p>	<p><b>Open space</b> Limited. Mainly hard surfaces.</p>	<p><b>Open space</b> Hard standing and verges.</p>



### Town and District Centres

The borough's centres are hugely diverse in scale, character and origin. However there is a sense of a distinctive typology in that they form the 'nodes' within the borough that are an alternative grain to their context. Often clustered at a cross-roads, series of junctions or railway stations, their mix of uses and variety creates a denser and diverse scale and grain to anywhere else in the borough.

The individual character of centres is drawn out in Section 5 of this study.
























### Local Centres

They are found across the borough and deliver many of the shops and services local people require in mixed use areas outside of the borough's larger town centres.

These typologies are linear in form and provide activity and a mix of uses along the borough's more primary routes. They tend to be very diverse in terms of scale and grain of buildings. Parades have the sense of being a 'destination' or place, whilst corridors are often a more gradual and continual linear environment linking places. They tend to occur along the key connecting routes in the borough.



Images A.1: Sutton's Centres

Town Centre	District Centres	Local Centres
		
<p>Grain / pattern</p> 	<p>Grain / pattern</p> 	<p>Grain / pattern</p> 
<p>Urban Form / Street Scene</p>	<p>Urban Form / Street Scene</p>	<p>Urban Form / Street Scene</p>
		
<p>Linear High Street with human scale buildings with taller elements on the fringes on the High Street.</p>	<p>Evolved from historic cores, predominantly from railways stations and major road junctions. Ground floor commercial activities</p>	<p>Located on smaller local roads/ junctions to serve the day-to-day needs of the community. Ground floor commercial units with narrower pavements. Some street trees.</p>
<p>Features</p>	<p>Features</p>	<p>Features</p>
		
		
<p>The features of the town centre vary widely, from modern, tall buildings to historic buildings with distinctive features.</p>	<p>2-3 storeys buildings with ground floor retail / commercial units with offices and residential above. On street parking. Differing quality in shops fronts.</p>	<p>Similarly to District Centres, 2-3 storeys buildings with ground floor commercial units with offices / residential above. On street parking. Often linear.</p>
<p>Materials</p>	<p>Materials</p>	<p>Materials</p>
		
		
<p>Materials vary widely across the town centre. The Sutton Town Centre Public Realm Design Guide offers full details.</p>	<p>Shopping parades are largely brick-built with red tiles roofs. However, Cheam and Carshalton, as Conservation areas, have their own unique styles too.</p>	<p>Brick built, with some render. Some bay windows in residential flats above shops. Red clay tile roofs. Metal roller shutters.</p>

**Table A.2: Sutton's Campuses**

Big Box Retail	Institutions	Industry
<p><b>Location / extent</b> A relatively limited extent across the Borough. Some are located within town centre locations and within industrial estates. Typically supermarkets and DIY.</p>	<p><b>Location / extent</b> Institutions / campuses dispersed across Sutton. These include leisure facilities, education facilities and medical facilities. The most extensive campus is the London Cancer Hub located in the south of the borough on the Surrey border.</p>	<p><b>Location / extent</b> Sutton has three Strategic Industrial Estates across the borough with a number of dispersed smaller ones. The larger estates are located on the boundary with Croydon, historically developing from the industry that was located along the Wandle.</p>
<p><b>Urban form</b> Typified by large format warehouses to accommodate retail uses such as supermarkets and DIY stores. Designed around car use with a limited street network.</p>	<p><b>Urban form</b> Typically larger buildings standing within an area of landscaped open space, with a significant boundary treatment around the perimeter. Larger campus has collections of buildings of varying age. These often include temporary buildings</p>	<p><b>Urban form</b> Layouts in the larger estates are fairly planned/ legible with a main loop road feeding smaller yards. In other areas they are located in small 'left-over' and awkward shaped sites</p>
<p><b>Buildings</b> Generally low quality warehouse style buildings designed for a relatively short life span. Simple in form and detail with limited glazing or references to local vernacular.</p>	<p><b>Buildings</b> Vary widely in built character but have generally been formed over time (with elements from different periods) and accommodate more than one use or component, with a distinct public front door.</p>	<p><b>Buildings</b> Mix of building quality. Some buildings are lower quality warehouse style buildings. Although older stock is starting to be replaced, particularly in Kimpton. Sizes of units relate to function. Some older and attractive brick construction.</p>
<p><b>Streetscape</b> Large areas of open hard landscaped space designed for car parking. Town Centre supermarkets accompanied by multi-storey car parks. Limited areas of landscape and a public realm that is not pedestrian orientated leads to a low quality and illegible environment.</p>	<p><b>Streetscape</b> Challenges to permeability created by the perimeter treatments and scale of the sites. Often include some grassed areas for recreation / visual amenity and hard standing for car parking.</p>	<p><b>Streetscape</b> Streetscape is designed to be tough and cheap to repair, often including details such as high kerbs. Service yards and buildings are located behind access roads. Significant investment has gone into improvement Beddington Lane which runs through the Beddington SIL.</p>
<p><b>Density</b> High Density</p>	<p><b>Density</b> Medium to High Density</p>	<p><b>Density</b> Medium Density</p>
<p><b>Typical storey height</b> 1-3</p>	<p><b>Typical storey height</b> 2-4</p>	<p><b>Typical storey height</b> 1-3</p>
<p><b>Typical street width</b> N/a</p>	<p><b>Typical street width</b> 12-15m</p>	<p><b>Typical street width</b> 12-15m</p>
<p><b>Parking</b> Offstreet or multi-storey. Hard surfaces.</p>	<p><b>Parking</b> Offstreet car parks with hard standing.</p>	<p><b>Parking</b> Offstreet car parks with hard standing.</p>
<p><b>Open space</b> Hard surfaces.</p>	<p><b>Open space</b> Semi-public, some basic landscaping such as grassed areas.</p>	<p><b>Open space</b> Predominantly hard surfaces, limited landscaping.</p>



**Campus typologies**

Campus typologies provide a significant amount of Sutton's mixed-use and non-residential floor space, particularly outside of the town centres and local parades.






















In Sutton the campus typologies include institutions (such as schools, leisure and health), big box retail and industrial estates.

These environments are defined by their generally mono-use environments - where a single function dominates the environment.

They tend to have an identifiable 'entrance' where the type or quality of environment shifts. Particularly in the big box retail and industrial typologies this tends to mark a shift to a lower environmental quality with lower-scale development.

Although many industrial areas perform an important employment function and service the borough, some campus environments offer good opportunities for intensification and growth by being more intensively used, with a greater variety of uses.

## Images A.2: Sutton's Campuses

Big Box Retail	Insitutions	Industry
		
<p>Grain / roof pattern</p> 	<p>Grain / roof pattern</p> 	<p>Grain / roof pattern</p> 
<p>Urban Form / Street Scene</p>	<p>Urban Form / Street Scene</p>	<p>Urban Form / Street Scene</p>
		
<p>Relatively rare in Sutton, examples only in the town centre and industrial estates. Vehicle-orientated with large surface car parks.</p>	<p>Typically serve specific community-facing functions such as schools, colleges, hospitals or civic buildings. They are typically characterised by buildings within grounds, set back from the street.</p>	<p>Characterised by large footprint sheds, warehouses and modern 'big box' buildings organised in an illegible, coarse grain often with a poor pedestrian environment.</p>
<p>Features</p>	<p>Features</p>	<p>Features</p>
		
		
<p>1-3 storeys in height with large car parks in bulky 'boxes' on large footprints. Poor quality public realm and little architectural merit.</p>	<p>Strong boundary treatments and a lack of walking. Piecemeal development and gradual accretions can create an impermeable and illegible layout difficult to navigate, especially for visitors.</p>	<p>Recent industrial buildings offer little architectural merit, using iron and steel cladding to create cheap, large volume spaces over 1 to 3 levels.</p>
<p>Materials</p>	<p>Materials</p>	<p>Materials</p>
		
		
<p>Materials vary widely across the town centre. The Sutton Town Centre Public Realm Design Guide offers full details.</p>	<p>Buildings can vary widely in their period and character, ranging from Victorian and Edwardian schools, to low-rise 1960s buildings, to high density modern designs.</p>	<p>Can include brick, light concrete, composite or metal panels. Small, utilitarian windows, metal or uPVC frames.</p>

## B. Residential Led Typologies

4.8 Sutton's residential led typologies are split into two categories: Perimeter Blocks (B.1) and Free Form (B.2). Each of these categories are described in detail below.

**Table B.1: Perimeter Blocks**

These have a continuous active frontage along one edge, with a clear delineation between public and private space. Their plan form looks like a grid of connected streets - this can be rigid or more relaxed in form.

Urban Villa / Spacious	Suburban Dettached / Semi	Suburban Terrace	Cottage Estate	Urban Terrace	Courtyard Block	Modern Urban
<p><b>Location / Extent</b> Generally located in the south of borough, particularly in Belmont, South Cheam and Carshalton Beeches.</p>	<p><b>Location / Extent</b> One of the most extensive typologies in Sutton and can be found across the borough, particularly in the hinterland between centres.</p>	<p><b>Location / Extent</b> Extensive coverage in Sutton and can be found across the borough, particularly on edge of centre locations.</p>	<p><b>Location / Extent</b> The predominant housing type in St Helier and Rosehill and, to a lesser extent, the Wrythe.</p>	<p><b>Location / Extent</b> Generally located on the fringes on town and district centres as transitional stock before more semi detached dwellings.</p>	<p><b>Location / Extent</b> Not very extensive in Sutton but can be found in isolated pockets across the borough.</p>	<p><b>Location / Extent</b> Throughout the borough but particularly in town and district centre. Hackbridge has had a significant number of modern urban developments as part of the regeneration programme over the last 15 years.</p>
<p><b>Urban form</b> The lowest density of the perimeter blocks - large detached or semi-detached homes set within larger plots. Generally free flowing street layouts with clear breaks and set backs from the street.</p>	<p><b>Urban form</b> Streets have a regular grid, taking a regular form of parallel streets. In some cases this grid is more flexible grid, taking a more relaxed and organic form, introducing curved roads and creating variations in block depth.</p>	<p><b>Urban form</b> Generally similar to suburban detached / semi but of a higher density with slightly smaller plots. These typologies are interspersed with suburban detached / semi. Streets have a regular grid, taking a regular form of parallel streets.</p>	<p><b>Urban form</b> Planned layouts, featuring a network of streets and spaces which together establish an overall pattern, often geometric and with elements of symmetry. Set amongst large open spaces along with smaller incidental pockets of green spaces.</p>	<p><b>Urban form</b> A regular grid in form, most likely to be Victorian and Edwardian. Tightly arranged, regular rows of houses with on-street parking. Grid system provides a high degree of permeability and is generally easy to navigate.</p>	<p><b>Urban form</b> This typology takes cues from the early 20th century mansion block, accommodating stacked flats and maisonettes arranged in rectilinear blocks.</p>	<p><b>Urban form</b> A form from around the 2000s typically deep in plan, medium rise and deliver high density homes. A continual perimeter frontage with breaks for service areas or car parking access.</p>
<p><b>Buildings</b> Vary in style and detail - often designed as an individual, influenced by the urban fashions of the early 20th century / interwar, particularly Arts and Crafts. A lot of these are designated as ASLCs.</p>	<p><b>Buildings</b> Typically built in the inter-war years by private developers. Semi-detached and short runs of terraces which feature a relatively rich architectural palette and variation between plots.</p>	<p><b>Buildings</b> Typically built in the inter-war years by private developers. Semi-detached and short runs of terraces which feature a relatively rich architectural palette and variation between plots.</p>	<p><b>Buildings</b> Typically associated with inter-war public sector housing which drew on the garden city movement. Homes with cottage-like proportions, modest detailing and a limited palette of materials. Corner plots "cut-away" provide some pockets of green space.</p>	<p><b>Buildings</b> Most likely to be built to a regular design in significant groups. Plot widths are narrow at 4-5m which establishes a high frequency of front doors with a strong rhythm and relationship to the street.</p>	<p><b>Buildings</b> Typically deep in plan, mid-rise and delivering high density homes. An arrangement of rectilinear blocks, the buildings themselves can be relatively simple in their scale and massing, though rely on high quality materials and detailing to be most successful.</p>	<p><b>Buildings</b> Generally comprised of buildings with very rectilinear shapes, forming successfully simple streets and spaces. Blocks are usually made up of flats and typically mid-rise.</p>
<p><b>Streetscape</b> Often associated with the older and important routes through the borough with a substantial scale. Large set-backs and front gardens mean that quieter residential areas have a very green and quiet character. Lots of street trees and font boundary landscaping.</p>	<p><b>Streetscape</b> Typically a wider street pattern than Victorian forms of development. Streets were usually designed around the car, with front garden parking spaces and verges between driveways.</p>	<p><b>Streetscape</b> Typically a wider street pattern than Victorian forms of development. Streets were usually designed around the car, with front garden parking spaces and verges between driveways. Usually seen as a consistent streetscene.</p>	<p><b>Streetscape</b> Street widths are very narrow in most places and are dominated by cars. The original privet hedges are largely been replaced with driveways creating on street parking issues and pavements being given over to parking.</p>	<p><b>Streetscape</b> Strong and coherent due to the consistency and rhythm of the terraced architecture. Streets typically have a narrow profile with very shallow front gardens. Dominated by on-street parking.</p>	<p><b>Streetscape</b> Positive frontage to streets and spaces is essential, with strong public - private space delineation. Communal internal podium facilities for parking and refuse can limit impact of high density living on streetscape.</p>	<p><b>Streetscape</b> High quality examples successfully provide private open spaces as well as attractive communal green spaces, well overlooked within the block pattern. Private space is provided via terraces and balconies</p>

Urban Villa / Spacious	Suburban Dettached / Semi	Suburban Terrace	Cottage Estate	Urban Terrace	Courtyard Block	Modern Urban
<b>Density</b> Low.	<b>Density</b> Low to medium.	<b>Density</b> Low to medium.	<b>Density</b> Medium.	<b>Density</b> Low to medium.	<b>Density</b> Medium to high.	<b>Density</b> Medium to high.
<b>Typical storey height</b> 2	<b>Typical storey height</b> 2	<b>Typical storey height</b> 2	<b>Typical storey height</b> 2	<b>Typical storey height</b> 2	<b>Typical storey height</b> 3-6	<b>Typical storey height</b> 4-6 but taller examples in town centre locations.
<b>Typical street width</b> 20 - 30m	<b>Typical street width</b> 15 - 25m	<b>Typical street width</b> 15 - 25m	<b>Typical street width</b> 10-15m	<b>Typical street width</b> 15 - 25m	<b>Typical street width</b> 15 - 25m	<b>Typical street width</b> 18 - 25m
<b>Parking</b> Offstreet / Driveways	<b>Parking</b> Front drive / on street	<b>Parking</b> Front drive / on street	<b>Parking</b> Front drive / on street. Narrow front gardens means cars dominate	<b>Parking</b> On street	<b>Parking</b> Communal private parking bays/courts	<b>Parking</b> Communal private parking bays/courts
<b>Public Open space</b> No, although some grass verges.	<b>Public Open space</b> Some areas have access to local parks.	<b>Public Open space</b> Some areas have access to local parks.	<b>Public Open space</b> Large areas of open space in the area that are part of its character.	<b>Public Open space</b> No	<b>Public Open space</b> No	<b>Public Open space</b> Some pockets of green space.
<b>Private Open space</b> Front and back gardens	<b>Private Open space</b> Front and back gardens	<b>Private Open space</b> Front and back gardens	<b>Private Open space</b> Very small front and back gardens	<b>Private Open space</b> Front and rear gardens.	<b>Private Open space</b> Some incidental green space with the curtilage of the blocks.	<b>Private Open space</b> Some incidental green space with the curtilage of the blocks.

**Images B.1: Perimeter Blocks**

Urban Villa / Spacious	Suburban Detached / Semi	Suburban Terrace	Cottage Estate
			
<p><b>Grain / Pattern</b></p> 	<p><b>Grain / Pattern</b></p> 	<p><b>Grain / Pattern</b></p> 	<p><b>Grain / Pattern</b></p> 
<p><b>Urban Form / Street Scene</b></p>	<p><b>Urban Form / Street Scene</b></p>	<p><b>Urban Form / Street Scene</b></p>	<p><b>Urban Form / Street Scene</b></p>
			
<p>Wide grass verges, street trees, spacious, properties set back with front gardens.</p>	<p>Street trees and some planting, both on and off street parking. Some grass verges.</p>	<p>Narrower streets, grass verges, street trees, on plot and on street car parking.</p>	<p>Quite high density. Originally characterised by wide green verges and front hedges and fencing.</p>
<p><b>Features</b></p>	<p><b>Features</b></p>	<p><b>Features</b></p>	<p><b>Features</b></p>
			
			
<p>Arts and Craft styles - Tile hung frontages, hipped porches, chimneys, front gables and mock Tudor.</p>	<p>Mixed. Bay windows, porches, visible changes (hip to gable) from the street, Front gardens replaced with drives in many places.</p>	<p>Mixed. Bay windows, porches, tile hung frontages, mock-Tudor, front gardens replaced with drives in many places.</p>	<p>Pitched tiled roofs, cottage proportions, symmetry in design, prominent chimneys and cut-away corners providing pockets of green space.</p>
<p><b>Materials</b></p>	<p><b>Materials</b></p>	<p><b>Materials</b></p>	<p><b>Materials</b></p>
			
			
<p>Red clay tiles, white render or red brick, Tudorbethan style.</p>	<p>Mixed. Pebbledashing, render, upvc windows, some mock Tudor.</p>	<p>Mixed. Pebbledashing, render, upvc windows, mock Tudor, red clay tiles.</p>	<p>A consistent and minimal material palette - brick, tile and some render (pastel colouring).</p>

Urban Terrace



Grain / Pattern



Urban Form / Street Scene



Narrower streets with a continuous frontage and small gardens. Many are Victorian.

Features



Rhythm of bay and sash windows, decorative door and window pediments, recessed porches.

Materials



Generally brick with stucco detailing / red brick detailing and wooden barge boards.

Courtyard Block



Grain / Pattern



Urban Form / Street Scene



This typology takes cues from the early 20th century mansion block, accommodating stacked units arranged in rectilinear blocks.

Features



Arrangement around central courtyards and green spaces provides shared amenity space for residents.

Materials



Modern buildings with a variety of cladding, architectural expression, colours and textures.

Modern Urban



Grain / Pattern



Urban Form / Street Scene



Generally larger buildings providing continuous frontage. A mix of flats and townhouses.

Features



Large format windows, balconies and terraces, expressed structure.

Materials



Brick dominant material with metal and render detailing.

**Table B.2 Free Form**

**4.9** These residential types have more disjointed urban fabric, often with an unclear delineation between public and private space. Their plan form will be mixed with dead-end streets and areas of car parking.











Mansion Block	Cul-de-sac	Linear Block	Tower	Rural Road	Other Residential
<p><b>Location / extent</b> Edge of centres and generally along key routes in the borough.</p>	<p><b>Location / extent</b> Found across the borough in typically suburban residential locations.</p>	<p><b>Location / extent</b> Relatively limited typology evenly distributed across the borough.</p>	<p><b>Location / extent</b> Found in Sutton Town Centre and the District Centres. Clusters can be found around some train stations. Some towers can be found on estate sites on the fringes of Sutton Town Centre.</p>	<p><b>Location / extent</b> Located in the south of the borough in the Woodcote and Cuddington Green Belt. Connected to the wider Green Belt in Surrey.</p>	<p><b>Location / extent</b> Limited. For those areas that do not fit into other categories e.g. Gypsy and Traveller site.</p>
<p><b>Urban form</b> Larger blocks of purpose built flats that present a strong rhythm of form and are often made up from symmetrical blocks that partially define the street frontage. Typically fail to establish a clear structure of routes and private spaces.</p>	<p><b>Urban form</b> Small infill areas, formal back gardens and some larger privately developed neighbourhood. Streets lack legibility and permeability, where the street structure is dictated by buildings arranged to fit around a road and turning circle.</p>	<p><b>Urban form</b> These estates are typically post-war in construction. They are often made up of different built elements with larger blocks, maisonettes and houses. This mix fails to establish a clear structure of routes and private spaces.</p>	<p><b>Urban form</b> Towers are tall buildings of stacked flats, generally on small footprints, that yield high densities. Towers can be visually prominent from long distances. Towers can form a typological mix alongside slabs and houses in free form post-war estates</p>	<p><b>Urban form</b> Isolated buildings, normally detached, located in the green belt giving a “rural” feel. Some larger buildings here are associated with agricultural uses.</p>	<p><b>Urban form</b> Varies and depends on the site. Unique.</p>
<p><b>Buildings</b> Style influenced by Victorian tenement blocks. Often built from brick or with a brick facade, deck access and shared stair cores. Some blocks have quite a grand aesthetic and are generally taller than their context</p>	<p><b>Buildings</b> Typically two storeys. Unlikely to have a tight relationship to the street and so can feature projecting elements such as porches or an integrated garage. Vary greatly in form, materials and details.</p>	<p><b>Buildings</b> Building in the postwar period was an experimental time and therefore slab estates very enormously in the mix of materials, details and styles. Brick, rendered elements and panel systems all feature.</p>	<p><b>Buildings</b> Towers have been delivered through two periods: post-war public housing schemes and recent developments since the late 2000s. Post-war examples tend to have a simple palette with little detailing, whilst recent examples can appear more verbose often in response to policy requiring ‘landmarks’ and ‘exceptional design’.</p>	<p><b>Buildings</b> Residential buildings located in Woodcote were built in the interwar period and are attached to the smallholdings that were made available to returning WW1 soldiers. Distinctive black clapper boarding. There are some limited agricultural ‘sheds’ within the area which are designed for function over form.</p>	<p><b>Buildings</b> Vary widely in built character.</p>
<p><b>Streetscape</b> The mansion blocks will typically have their own private grassed areas and car parking that they sit within. Larger estates can be illegible with unclear fronts and backs where there is deck access.</p>	<p><b>Streetscape</b> Housing is arranged in an informal layout resulting in an irregular street profile. The streets often contain small areas of parking and irregular shaped front gardens. Sometimes pedestrian only routes provide links.</p>	<p><b>Streetscape</b> Buildings within these estates relate to pedestrian routes as well as typical streets, creating vulnerable areas enclosed by fences. Parking areas frequently account for a significant land take, reducing the quality of the environment.</p>	<p><b>Streetscape</b> Built on small footprints but can have issues ‘meeting the ground’ with poor quality pedestrian environment at ground level. Later examples are achieving high quality public realm.</p>	<p><b>Streetscape</b> Informal layout in a rural / open environment. Residential plots are bounded by hedgerows and planting.</p>	<p><b>Streetscape</b> The streetscape will vary and be dependent on an individual site.</p>



Mansion Block	Cul-de-sac	Linear Block	Tower	Rural Road	Other Residential
<b>Density</b> Medium to High.	<b>Density</b> Low to medium.	<b>Density</b> Medium to High.	<b>Density</b> High	<b>Density</b> Low	<b>Density</b> Mixed
<b>Typical storey height</b> 3-6	<b>Typical storey height</b> 2	<b>Typical storey height</b> 3-8	<b>Typical storey height</b> 10 to 22+	<b>Typical storey height</b> 2	<b>Typical storey height</b> Mixed
<b>Typical street width</b> 12-20m	<b>Typical street width</b> 12-20m	<b>Typical street width</b> 12-20m	<b>Typical street width</b> 12-20m	<b>Typical street width</b> 10m	<b>Typical street width</b> Mixed
<b>Parking</b> Communal private parking bays / courts	<b>Parking</b> Front drive or on street	<b>Parking</b> Communal private parking bays / courts	<b>Parking</b> Typically in town centre locations with low parking, usually undercroft.	<b>Parking</b> Driveways / off-street	<b>Parking</b> Mix if on street and off street parking
<b>Public Open space</b> No	<b>Public Open space</b> No	<b>Public Open space</b> Some pockets of green space.	<b>Public Open space</b> Hard surfaces	<b>Public Open space</b> Green Belt has several public parks and golf courses.	<b>Public Open space</b> N/a
<b>Private Open space</b> Front and rear gardens.	<b>Private Open space</b> Some incidental green space with the curtilage of the blocks.	<b>Private Open space</b> Some incidental green space with the curtilage of the blocks.	<b>Private Open space</b> Balconies	<b>Private Open space</b> Front and rear gardens.	<b>Private Open space</b> Some will have private open space.

Images B.2: Free Form

Mansion Block	Cul-de-sac	Linear Block	Tower	Rural Road
<p>Grain / Pattern</p> 	<p>Grain / Pattern</p> 	<p>Grain / Pattern</p> 	<p>Grain / Pattern</p> 	<p>Grain / Pattern</p> 
<p>Urban Form / Street Scene</p> 	<p>Urban Form / Street Scene</p> 	<p>Urban Form / Street Scene</p> 	<p>Urban Form / Street Scene</p> 	<p>Urban Form / Street Scene</p> 
<p>Often larger buildings standing within open space.</p>	<p>An urban form resulting in larger areas of tarmac and parking. Often as a result of infill.</p>	<p>Typically a disconnected urban form with pedestrian only routes.</p>	<p>Six storeys or more on small footprints. High quality public realm at street level is essential.</p>	<p>Limited to the Woodcote Green Belt. Interwar homes connected to each smallholding.</p>
<p>Features</p> 	<p>Features</p> 	<p>Features</p> 	<p>Features</p> 	<p>Features</p> 
<p>Often with pitched roofs, large windows and cills, horizontal rhythm within the facade detailing.</p>	<p>Pitched roofs, flat fronted, canopies and protruding porches, tile hanging, small casement windows.</p>	<p>External balconies, deck access, integrated garages, horizontal rhythm.</p>	<p>Towers can be visually prominent from long distances and need to be carefully located and designed. Balconies are a key feature</p>	<p>Residential dwellings feature front gables and cladding. Agricultural buildings include sheds and greenhouses.</p>

Mansion Block	Cul-de-sac	Linear Block	Tower	Rural Road
Materials	Materials	Materials	Materials	Materials
				
				
Generally brick or painted brick.	Mixed material palette - brick, tile, render.	Mixed material palette - brick, tile, render.	Generally brick or with cladding feature for visual interest.	Black clapperboarding with red tiled roofs. Agricultural buildings a mix of steel and glass.

## Five Neighbourhood Areas

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**5.1** This section provides a detailed analysis into the 8 neighbourhoods identified by this study. These 8 neighbourhood areas are then split into sub areas, with a total of 32 across the borough. The neighbourhoods are listed below and are identified, along with the sub-areas, in Map 5.1 on the following page:

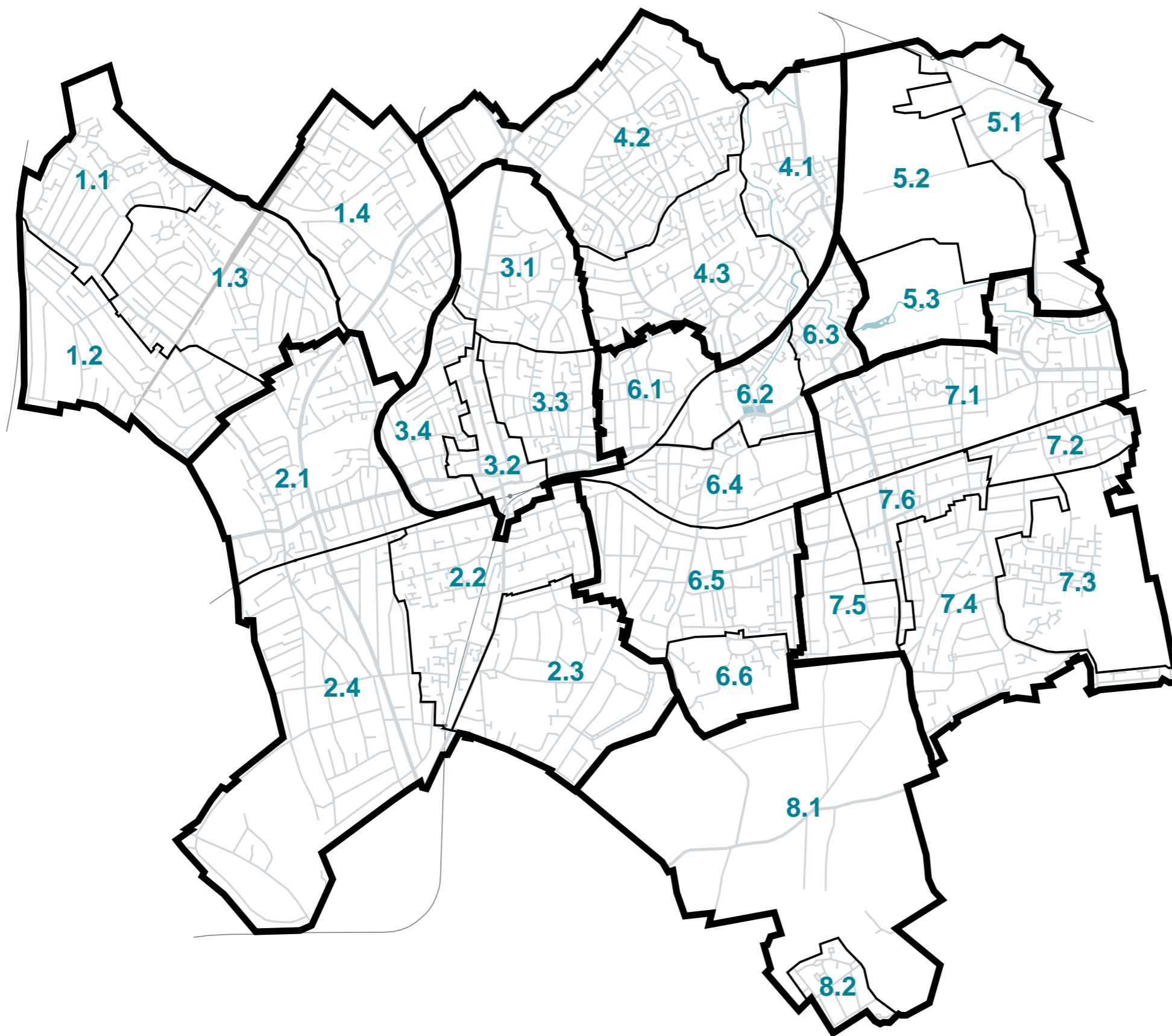
1. North Cheam & Worcester Park
2. Cheam and Belmont
3. Sutton Town Centre
4. Hackbridge and St Helier
5. North Beddington
6. Carshalton
7. South Beddington
8. Woodcote and Clockhouse

**5.2** The starting point for establishing the neighbourhood boundaries were Sutton's ward boundaries. These were considered and amended to better reflect the built environment on the ground and, where possible, recognised communities. Following this, the neighbourhoods were broken down into a number of sub-areas which considered the above points on a more granular level. Some boundaries will be more defined than others, for example a boundary to a sub-area/neighbourhood could be a road, railway, or the edge of an open space.

**5.3** In each Neighbourhood there is:

- An **Introduction**, highlighting the sub-areas in the neighbourhood.
- A **Neighbourhood Analysis**, provides a **Neighbourhood profile** of the distinctive features of the neighbourhood, mix of housing, key features, heritage, road and rail links and open spaces in the area. Outlines **Issues and Opportunities** based on existing development, neighbourhood concerns and potential opportunities.
- **Spatial Neighbourhood Analysis**, includes individual maps showing Heritage Assets, Transport infrastructure, Townscape Character, Town Centre Network, Floor Area Ratio, Landscape Character, Building Heights and Dwellings per Hectare.
- **Typologies**, this section provides an overview of the predominant building types within this neighbourhood. Building types influence the character of an area with different building forms, townscapes, densities, uses / activities and architecture. Some sub-areas share similar characteristics but still have their own unique identity.
- **Sub-Area Analysis**, this section provides a spotlight on the distinctiveness and key features of each sub-area. Highlighting what really influences character and focusing on what creates a sense of place. Providing an overview of both positive and negative issues, alongside key opportunities in the sub-area.
- **Character Based Growth Themes**, the outcome of this analysis is character based growth themes. These identify a set of priorities for these neighbourhoods. There is also an overview of the scale of intensification expected, identifying areas which the council will seek to conserve, enhance and transform.

Map 5.1: Sutton's Neighbourhoods and Sub-areas



- 1. North Cheam & Worcester Park**
  - 1.1 North Worcester Park
  - 1.2 South Worcester Park
  - 1.3 North Cheam
  - 1.4 Stonecot & Sutton Common
- 2. Cheam & Belmont**
  - 2.1 Cheam Village & East Cheam
  - 2.2 South Sutton & Belmont
  - 2.3 East Belmont & Carshalton South
  - 2.4 South Cheam & Cuddington
- 3. Sutton Town Centre**
  - 3.1 Sutton North
  - 3.2 Sutton Town Centre
  - 3.3 Sutton East
  - 3.4 Sutton West
- 4. Hackbridge & St Helier**
  - 4.1 Hackbridge
  - 4.2 St Helier
  - 4.3 The Wrythe
- 5. North Beddington**
  - 5.1 Beddington Industrial Estate
  - 5.2 Beddington Farmlands
  - 5.3 Beddington Park
- 6. Carshalton**
  - 6.1 Westmead Road
  - 6.2 Carshalton Village
  - 6.3 Westcroft Road / London Road
  - 6.4 Carshalton Park
  - 6.5 Carshalton Beeches
  - 6.6 Orchard Hill
- 7. South Beddington**
  - 7.1 Wallington North & Beddington
  - 7.2 Sandy Lane / Upper Road
  - 7.3 Roundsahw
  - 7.4 South Wallington
  - 7.5 Southwest Wallington
  - 7.6 Wallington Central
- 8. Woodcote and Clockhouse**
  - 8.1 Woodcote
  - 8.2 Clockhouse



February 2024

Not to Scale

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## **NEIGHBOURHOOD 1: NORTH CHEAM & WORCESTER PARK**

## Introduction

**5.4** This neighbourhood comprises five sub-areas including North Worcester Park, South Worcester Park, North Cheam, Stonecot and Sutton Common.

**5.5** North Cheam and Worcester Park neighbourhood is located to the north of the historic village of Cheam. The sub-area has grown due to its proximity to road and rail links. North Cheam lies along the A24 London Road, which follows the line of the Roman road Stane Street linking London with Chichester on the south coast. The area remained largely rural until the interwar period when there was rapid development of suburban housing, and shopping parades around the crossroads, now North Cheam District Centre. A further four local centres in the sub-area are Church Hill Road, Oldfields Road (supported by local industrial uses), Sutton Common Road and Sutton Common Station (adjacent to the railway).

**5.6** The development of the railway line and stations in the mid Victorian period to 1930's led to significant redevelopment in Worcester Park and Sutton Common. Worcester Park was served by the Epsom to London branch line. In 1859 Worcester Park station opened in the now Royal Borough of Kingston-upon-Thames on the border of Sutton, the station was then known as Old Malden. The station's name originated from the village green, Malden Green, which was the land the railway and station was built on. This station is built on the common, it cuts through the centre of the green with areas of green space around it. Lower Green Gardens, a smaller area of green space, is in London Borough of Kingston, while the remainder of the common, Back Green is in Sutton. Adjacent to common is Worcester Park cricket green, bowling club, tennis courts and public open space. The station was renamed Worcester Park in 1862.

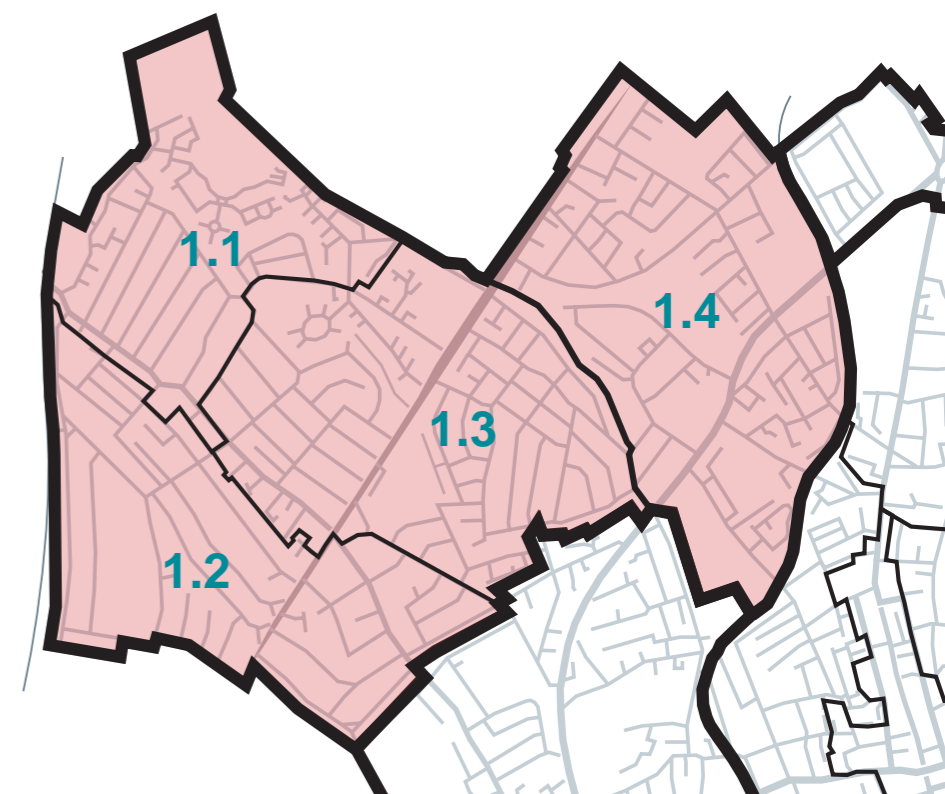
**5.7** Sutton Common railway station lies in the eastern part of the neighbourhood area. This railway line was agreed by parliament in 1910, but due to World War I, the station opened in 1930. This was known as the Wimbledon and Sutton Railway. The railway network has supported the development of Worcester Park as a district centre and Sutton Common station was designated a local centre in the Sutton Local Plan 2018.

**5.8** The neighbourhood's heritage designations generally reflect its interwar suburban character, with locally listed buildings including 1930s Art Deco style shopping parades at Lavender Corner and Caldbeck Parade, Central Road. The Hallmead Road ASLC covers an area of distinctive cottage style 1930s housing.

**5.9** A cluster of commercial and industrial uses can be found in Kimpton. Kimpton Strategic Industrial area was designated in 2004 by the London Plan and is around 19 ha. This is a well-established area that comprises trade counters, warehouse units and some manufacturing. It has a Business Improvement District to improve the function and attractiveness of the industrial areas. This area has an industrial character, with a coarse urban grain with different sized campus style bulky buildings with little architectural variety. This area experiences traffic congestion creating noise and air pollution from vehicles servicing this part of the sub-area.

**5.10** The area is characterised by inter-war suburban housing. Around the railway stations is mainly Metro-land style housing consisting of semi detached and short rows of terraced housing with private front and rear gardens. These were inspired by the early Garden Suburb movement. Many of these semi-detached houses are half timber 'Tudorbethan style'. The neighbourhood has areas of post war housing up to 1970's and pockets of Victorian housing can be found in Worcester Park and North Cheam. In this area there are also pockets of infill back garden development. Flats and apartments are located off the A24 and A217. To the north is large housing estate called 'The Hamptons', taking design cues from New England, UK and Scandinavian, with timber boarded architecture. Built on the site of a former sewage works the estate completed in around 2010.

North Cheam & Worcester Park



**5.11** A network of green infrastructure exists across the neighbourhood from the western boundary, from Worcester Park Athletic club; Back Green public open space; linked by a Beverly Brook Site of Local Importance; green corridor to Green Lane Primary School Playing Fields and adjoining land; Mayflower Park and wetlands; Sutton Cemetery and Kimpton Linear Park and open space; Buckland Way recreation ground, Buckland Way allotments, Dorchester Road recreation ground; north to Sutton Common Paddock, Sutton Common recreation ground, Reigate Avenue recreation ground and across to the Site of Local Importance the Sutton to St Helier railway line on the eastern boundary. The Wandle Valley Regional Park overlaps the eastern part of this sub-area. The chain of green and open spaces enhance the character of the area, and offer opportunities for recreation and habitats for wildlife

**5.12** The adopted Local Plan 2018 and the London Plan promote Worcester Park and North Cheam district centres as areas of intensification. Opportunities exist on the strategic housing sites to create additional homes in these neighbourhoods. The development of these sites provides the opportunity to repair the existing urban grain by redeveloping buildings, improving connectivity and enhancing the public realm.





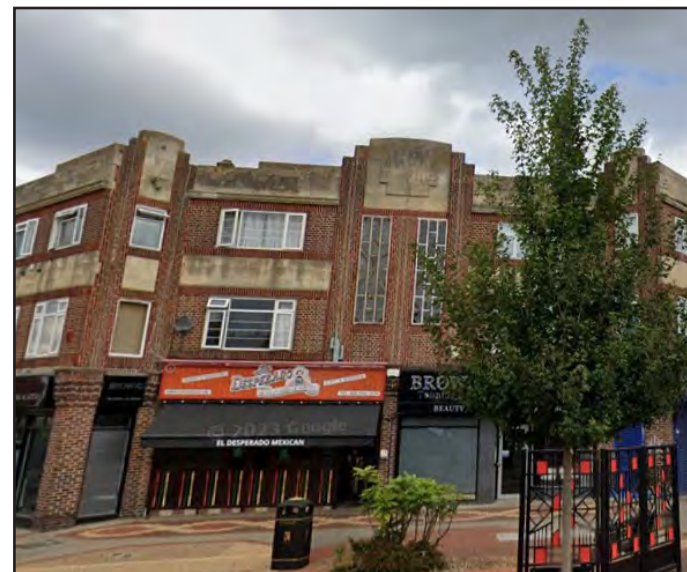
## Neighbourhood Analysis

### Neighbourhood Profile

- North Cheam and Worcester Park is characterised by a mix of housing typologies. Whilst the arrival of the railway in Worcester Park led to some development, the area largely developed in the interwar period. The area is dominated by Metro-land style suburban housing. Some pockets of earlier housing remain, such as Victorian terraces along Longfellow Road. To the north of this sub area is a cluster of recent 'New England style' housing at the Hamptons.
- Worcester Park has some excellent examples of Art Deco buildings. There are also several examples of half timber Tudorbethan, Modern styles, Victorian linear terraces, courtyard blocks and modern urban terraces can be found within South Worcester Park. Excellent examples of Art Deco buildings and some villas still remain north of the district centre. Half timber Tudorbethan, Modern styles, Victorian linear terraces, courtyard blocks and modern urban terraces can be found within South Worcester Park.
- The neighbourhood has two of Sutton's District Centres at Worcester Park and North Cheam (both served by national supermarket chains).
- This neighbourhood is well served with seven local centres at London Road (Staines Avenue), London Road (Hamilton Avenue), Stonecot Hill, Sutton Common Road, Sutton Common Station, Church Hill Road and Oldfields Road. These offer valuable services to adjoining residential areas.
- Kimpton Strategic Industrial Location is located in the Stonecot area and offering valuable industrial land and employment opportunities locally. Around the Kimpton SIL is a buffer of green space protecting adjacent residential areas.
- The area has two very different Areas of Special Local Character; Hallmead Farm Estate and Longfellow Road.
- There are variety of different types of open spaces within the neighbourhood including Green Lane Primary School playing fields and adjoining land, Mayflower Park, and Wetlands (nature reserve) Cuddington Cemetery and recreation ground, Dorchester and Buckland Way recreation grounds, Yardley Road Recreation Ground and Central Road green space, London Road Edge Site of Local Importance for Nature Conservation, Sutton Cemetery and Kimpton Linear Park, Pyl Brook riverside and Hamilton Avenue Recreation Ground.
- The area is served by two railway stations: Worcester Park and Sutton Common Station. The area is crossed by two strategic roads (A24 and A217), and there is a London distributor route (A2043) connecting with Cheam to the south.
- Worcester Park is located on the north-east corner of Nonsuch Great Park.

### Issues and Opportunities

- Existing site allocations in the District Centres, such as the Victoria House site, present the opportunity for high quality development that can make a positive contribution and act as a gateway into the wider neighbourhood. Any proposals should create high quality scheme and encourage a finer grain street pattern to create active frontages in these centres.
- There are Areas of Tall Building Potential in the District Centres of Worcester Park (around the train station and above Waitrose) and North Cheam. Both centres fall within the mid-rise category of 4-6 storeys.
- The District Centres are areas of potential intensification, where higher density development is suitable in principle. Additional residential, retail and town centre uses can be accommodated in these areas.
- Any redevelopment proposals in areas adjacent to the ASLCs would need to be sensitively designed.
- The strategic and local distributor road network is important for movement within the neighbourhood but it acts as a barrier to pedestrian movements, is dominant within the built environment and is negative for air quality and creates noise pollution. Opportunities to improve this environment without impacting on traffic flow should be explored.
- The network of open spaces and connections to and from these spaces to adjoining district and local centres within this area should be promoted.



# Spatial Neighbourhood Analysis



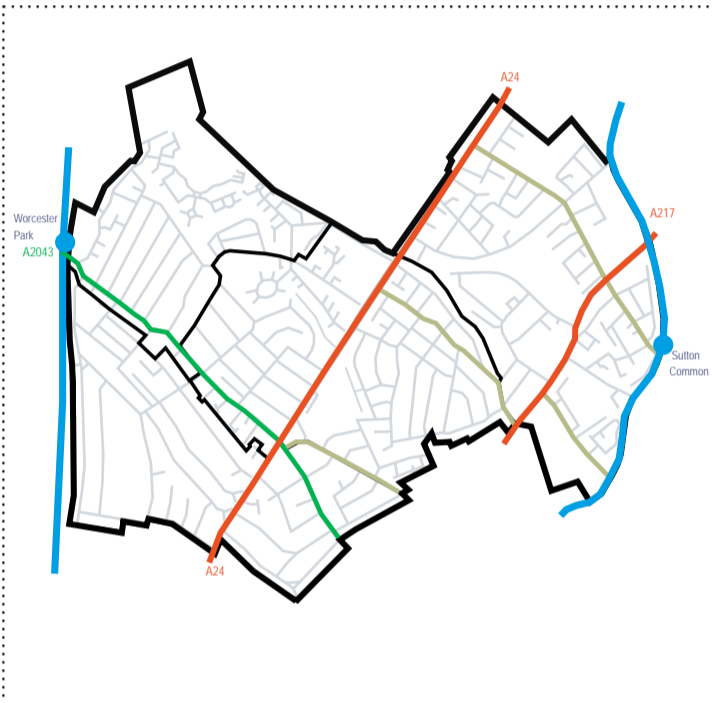
## Heritage

The North Cheam and Worcester Park area has two Areas of Special Local Character these are Longfellow Road and Hallmead Farm Estate. There are two listed buildings in the area and five locally listed buildings.



## FAR

Worcester Park and North Cheam have relatively low floor area ratios. The Kimpton SIL has higher floor area ratios. Alongside the Milton Road and Chaucer House area in Stonecot / North Sutton.



## Transport

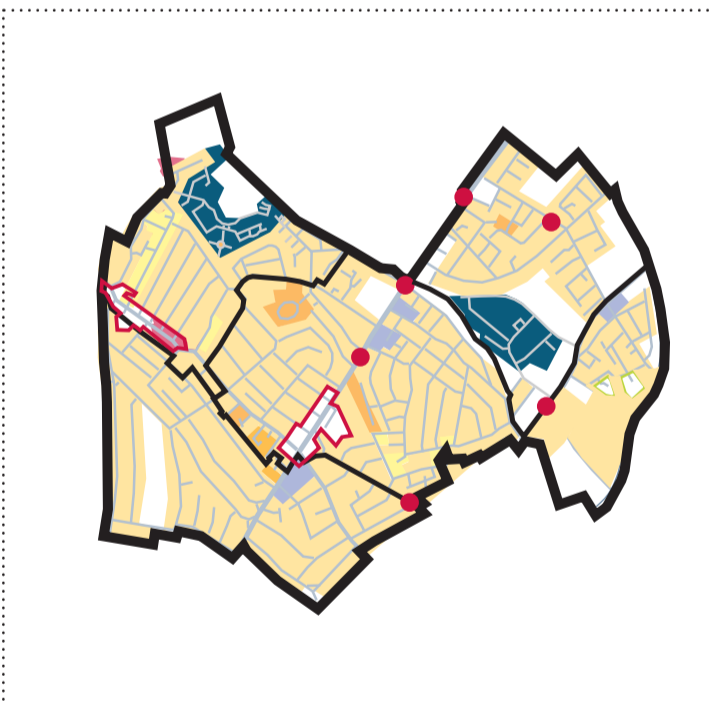
There are two rail stations within the neighbourhood Worcester Park and Sutton Common Station. PTAL ranges around the stations 3 to 2.

Road network through the neighbourhood includes two strategic routes the A24 and A217. As well as the A2043 London Distributor Road.



## Landscape Character

The landscape character consists of a range of open spaces with a range of formal and informal park spaces. There are 12 enclosed and exposed recreation spaces. This neighbourhood has two cemetery spaces.



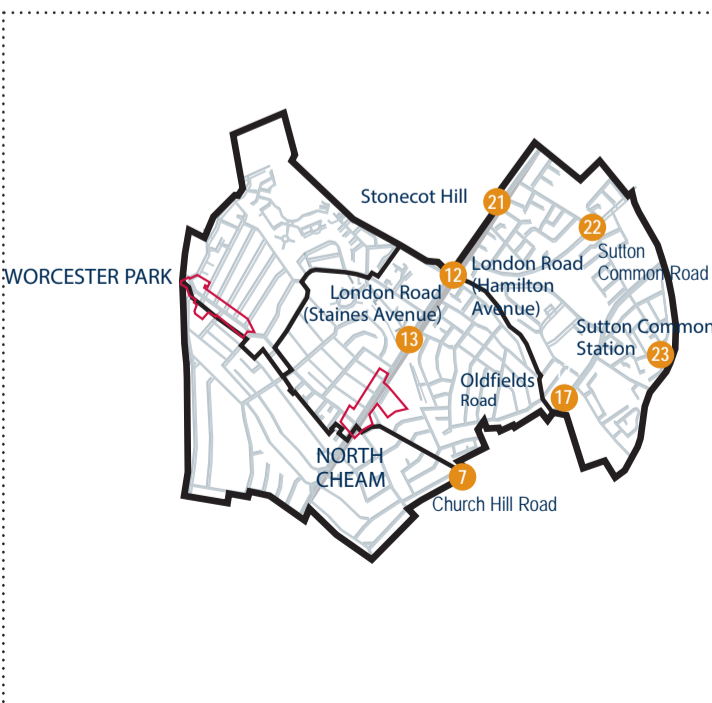
## Townscape Character

Residential and a range of District and Local Centre uses characterise this area. Residential development alongside commercial units, retail, hot food takeaways, cafes and restaurants and other services such as banks and estate agents. Kimpton SIL is within this neighbourhood.



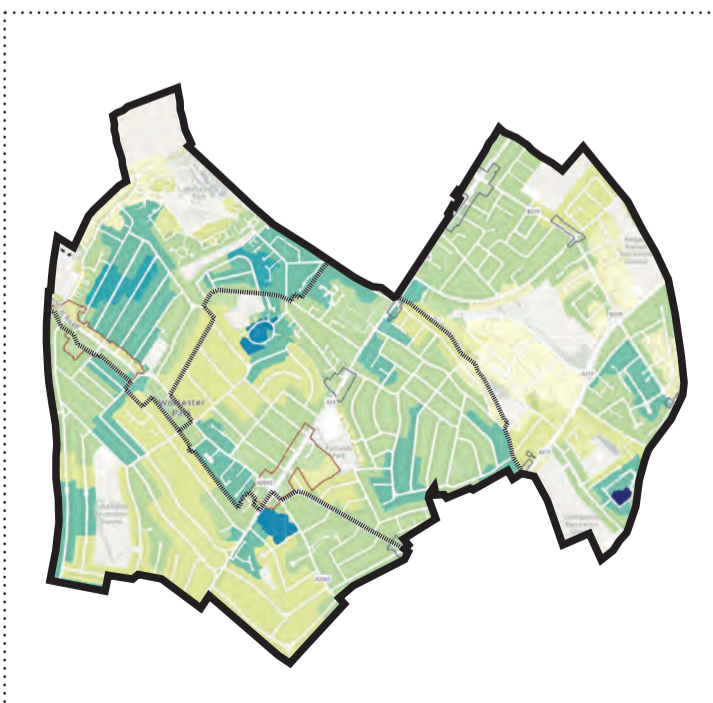
## Buildings Heights

The predominant building height in the area is 2-3 storeys, with limited buildings above this height threshold, reflecting its suburban character. Taller building should be directed to the District Centres.



## Town Centre Network

This neighbourhood is well served with two District Centres at North Cheam and Worcester Park (served by national supermarket chains) and seven Local Centres at London Road (Staines Avenue), London Road (Hamilton Avenue), Stonecot Hill, Sutton Common Road, Sutton Common Station, Church Hill Road and Oldfields Road.



## Dwellings per Hectare

Highest population density can be found in the south of Stonecot & Sutton Common sub-area relating to the Chaucer House development. North and South Worcester Park sub-areas have higher densities reflecting the suburban terraces, courtyard blocks and modern cul de sac developments.

# Typologies



## Top 5 most common Typologies

- 1. Suburban Detached / Semi
- 2. Suburban Terrace
- 3. Parks
- 4. District Centre
- 5. Industry



The predominant typology is suburban terraces and semis. Uniform architectural style two storey height, small to medium size buildings on small to medium size plots.



Cottage estate typologies can be found in parts of the North Cheam and Worcester Park neighbourhood.



Hallmead Farm Estate ASLC is an area with a unique character with its country cottage style with Dutch hipped roofs falls within this neighbourhood.



Parts of the neighbourhood have formal heritage recognition. Longfellow Road ASLC, located in Worcester Park, has examples of good Victorian terraced homes.

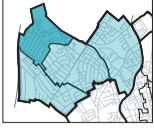


Courtyard blocks also appear in different areas across the neighbourhood - Hemingford Road, South Worcester Park Sub Area.



The Hamptons, Worcester Park, is a large housing estate that was completed in around 2010 on the site of a former sewage work. This estate has very high townscape value.

## Sub-Area Analysis



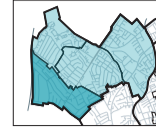
### NORTH WORCESTER PARK

#### Distinctiveness - Heritage and Key Features

- The sub-area is largely characterised by suburban interwar housing, mainly comprising semi-detached and terraced houses. There are some pockets of earlier development, including Longfellow Road ASLC which includes Victorian terraces. The sub-area also includes a large new estate with a variety of housing types built in 'New England' style on the site of a former sewage/water treatment works.
- Worcester Park District Centre lies within the sub-area. It is a vibrant centre with a good selection of retailers, including larger anchor stores such as Waitrose and Sainsbury's. There is also some office floorspace. The facades in the centre are visually interesting with a mix of architectural styles from Victorian, Tudorbethan to Art Deco at the upper storeys above retail units. Street trees add some soft landscaping to the centre.
- There are two larger open spaces designated as Metropolitan Open Land, including Mayflower Park provided on the site of the former sewage/water treatment works. The park offers long distance views to the north, and also includes a nature reserve. Other green spaces include Buckland Way Recreation Ground and Cuddington Cemetery.

#### Key Issues and Opportunities

- Worcester Park is a busy and vibrant centre. However, there is a need to improve the offer on the approach to the railway station, to strengthen the use and function of the area. Higher density residential development in this area, with town centre uses at ground floor would support the growth of the centre around the station, reinforcing the residential and town centre character of the area.
- Traffic congestion is a major problem in the area. The centre lacks a focal point for people in Worcester Park District Centre. There is a need to create open space, improve public realm and linkages to existing open spaces to provide residents, shoppers and visitors with a place to rest during their visit to the centre. There are a number of nearby open spaces, which could be made more accessible to people using the centre with better signage. If better signage is provided locally these open spaces would become more accessible to people using the centre.
- The delivery of Crossrail 2 at Worcester Park would significantly improve connectivity. Greater public transport accessibility would potentially ease road congestion in the area.
- Traffic congestion along the A2043 means poor noise and air quality is an issue. The road network creates a physical barrier between North Worcester Park and adjoining sub-areas.
- 1-9 Windsor Road Worcester Park, has the potential to create opportunity for a 4-6 storey high density development with a mix of residential and town centre uses. This redevelopment encourages more town centre uses in adjacent streets in Worcester Park centre.
- As a District Centre, opportunities for higher density development in appropriate locations should be sought. Opportunities for mid-rise and tall building may be acceptable in locations identified by the new Tall Building Study.



### SOUTH WORCESTER PARK

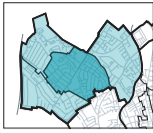
#### Distinctiveness - Heritage and Key Features

- The South Worcester Park sub-area includes the south western part of Worcester Park District Centre. Waitrose occupies this part of the centre and provides some connectivity to adjacent streets. The store's big box retail unit presents a coarse urban grain in contrast to the finer residential urban grain of the rest of the residential sub-area. The western boundary of the sub-area is bound by the London to Epsom Railway Line and the southern boundary is bound by Nonsuch Park.
- This neighbourhood has a number of institutions including Cheam Common Infants Academy and Junior Academy and Scout Hut. These community uses complement the residential character of the area. St Matthias RC Church is an example of Romanesque style architecture with two transepts and an Italian bell tower (campanile). It is a focal point with an imposing presence.
- South Worcester Park is a predominantly residential area with a complex housing structure with a number of typologies. These include Villa style properties, half timber Tudorbethan, Art Deco inspired, modern styles, courtyard blocks and modern urban terraces and suburban interwar housing. Low density, two storey in height and have small-to-medium sized buildings on small-to-medium sized plots.
- Across the sub-area there are several open spaces supporting recreation and the residential character of the area. The largest is Cuddington Recreation Ground, then Yardley Road Recreation Ground and Central Road green space. The London Road Edge Site of Local Importance for Nature Conservation adds to the habitats found locally and adds to the open feel to this residential area.

#### Key Issues and Opportunities

- This area is predominantly a quiet residential area, characterised by suburban low density two storey development. Any new development built within the southern part of the district centre (Area of Potential Intensification) should consider increasing density, with additional storeys. Cheam Leisure Centre, Malden Road is a key site.
- The area is characterised by the A24 which physically divides the east and west of the sub-area. A lack of connectivity around and across the A24 damages the character and reduces people's desire to walk across this sub-area. Enhanced pedestrian crossing points would help create connections across this road.
- Potential intensification in this area could be secured with additional housing above Waitrose supermarket. The Tall Buildings Study (2024) suggests that buildings could have potential for additional height.
- Excellent transport infrastructure, road and rail links in the area and a higher than Sutton's average PTAL of 3, offers the opportunity for residential development to increase by an additional storey to three storeys across the sub-area.





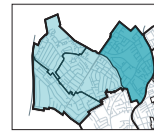
## NORTH CHEAM

### Distinctiveness - Heritage and Key Features

- This sub-area lies at the centre of neighbourhood area, and includes North Cheam District Centre, and four Local Centres at London Road (Staines Avenue), London Road (Hamilton Avenue), Churchill Road and Oldfields Road, though the latter two partly fall within adjoining character sub-areas.
- The district centre has a wide range of shops, retail, offices, food and beverage floor space and includes a large Sainsbury's supermarket with multi-level parking, built at a different scale/grain and set back from the rest of the centre.
- The prominent development site at North Cheam crossroads was originally occupied by the Queen Victoria public house. This was later replaced by a large office block known as 'Victoria House' and since demolished in 2021.
- Typology of housing varies across the area, with a large number of suburban interwar detached villas and semi-detached, half-timber Tudorbethan and Art Deco style inspired homes, these are laid out in perimeter blocks, with some cul de sacs in places. Housing in the sub-area is lower density suburban in character and is predominantly two storeys in height with small to medium buildings on small to medium plots. However, pockets of higher density housing can be found, such as Cotswold Way, which has a mix of styles and dwelling types, including flats.
- Commercial premises along the A24 London Road show a greater variety in density and grain. North Cheam District Centre contains a mix of three storey Art Deco parades, two storey Tudorbethan parades and big box retail at Sainsbury's and McDonalds. Further east, there are higher density office to residential conversion adjacent to the campus site of St Anthony's hospital.

### Key Issues and Opportunities

- There is potential to improve the linkages to Sainsbury's store and the rest of the centre and create improvements to the public realm.
- As an Area of Potential Intensification, key sites in North Cheam offer the potential to increase housing, office space and improved leisure centre facilities, better connectivity to adjoining streets and an improved public realm. These sites include McMillian House 54-56 Cheam Common Road and Corner of 667 and 672 London Road / Covey Road (council owned site).
- The Victoria House site at North Cheam crossroads provides an opportunity for a new gateway development to revitalise this part of the District Centre. Planning permission (DM2021/02555) has been granted for a scheme that will create a cluster of tall landmark buildings with improved connectivity around the site. Delivering 90 new homes a mix of 1, 2 and 3 bed apartments with shared residents gardens, place for social interaction and secure improvements to the public realm in front of the planned retail units on the ground floor. The proposal seeks to create a safe uncluttered environment for pedestrians, shopping in these retail units. The site could provide the catalyst for the regeneration of the area and reduce retail vacancies locally.



## STONECOT & SUTTON NORTH

### Distinctiveness - Heritage and Key Features

- The eastern boundary is the railway line running north to south serving Sutton Common, Sutton with routes to Tooting via Wimbledon and Mitcham Eastfields via Sutton.
- Kimpton Strategic Industrial Land (SIL) provides 19 hectares of industrial land. This use characterises the central area of the Stonecot/ North Sutton. High quality units with a mix of size and uses are available rents higher than Beddington and businesses located in the area have strong market fundamentals. The SIL has a layout of modern campus style in contrast to the rest of the neighbourhood. Surrounded by a buffer of open space Sutton Cemetery and Kimpton Linear Park, Pyl Brook riverside and Hamilton Avenue Recreation Ground, which protects adjacent residential uses from the negative effects of noise and pollution.
- The most common residential typology is perimeter blocks of suburban detached, semi-detached and terraced interwar housing. Low density, two storeys in height, with small-to-medium sized buildings on small-to-medium sized plots. Other typologies found in the area include interwar cul de sacs, modern urban terraces and cottage estates.
- To the east of the neighbourhood are the local centres of Sutton Common Road, Sutton Common Station (identified in the Local Plan 2018) and part of Oldfields Road. These four local centres add to the unique character of Stonecot/North Sutton, with a mix of residential uses and retail uses adding to the community feel. There are parades with convenience shops, small supermarkets, newsagents, chemists, local cafes and restaurants, located around the area serving those working in the area and residents.
- A wide range of green infrastructure from allotments, MOL, Anton Crescent Wetlands nature reserve to Sites of Importance for Nature Conservation along the railway, on the eastern boundary, to Urban Green Spaces are distributed throughout the neighbourhood. Unlike other parts of Sutton only a small number of streets in the northwest and south/east of Stonecot/North Sutton are deficient in access to Local Parks with more than 280m walking distance from a local park.
- Part of the Hallmead Farm Estate ASLC falls within the sub-area. This designation covers a small area of cottage style interwar housing built on both sides of the railway line.
- Sutton Common Station opened in 1930, this led to growth of this south eastern edge of the sub area and subsequent development of Sutton Common Station local centre. The character of the area is a mix of suburban semi – detached houses, flats and retail uses.

### Key Issues and Opportunities

- The growth of Kimpton SIL is constrained by pylons covering the northern third of the area. These restrict building heights reduce the opportunity for intensification of uses. Opportunities exist to intensify big box retail site (Tesco Extra) with a mix of retail and industry which support the growth of this area.
- Opportunities exist for improvements to homes and growth of commercial/retail uses around Sutton Common Station and the Hallmead Farm Estate ASLC. However, these should be sympathetic to the character of this distinctive estate. To preserve the country cottage feel and the Arts and Craft influences in the area.
- Future opportunities exist to renew properties around Milton Road including Milton House, this would help repair the quality and urban grain in this area.

### Character Based Growth Themes

#### Enhance and maximising industry within Kimpton SIL

There are limited opportunities for intensification of industrial uses in Kimpton SIL. Overall the SIL land has fairly modern industrial units. There are no specific parcels of land suitable for redevelopment. The northern third of Kimpton SIL is physically constrained by pylons and power cables. There is the opportunity to secure more retail employment opportunities by expanding the SIL further, if the Tesco Extra were to ever vacate the site to the south of the SIL. A potential extension of the SIL would bring growth opportunities including mixed used development, employment uses with stacking light industrial uses stacked above.

#### Transform Worcester Park and North Cheam District Centres

Worcester Park and North Cheam District Centres provide the main areas for growth. Supporting additional retail, office and food and beverage floorspace here can help strengthen the role and function of these centres.

In Worcester Park there are opportunities to increase densities within the district centre and on the approach to the station. By unlocking this opportunity, supporting a range of uses at the ground floor, this will create a more vibrant area and residential uses will follow on upper floors creating a more attractive place where people will want to work and live. These increases in density could be secured by either adding additional floors to existing buildings or opportunities for redevelopment of existing buildings. The Sutton Tall Buildings Study (2024) highlights specific opportunities where building heights could be raised to between 3 to 6 storeys.

The Victoria House site in North Cheam has a role to play as a catalyst for a landmark development, which could revitalise this part of the centre.

Opportunity to intensify development on the supermarket site (Waitrose) in Worcester Park could bring forward more housing

The intensification of uses and expansion of Worcester Park and North Cheam provides opportunities to improve connectivity between these neighbourhoods. The severance caused by the road network locally could be overcome as development occurs as part of well designed proposals. This will ensure better between connectivity within and between sub areas.

#### Enhance access to open spaces across Worcester Park and North Cheam neighbourhood

Whilst there is an extensive variety of green infrastructure, some areas have deficiencies in open space compared with the borough average. Improved signage to green infrastructure will help address this. Investment in existing open spaces will enhance people's enjoyment of open spaces.

#### Conserve and enhance Heritage Assets

The designated heritage value of the area should be conserved and enhanced in the Areas of Special Local Character (ASLC). In these areas consider design codes to ensure sensitive development around ASLC's.

### Scale of Intensification

#### Conserve

- Longfellow Road ASLC
- Hallmead Farm Estate ASLC
- Valuable green infrastructure network across the Worcester Park and North Cheam neighbourhood

#### Enhance

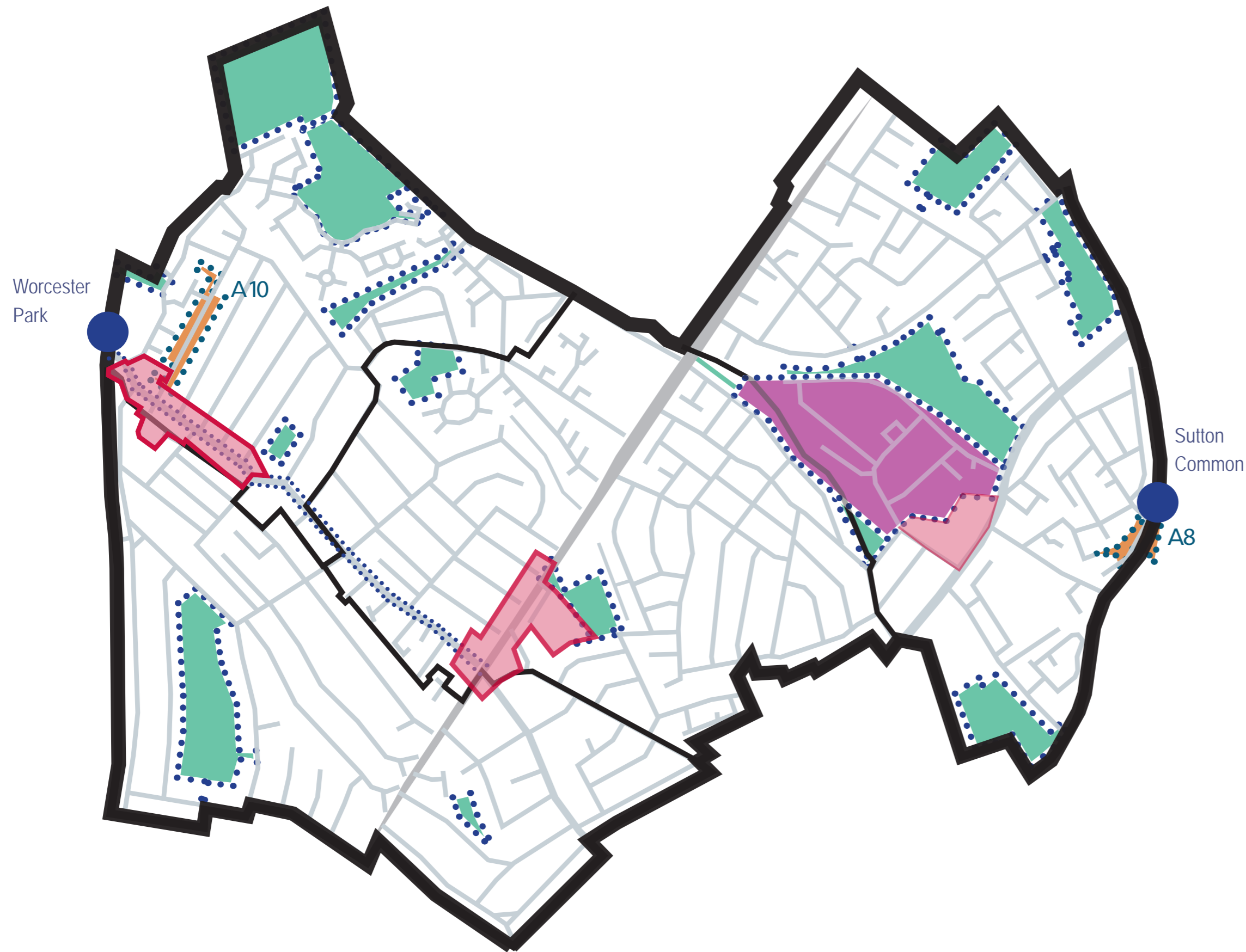
- Intensification of industrial uses at Kimpton SIL
- Invest to build a relationship between residential areas surrounding Kimpton SIL and Kimpton.
- Worcester Park transport corridor - introduce signage to reduce idling, lowering air pollution and improving air quality. Improve bus services by rationalising on street parking and servicing. Securing improvements to the quality of the environment in this centre.
- North Cheam Area of Intensification

#### Transform

- Worcester Park Area of Intensification - North Worcester Park - station and district centre by delivering high density schemes or additional storeys to existing buildings. Seeking a mix of uses to
- 667-671 London Road / Covey Road North Cheam
- Victoria House North Cheam - Key gateway site.
- Opportunity to develop the Tesco Extra site on the edge of Kimpton SIL
- 1-9 Windsor Road 81-85 Central Road Worcester Park

# Neighbourhood 1

## North Cheam and Worcester Park



- Conservation Areas
- ASLCs
- District Centre
- Strategic Industrial Area
- Railway Station
- Open Space
- Conserve
- Enhance
- Transform



April 2024

Not to Scale

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## **NEIGHBOURHOOD 2: CHEAM & BELMONT**



## Introduction

**5.13** Cheam and Belmont is located in the south-west of the borough, adjoining the boundaries with Epsom and Ewell Borough Council (BC) and Reigate and Banstead BC. This neighbourhood is split into four distinctive parts: Cheam Village and East Cheam; South Sutton and Belmont; East Belmont & Carshalton South; and South Cheam and Cuddington.

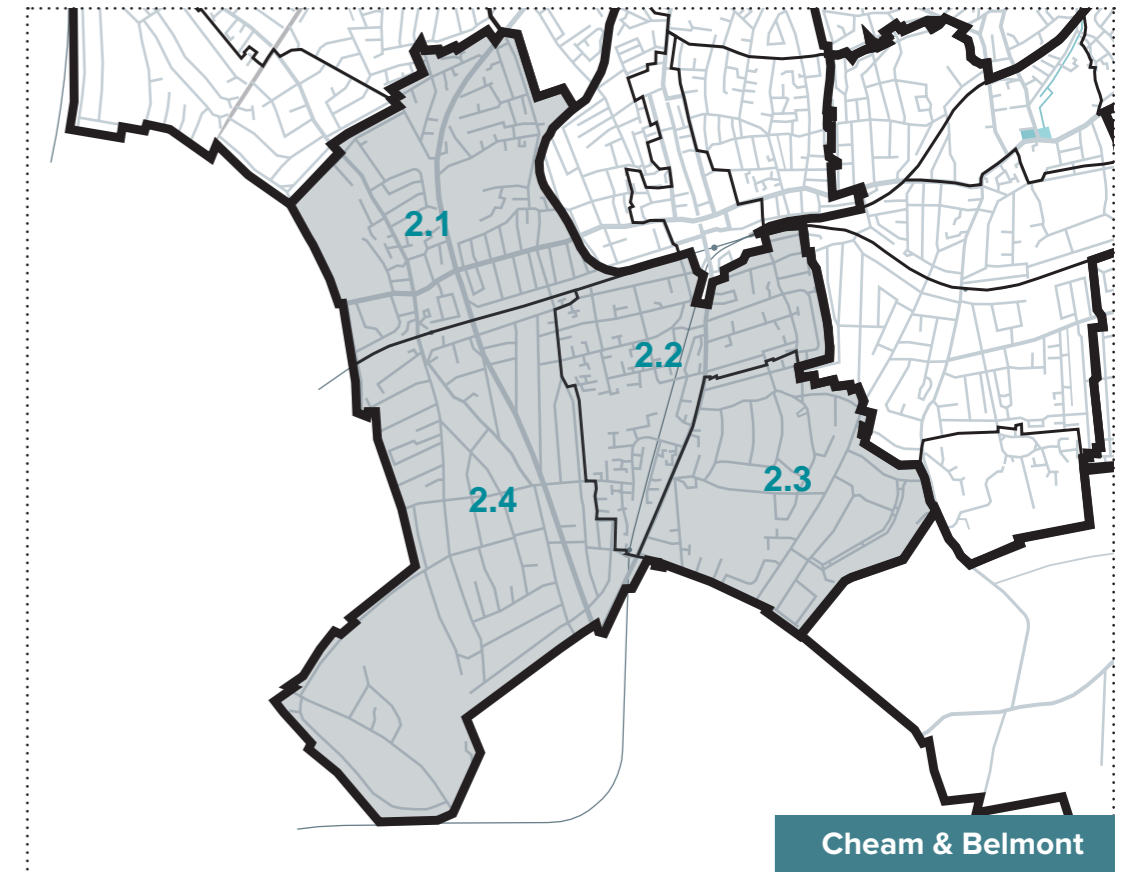
**5.14** In the early 17th century Cheam was a large spacious village with many attractive mediaeval buildings. This included several large houses set in substantial grounds and a private school. Little change occurred in the village for the next century and Cheam was still relatively rural when the First World War broke out in 1914. Following the war, there was large-scale redevelopment in a short period of time. The main roads through the village were widened and most of the old houses along them were demolished and replaced. In less than a decade the village acquired a modern character. However, many attractive ancient buildings survived, including Whitehall, the Old Rectory and St. Dunstan's Church. This area has a mixed character with several fine examples of 1920s mock Tudor. Today, Cheam Village is an important Conservation Area and is supported by a Character Appraisal and Management Plan (2021).

**5.15** South Sutton and Belmont lies immediately to the south of Sutton Town Centre and stretched down to the borough boundary with Reigate and Banstead. South Sutton comprises an eclectic mix of largely flatted development from the 1970s onwards, that replaced large Victoria and Edwardian houses that previously occupied this area. The Shanklin Council Estate is located within this sub-area, located between the busy Brighton Road and the railway line.

**5.16** East Belmont and Carshalton South is an area with a contrasting character of residential and health & community related uses. Firstly, a substantial part of this sub-area is large lower density housing located on large plots, including two high quality ASLCs of Sutton Farm Estate and Pine Walk. Secondly, the London Cancer Hub (LCH) is located here, with a large campus of medical research and health related activities, including some buildings that are taller than the surrounding area. The LCH, which has developed in a piecemeal fashion over many decades, has a notable impact on the character of the area and is a major redevelopment site to build on its existing world class status. Another notable site within the area is the new Harris academy High School, located on the northern part of the LCH site. This new school has won a number of awards for its design, including the prestigious RIBA Regional London Award 2022 and RIBA London Sustainability Award 2022.

**5.17** South Cheam and Cuddington sub-area adjoins the Borough boundary is has two distinct areas within; Cuddington, which is designated Green Belt but does contain a small housing estate of large homes that are situated around a golf course; and the high quality residential area that is largely covered by the Burton Estate ASLC. The ASLC was developed by a locally important resident, Andrew Burton, who instigated individually designed, upmarket houses set in well landscaped areas to the south of the Sutton-Epsom railway. This provided owners with the opportunity to apply Andrew Burton's design or employ their own architect.

**5.18** The sub-area also includes the small Belmont Local Centre, which serves the day-to-day needs of local residents. Some buildings within the centre are of a high quality and consideration should be given to the merits of designating part of the local centre as an ASLC.



### Neighbourhood Profile

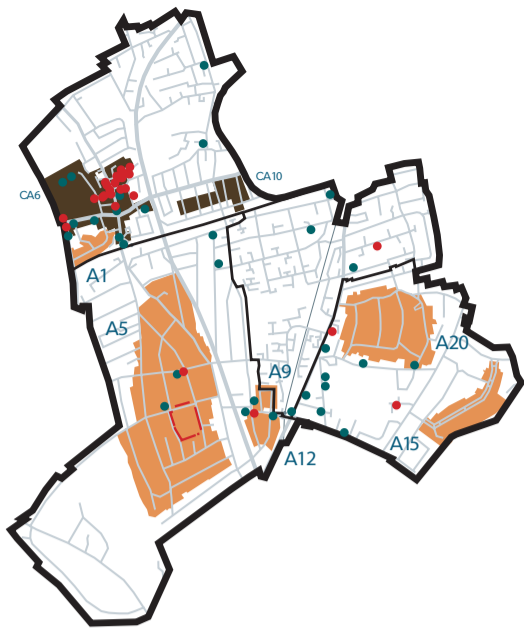
- Cheam and Belmont is situated in the southwest of the borough, is primarily residential and is characterised by a number of distinct, well-regarded suburban areas. The neighbourhood is shaped by notable and prominent greenspaces and open spaces including Cheam Park, which transitions into Nonsuch Park, as well as Seears Park / Perretts Field.
- Cheam Village District Centre occupies a central position, and is amongst the more accessible and well-connected parts of the neighbourhood. In the south-western corner the neighbourhood adjoins the Metropolitan Green Belt at Cuddington, and includes Cuddington Golf Club. The neighbourhood also includes Sutton United's football ground.
- Cheam, in particular, has a long and storied history, with the weatherboarded Whitehall built in the 1500s. By the early 17th century Cheam was a large, spacious village with many attractive medieval buildings. This included several large houses set in substantial grounds and a private school.
- Inter-war development generally consisted of large estates, with groups of detached or semi-detached houses of a few basic designs. However, as an exception to this, Andrew Burton instigated individually designed, 'up-market' houses set in well landscaped areas to the south of the Sutton-Epsom railway. This provided owners with the opportunity to apply Burdon's design or employ their own architect. This area has a mixed character with several fine examples of 1920s mock Tudor, and is designated as the Burton Estates ASLC, which is the largest in the whole borough.
- Belmont has evolved gradually since the opening of Belmont railway station in 1865. The Royal Marsden Hospital and Institute of Cancer Research are large-scale and prominent buildings within Belmont. Belmont is also shaped by important greenspaces and open spaces, featuring two Sites of Important Nature Conservation at Cuddington Meadows and Belmont Pastures, as well as locally important areas of recreation at Belmont Park.
- The neighbourhood has six of the Council's identified Areas of Special Landscape Character (ASLCs) where notable design, morphological, or architectural characteristics have marked-out streetscapes as having local and distinct merit. There are two Conservation Areas - at Cheam Village, which covers the whole of the Cheam Village District Centre, and at Landseer Road.
- Cheam Village CA is large (29ha) and the historic core is arranged around the axis of Park Lane, Malden Road, The Broadway and Park Road where many of the statutory listed buildings are clustered. To the northern end of the CA is the St Dunstan's Church, Cheam Library and the Elizabeth House redevelopment scheme. Originally designated in 1970, Cheam Village is the third oldest of Sutton's CAs. In 2018, a row of Victorian terrace housing along Jubilee Road were included within the CA when the Local Plan adopted.
- Landseer CA, the only other CA in the whole of the neighbourhood, features buildings of high architectural quality and building design from the Edwardian era (the area was completed by 1913). It stretches from Landseer Road itself plus all or most of the nearby Bridgefield Road, York Road, Derby Road, Cecil Road and Salisbury Avenue; and short sections of Cheam Road and Grove Road. Most of the houses are large detached and semi-detached villas, up to three-storeys in height, with buildings set in medium-large grounds with large back gardens. Many of the properties have undergone boundary treatments to the front, with gardens laid to paving to accommodate off-street car parking. This has had an effect on the character in some locations.
- The area is also shaped by prominent road and rail infrastructure, with Cheam railway station serving as a transport hub on the Sutton-Mole Valley Line connecting Sutton to Epsom; the A217 and A2043 providing a north-south radial routes, and the A232 providing an east-west radial routes through the area. The intersection of the A232 and the A2043 serve as a focal point for Cheam Village District Centre and also as somewhat of a transport bottleneck. To the south-east of the area there is a railway station at Belmont, situated on the Sutton to Epsom Downs branchline and the London Victoria to Epsom Downs line.



## Issues and Opportunities

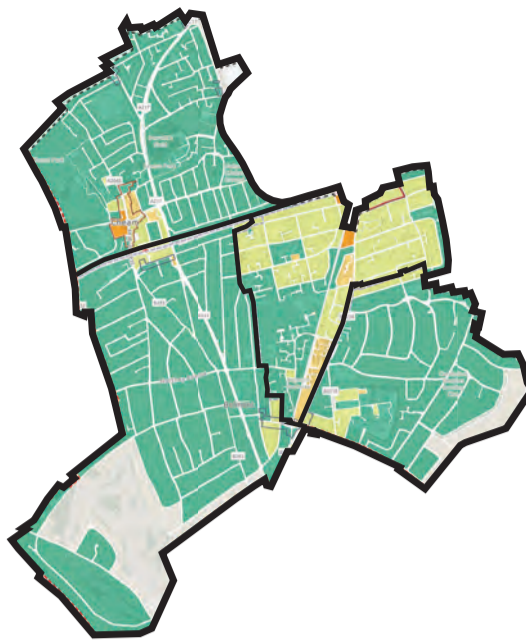
- The area is predominantly residential and features a series of well-regarded suburban locations, which have long-established townscape and heritage characteristics. Development in these areas will need to respond to the borough's established ASLCs and overall historic environment in terms of scale, type, design, and materials.
- Cheam Village District Centre is an established commercial and mixed-use location and represents an opportunity area where growth and regeneration could occur in more accessible locations. Sites at the periphery of the district centre, and in particular along the A2043 (The Broadway / Station Way) and the A232 (High Street / Ewell Way) could be a focus for redevelopment. The inter-relationship between the character and townscape value created by the Cheam Village Conservation Area, and the role and function of Cheam Village District Centre needs to be carefully balanced, and future proposals must be complementary and preserve and enhance heritage whilst also delivering growth.
- Cheam railway station and the immediate area surrounding Station Approach provide further options for intensification, greater development density, and opportunities to deliver taller buildings. This would capitalise on the location being within an Area of Potential Intensification.
- Opportunities to improve accessibility and connectivity to existing greenspaces and open spaces should be explored, particularly from the western edge of Cheam Village District Centre towards Cheam Park. Similarly, connectivity through to Sears Park / Perretts Field could be enhanced, as could links between areas of South Cheam and Belmont, and the areas of Metropolitan Green Belt could be improved.
- Overcoming the impact of severance, congestion, poor air quality, and a disrupted quality of place brought about the intersection of the A232 and the A2043 should be a priority. As should overcoming severance in the northeast of the sub-area caused by the route of the A271, dividing parts of East Cheam with four-lanes of highway at gradient. Overcoming severance between Cheam Village District Centre and the southern parts of the area caused by the railway line would also improve connectivity and enhance the quality of place.





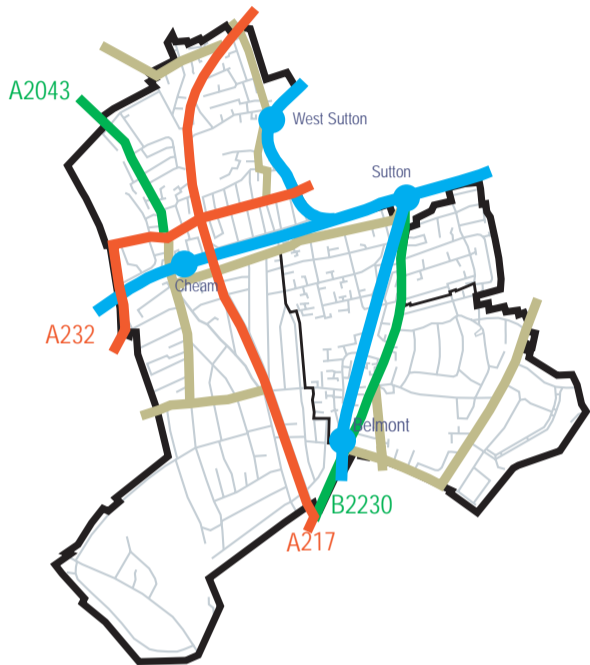
**Heritage**

There are two conservation areas located in the area, including Cheam Village, which has a significant number of listed buildings. In addition, there are five ASLCs: Anne Boleyn Walk, Burton Estate, Kings Road, Pine Walk, Sutton Farm Estate and Queens Road ASLC. There are a number of listed and locally listed buildings across the neighbourhood.



**FAR**

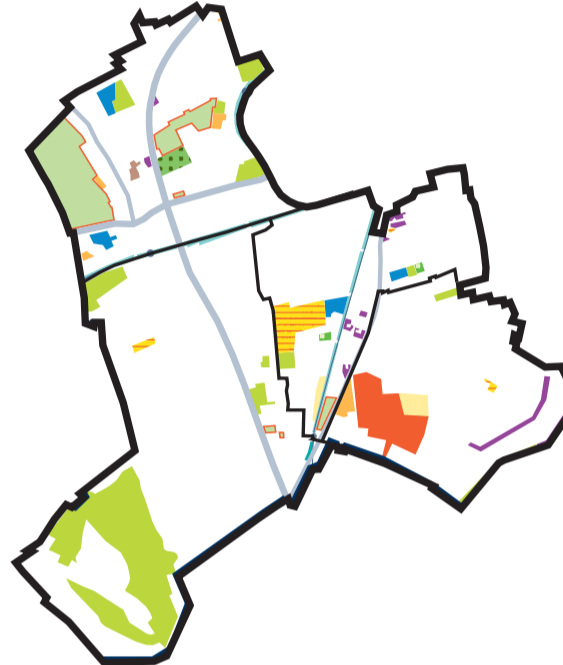
Cheam and Belmont have relatively low floor area ratios, reflecting the fact that this is the lowest density area in the borough. FAR gets higher in the east where the area meets the Sutton Town Centre API. In addition there are higher FAR levels at the London Cancer Hub.



**Transport**

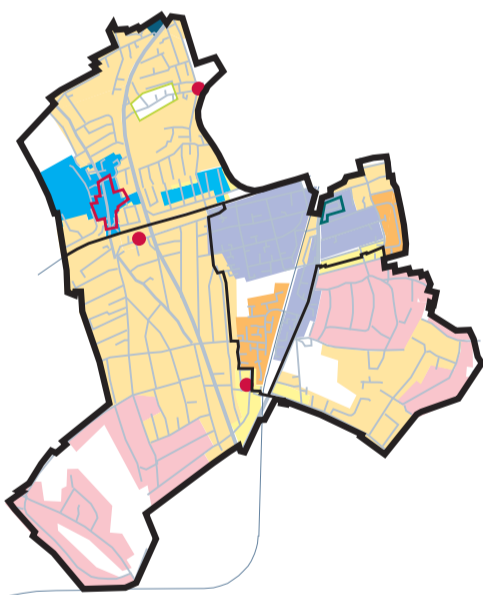
There are three major Stations within the neighbourhood: Cheam, Belmont and Sutton West. Sutton Station is located just outside. PTAL ranges from 2 to 3 generally but improve in the areas closest to Sutton Station.

The road network includes two strategic routes: the A217 and the A232. In addition, it includes the B2230, Brighton Road.



**Landscape Character**

The landscape character consists of a range of open spaces with a number of formal and informal park spaces. Cheam Park, which adjoins the larger open space of Nonsuch Park to the West, and Cuddington Green Belt are the largest open spaces in the neighbourhood.



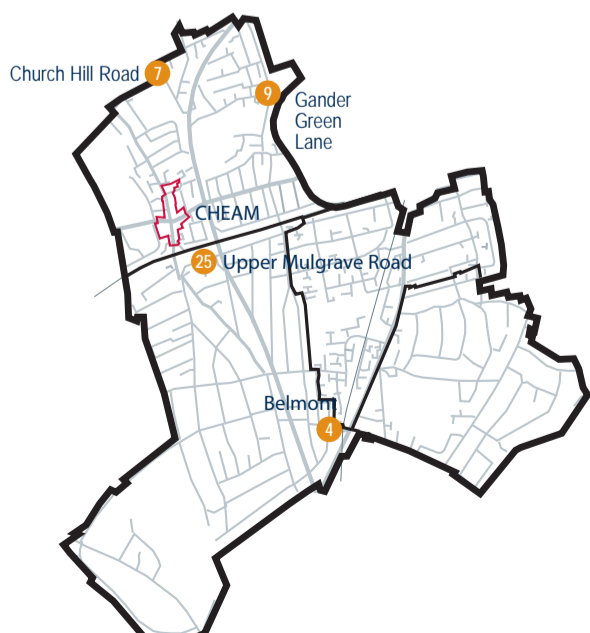
**Townscape Character**

The majority of the area is characterised by lower density residential dwellings that are of a high quality. Other notable areas include Cheam Village District Centre, a historic village with strong heritage value, and the world class London Cancer Hub, a medical research campus of mixed townscape quality.



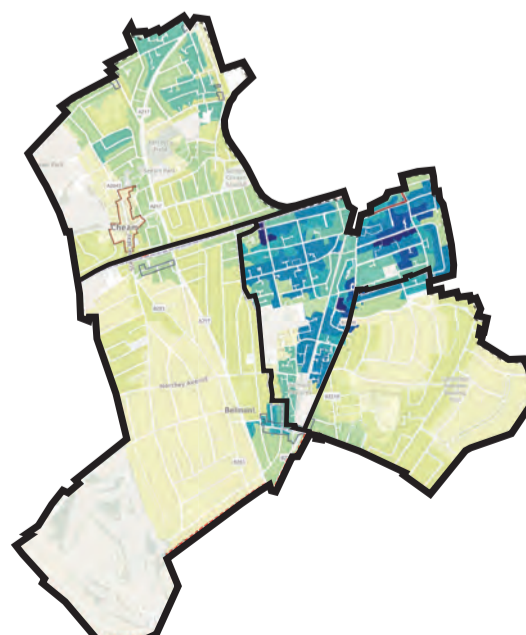
**Buildings Heights**

The predominant building height in the area is 2-3 storeys, with limited buildings above this height threshold, reflecting its suburban character. There are some taller buildings located in the Cheam Village District Centre and on the London Cancer Hub site.



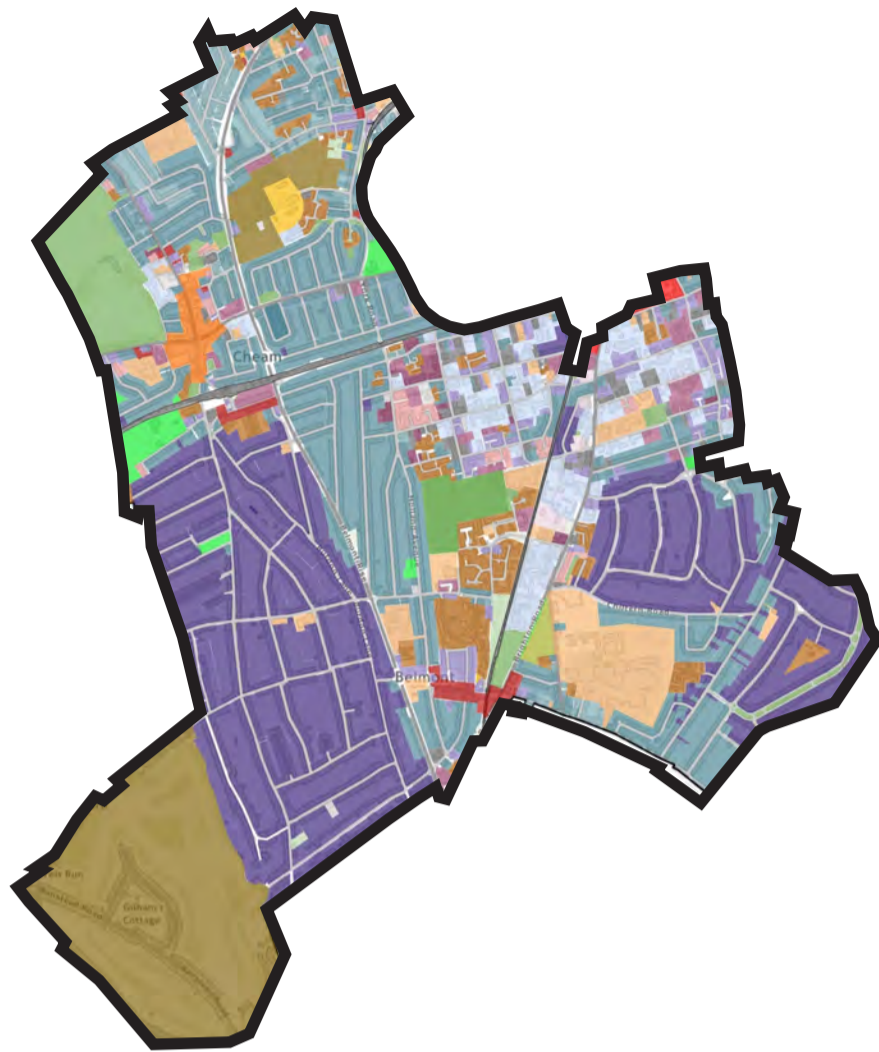
**Town Centre Network**

The neighbourhood is reasonably well served with Cheam Village District Centre and four other local centres that services the day-to-day needs to local residents. This centres includes range of shops, services, restaurants and other commercial premises.



**Dwellings per Hectare**

The density across this neighbourhood area is quite contrasted. The areas in the east of the neighbourhood, closest to Sutton Town Centre have the highest densities. However, the remainder of the neighbourhood has a much lower dwellings per hectare ratio, reflecting the low density housing in these areas.



**Top 5 most common Typologies**

- 1. Urban Villa / Spacious
- 2. Suburban Detached / Semi
- 3. Land Management
- 4. Linear Block
- 5. Institutions



The predominant typology is Urban Villa / Spacious. These are characterised by an electric mix of Arts and Crafts housing, with mock Tudor detailing common. The properties are generally large on large plots with large set backs from the street and mature landscaping.



There are a number of key social infrastructure sites across the neighbourhood, including the Harris Academy Secondary School. Opened in 2018, the Passivhaus school, located on the London Cancer Hub site, has won multiple design awards.



In the areas closer to Sutton Town Centre, in the southern part of its API, predominately is flatted development of varying quality that replaced larger Victorian and Edwardian Villas.



The world leading London Cancer Hub is located in the southeast of the neighbourhood area. The character of the LCH is very much "campus", with a mix of building styles and ages developed in a piecemeal fashion over many decades.

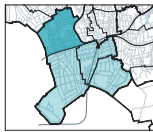


The area is served by the Cheam Village District Centre, which is also a designated conservation area. Tudor / Mock Tudor is a common theme across Cheam, including both the village and its surrounding residential areas.



There is a limited amount of Victorian housing located in the neighbourhood area. This includes Kings Road, located to the north of Belmont Local Centre, which forms part of the ASLC.

## Sub-Area Analysis



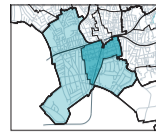
### CHEAM VILLAGE & EAST CHEAM

#### Distinctiveness - Heritage and Key Features

- This sub-area includes a wide variety of uses and development types and has Cheam Village District Centre and the Cheam Village Conservation Area at its heart.
- There are prominent Public Open Spaces at Cheam Park and at Seears Park / Perretts Field. Both of these locations are, in part, Sites of Important Nature Conservation. Parts of Cheam Park are also Metropolitan Open Land.
- Cheam Village District Centre provides a commercial and retail hub centred on the intersection of the A232 and the A2043. Here mixed use buildings of two-to-three storeys provide a range of services and facilities. These locations feature a high concentration of civic, commercial, leisure, and retail uses; interspersed with residential developments, flats over shops, and also some modern schemes that have subtly altered the buildings heights over recent years (especially at the periphery of the district centre along the A2043 Station Way).
- The character of the sub-area is, unsurprisingly, shaped by the Cheam Village CA which extends beyond the boundary of the district centre, to also include Cheam Park and the pocket of listed buildings near Whitehall and St. Dunstan's Church.
- Landseer CA features buildings of high architectural quality and building design. Most of the houses are large detached and semi-detached villas, up to three-storeys in height, with buildings set in medium-large grounds with large back gardens.
- Elsewhere, there are pockets of residential streets located towards the north-east and south-east of the sub-area. The vast majority are suburban residential dwellings, primarily semi-detached or short-run terraces (of four-to-eight properties), two-storeys in height, with small-to-medium sized buildings situated on small-to-medium sized plots. Most residential properties have undergone boundary treatment to the front, with gardens laid to paving to accommodate off-street car parking.
- Sutton United Football Club is located in the north-east corner of the neighbourhood. It is an important community asset, and is part of the wider Collingwood Road Recreation Ground (albeit that is located in Neighbourhood One).
- St Anne's Walk ASLC has a typical inter-war suburban form and represents a cohesive example of the historic development and expansion of Cheam District Centre.

#### Key Issues and Opportunities

- Opportunities to strengthen and enhance Cheam Village District Centre as a focal point for commercial, retail, and community activity; as well as improving the range and quality of facilities and services.
- Opportunities to deliver new housing across Cheam Village District Centre. This may include the reallocation of uses, including exploring opportunities at large supermarket sites. This should take advantage of the location being within an identified Area of Potential Intensification.
- Improve and enhance connectivity and accessibility, public realm, and traffic management across the District Centre. Enhance non-road user experience and explore opportunities to overcome severance caused by road and rail infrastructure. Particular focus should be placed on overcoming air quality and general disruption and inconvenience caused by the traffic conditions at the intersection of the A232 and the A2043.
- Consider the role and extent of retail uses at the periphery of Cheam Village District Centre. Explore opportunities to re-allocate buildings for other uses.
- Opportunities to deliver new development and a greater mix of development types in Cheam Village District Centre, and at key transport intersections.
- Maintain and enhance the suburban residential character, in particular, the ASLC.
- Improve connectivity and accessibility to formal Public Open Spaces and key assets such as Cheam Park, Seears Park / Perretts Field, and Nonsuch Park.
- Improve connectivity and accessibility to Sutton United football ground, to maximise this important community asset.
- Sutton United Football Club is separated from some residential areas by the railway line, and overall there are opportunities to improve walking and public transport accessibility to this community facility.



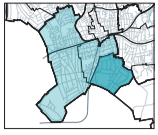
### SOUTH SUTTON & BELMONT

#### Distinctiveness - Heritage and Key Features

- This sub-area lies immediately south of Sutton Town Centre and extends south towards Belmont, Belmont railway station, and the border with Reigate and Banstead. There is a distinct difference between the area located immediately south of Sutton Town Centre and the rest of the sub-area.
- South of Sutton Town Centre features a complex configuration of residential 'court blocks', mainly three-to-four storeys in height, although some are five-to-six storeys and taller in places, especially along Brighton Road. Development in this part of the sub-area is denser, taller in height, and more modern. Predominantly built in the 1970s and 1980s these blocks provide apartment-style accommodation and are well located to access jobs, facilities and services in Sutton Town Centre. The majority of this area, south of the town centre, is within the Sutton Area of Potential Intensification.
- Fewer formal or informal greenspaces and open spaces. However, Devonshire Avenue Nature Area provides an important break in the built form and Overton Park Recreation Ground a place of tranquillity in an otherwise suburban residential location.
- Towards Belmont, the sub-area continues to feature large-scale court block buildings, particularly along Brighton Road. Large estates at Basinghall Gardens and Shanklin Village represent post-1960s redevelopment schemes featuring deck-access flats and maisonettes. These dense developments are contrasted by the adjacent Belmont Pastures and Belmont Park, which provide formal Public Open Space and help break-up the impact of the built form and the dominance of Brighton Road and the railway line.
- To the west of Belmont railway station and the railway line, there are two of the Council's designated ALSCs - King's Road / Belmont Road and Queen's Road / The Crescent.
- Station Road leads directly to Belmont railway station, which is situated on the Sutton to Epsom Downs branchline and the London Victoria to Epsom Downs line.

#### Key Issues and Opportunities

- Improve east-west connections across the sub-area, and generally improve the overall connectivity via walking, cycling, and public transport.
- Explore opportunities to intensify development in South Sutton and those locations immediately south of Sutton Town Centre, taking advantage of the area being designated within the Sutton Area for Potential Intensification. There are opportunities to deliver further regeneration, growth and change in the right locations, especially on main routes from the town centre such as Brighton Road and Mulgrave Road.
- Re-imagine Belmont railway station and Belmont local centre and consider if further regeneration and redevelopment opportunities could expand the commercial offer in this area, as well as potential unlock sites for residential development. Capitalise on recent Government funding to double train services at Belmont from two to four trains an hour, with additional direct services between Belmont and London Victoria. Belmont station will also be improved with step-free access, better wayfinding signage, and new walking and cycling routes to the London Cancer Hub.
- Improve access to Overton Park Recreation Ground from the south of the sub-area.
- Explore opportunities to reduce the impact of severance, poor air quality, and general disruption and disturbance caused by the dominance of Brighton Road. This should include enhancing the non-road user experience and improving walking and cycling infrastructure.
- Maintain and enhance the suburban residential character, in particular, in the two ASLCs.
- The loss of front gardens and boundary treatments to accommodate cars has had a negative impact on character - opportunities to reinstate.



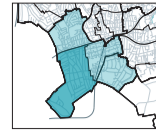
## EAST BELMONT & CARSHALTON SOUTH

### Distinctiveness - Heritage and Key Features

- This sub-area occupies the south-eastern part of the neighbourhood, and represents a large swathe of suburban residential dwellings located east of Brighton Road, and extending south-eastward towards the Metropolitan Green Belt at Woodcote, and the boundary with Reigate and Banstead.
- The vast majority of buildings are suburban residential dwellings, primarily large detached or semi-detached, two-storeys in height, with large buildings occupying medium-to-large sized plots.
- This sub-area has two of the Council's designated ASLCs - Sutton Farm Estate and Pine Walk. Both have significant history, high design quality, unique landscape characteristics, and high townscape value that make important contributions to the borough.
- The Royal Marsden Hospital and the Institute of Cancer Research (ICR) form the footprint for the London Cancer Hub (LCH). LCH is a concept and policy designation set out in the Sutton Local Plan to deliver a world-class cancer research and treatment site that will provide high quality care, highly skilled jobs, and high value economic growth.
- The immediate area at LCH has undergone recent development and change, with the completion of the Harris Academy and internal reconfiguration and redevelopment, led by the new ICR buildings.

### Key Issues and Opportunities

- Re-imagine and capitalise on the unique opportunity at the LCH to appropriately plan for the next 10 - 15 years. This should include a refreshed discussion about the scale of development on-site, the primary objectives to deliver a cancer research and healthcare campus, and whether it should deliver a greater amount of residential development. The site is likely to be an area where there is a step-change in the density of development and the delivery of taller buildings. Any redevelopment will need to ensure that accessibility, connectivity, and appropriate infrastructure investment is realised to minimise impacts and maximise opportunities. Importantly, connections to Belmont railway station (located in sub-area two) will be paramount.
- Maintain and enhance the suburban residential character, in particular, in the two ASLCs.
- The loss of front gardens and boundary treatments to accommodate cars has had a negative impact on character - opportunities to reinstate.
- Improve walking and cycling connectivity and accessibility, in particular east-west connections helping to overcome the dominance of Brighton Road and Banstead Road South / Banstead Road North. Specifically, there should be improvement to the accessibility and connectivity between residential areas and the Metropolitan Green Belt at Woodcote.



## SUTTON CHEAM & CUDDINGTON

### Distinctiveness - Heritage and Key Features

- This sub-area occupies the central and south-western part of the neighbourhood, and represents a large swathe of suburban residential dwellings located south of the Sutton-Epsom railway line, west of the A217 and Belmont Rise, east of the A232, and extending as far south as to join the area of Metropolitan Green Belt at Cuddington and the boundary with Reigate and Banstead.
- The sub-area is dominated by two key features. First, is the Burton Estates ASLC, which given the historic importance and the architectural qualities of the buildings and associated landscape of the Burton Estates, is considered to be one of the best examples of inter-war suburbia.
- Second, is the Metropolitan Green Belt, which extends south from Cuddington Way towards Higher Drive and the edge of the borough boundary. This area includes Cuddington Golf Club, and also includes the Site of Importance for Nature Conservation at Cuddington Meadows, which features species rich chalk and neutral grassland, a remnant from the redevelopment of the old Cuddington Hospital.
- Elsewhere, the remaining parts of the sub-area feature buildings that are suburban residential dwellings, primarily semi-detached, two-storeys in height, with medium sized buildings occupying medium sized plots. Most residential properties have undergone boundary treatment to the front, with gardens laid to paving to accommodate off-street car parking.
- The sub-area also includes Cheam railway station and its entrance, which is to the south of the railway line. Station Approach features a series of three-to-four storey commercial buildings with substantial areas of car parking (some have permissions for residential uses), along with the single storey railway station building. Station Approach transitions into Upper Mulgrave Road, which serves as a local centre, and provides a number of retail and commercial uses occupying the ground floor of several two-to-three storey buildings. Once Upper Mulgrave Road meets Sandy Lane in the west, and Mulgrave Road in the east, the character changes to solely residential buildings.

### Key Issues and Opportunities

- Maintain and enhance the suburban residential character, particularly the dominant Burton Estate ASLC.
- Improve access and connectivity to the Metropolitan Green Belt at Cuddington, and Cuddington Meadows.
- Re-imagine Cheam railway station and Station Approach and capitalise on it being located in the Cheam Village Area of Potential Intensification. This could include redevelopment of existing commercial buildings to deliver greater mixed-use development, and additional residential development.
- Any future redevelopment proposals for Cheam railway station / Station Approach should consider how to integrate with opportunities to enhance the offer along Upper Mulgrave Road, strengthening its role as a local centre and delivering improved facilities and services. Proposals should also improve public realm and traffic management to enhance the non-road user experience and explore opportunities to overcome severance caused by road and rail infrastructure.
- Improve overall connectivity and accessibility, particularly in the southern parts of the sub-area, where access to facilities and services is poor.



## Character Based Growth Themes

### Character Based Growth Themes

#### **Support development of Cheam Village District Centre**

The clearest opportunity for growth would appear to be in Cheam Village District Centre. Here, the existing built form, plus overall greater level of accessibility and connectivity may allow for development opportunities, provided that these were sensitive and in keeping with the conservation area.

#### **Transform intersection of A232 and A2043**

Any works to redevelop Cheam Village District Centre should consider opportunities to improve the road intersection of the A232 and A2043 to lessen its dominance on the built environment and townscape. Making greater provision for non-road based users, as well as additional infrastructure for walking and wheeling, whilst simultaneously enhancing public realm, signage, and overall connectivity and accessibility would alter the feel of the district centre and enhance its attractiveness. Furthermore, altering the road conditions may result in less traffic congestion, improved air quality, and so improve the attractiveness of the district centre to businesses and visitors.

#### **Transform the peripheral areas of Cheam Village District Centre and maximise the Area of Potential Intensification**

Equally there are locations towards the periphery of Cheam Village District Centre where some internal block intensification may be possible. Where appropriate, more sensitive development and selective infill could provide additional community or commercial space at the ground floor.

The area immediately adjacent and surrounding Cheam railway station appears to provide some development opportunity. In particular, there may be opportunities to redevelop the commercial buildings on Station Approach as well as associated car parks.

Furthermore, where Station Approach transitions into Upper Mulgrave Road and the local parade offers scope for careful parade intensification. This would be particularly appropriate for those sites and buildings which fall within the existing Area of Potential Intensification as it links back to Station Way / Sandy Lane.

Whether this results in a change in the number of retail units to allow for a greater concentration of residential development, or additional storeys are added to existing buildings, or there is selective knock-down and replacement of certain buildings, is to be determined, and will need to account for other sensitive receptors.

#### **Transform Belmont Station and Belmont Local Centre**

Similar to the principles for Cheam railway station, there is an opportunity to re-imagine the role and function of Belmont railway station and its environs.

The investment that will take place in the station and the rail service frequency means that the area immediately adjacent and surrounding Belmont railway station could provide some development opportunity. There have been recent examples of redevelopment that could be replicated in the surrounding area.

Furthermore, along Station Road and the Belmont Local Centre there may be scope for careful parade intensification. Whether this results in a change in the number of retail units to allow for a greater concentration of residential development, or additional storeys are added to existing buildings, or there is selective knock-down and replacement of certain buildings, is to be determined, and will need to account for other sensitive receptors, in particular the two ASLCs that sit either side of the local centre.

#### **Enhance urban fabric and improve relationship between people and built development**

Throughout the neighbourhood there are opportunities to repair the character and urban fabric in order to create a better relationship between development, infrastructure, the community, and citizens. Severance caused by the railway line, the A217 Belmont Rise, A232, Brighton Road, and the A2043 could be overcome as part of well-designed and sympathetic redevelopment proposals.

#### **Protect and enhance heritage assets**

The area has some of the largest and most notable ASLCs in the borough. Designated heritage value, including conservation areas, ASLCs, listed buildings, and locally listed buildings should be protected and enhanced.

#### **Transform opportunities for small site development**

Find opportunities for appropriate small site development to contribute towards the London Plan small sites target for Sutton. The appropriateness of small site development will depend on a number of factors including the type of home, size of plot, size of block and extent of overlooking. This may include infill intensification in low density areas - across the cottage estate and suburban locations there may be 'left over' space for corner plot or garage block development. Small site development in proximity to the ASLCs should respect the typology that is present within the sub-areas.



## Scale of Intensification

### Conserve

- Cheam Village Conservation Area
- Landseer Conservation Area
- Burton Estates ASLC
- Kings Road, Belmont ASLC
- Queens Road / The Crescent ASLC
- Pine Walk ASLC
- Sutton Farm Estate ASLC

### Enhance

- Cheam Village District Centre
- Connections to Overton Park Recreation Park
- Connections to Cuddington Metropolitan Green Belt
- Connections to Woodcote Metropolitan Green Belt and Metropolitan Open Land
- Connections between Belmont Station and Sutton Station

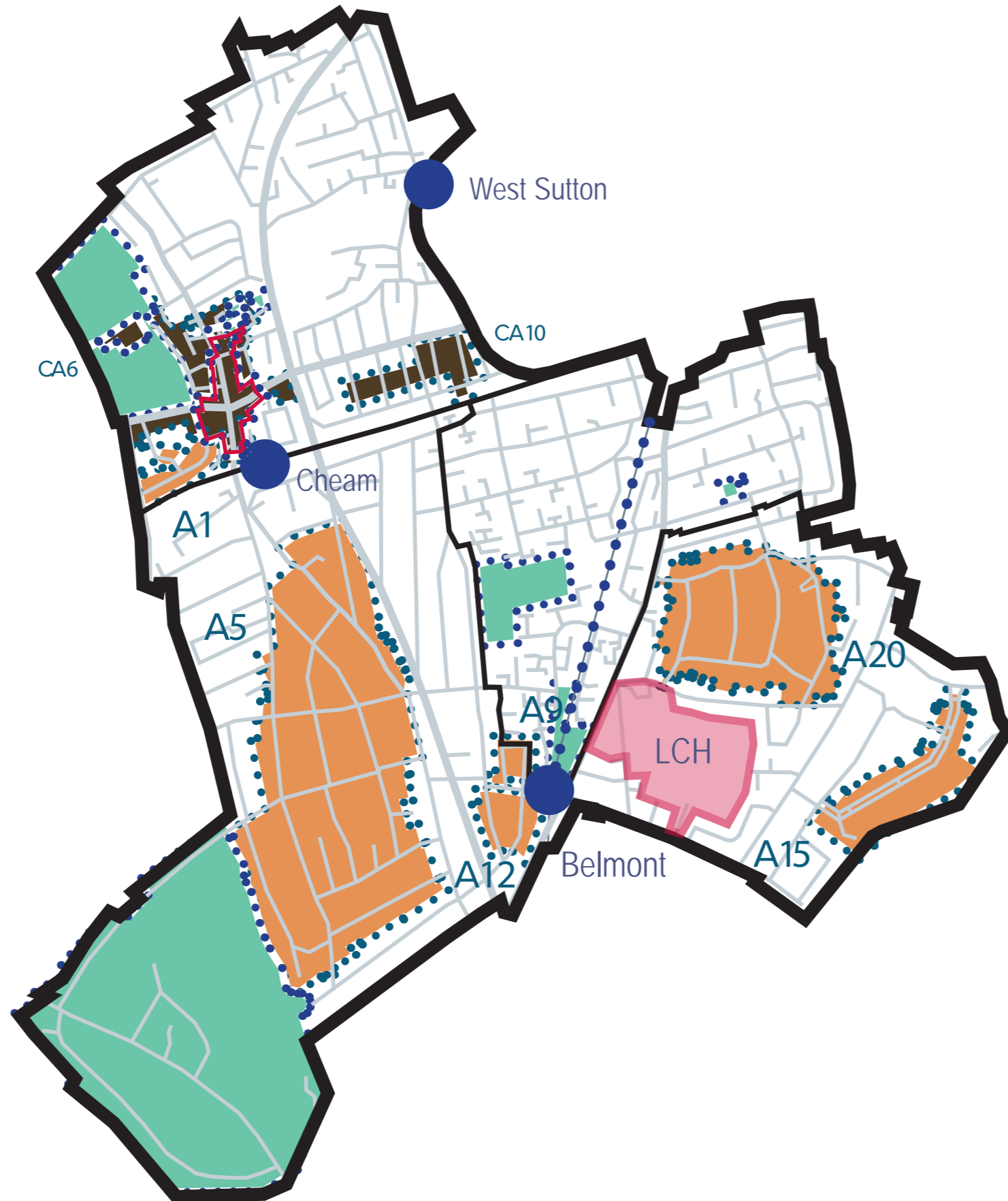
### Transform

- Cheam Village District Centre
- Intersection of A232 and A2043
- Cheam Railway Station and Upper Mulgrave Road Local Centre
- Belmont Railway Station and Belmont/Station Road Local Centre
- London Cancer Hub



# Neighbourhood 2

## Cheam & Belmont



- Conservation Areas
- ASLCs
- District Centre
- Strategic Industrial Area
- Railway Station
- Open Space
- Conserve
- Enhance
- Transform



April 2024

Not to Scale

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## **NEIGHBOURHOOD 3: SUTTON TOWN CENTRE**

## Introduction

**5.19** Sutton Town Centre Neighbourhood is located centrally within Borough, bordering Rosehill District Centre in the north and South Sutton and Belmont in the south. This neighbourhood area is split into four distinctive sub-area; Sutton North; Sutton Town Centre, which includes the High Street and commercial core; Sutton East and Sutton West. Sutton Town Centre is designated as a Metropolitan Centre in the London Plan and currently accommodates the majority of the borough's growth.

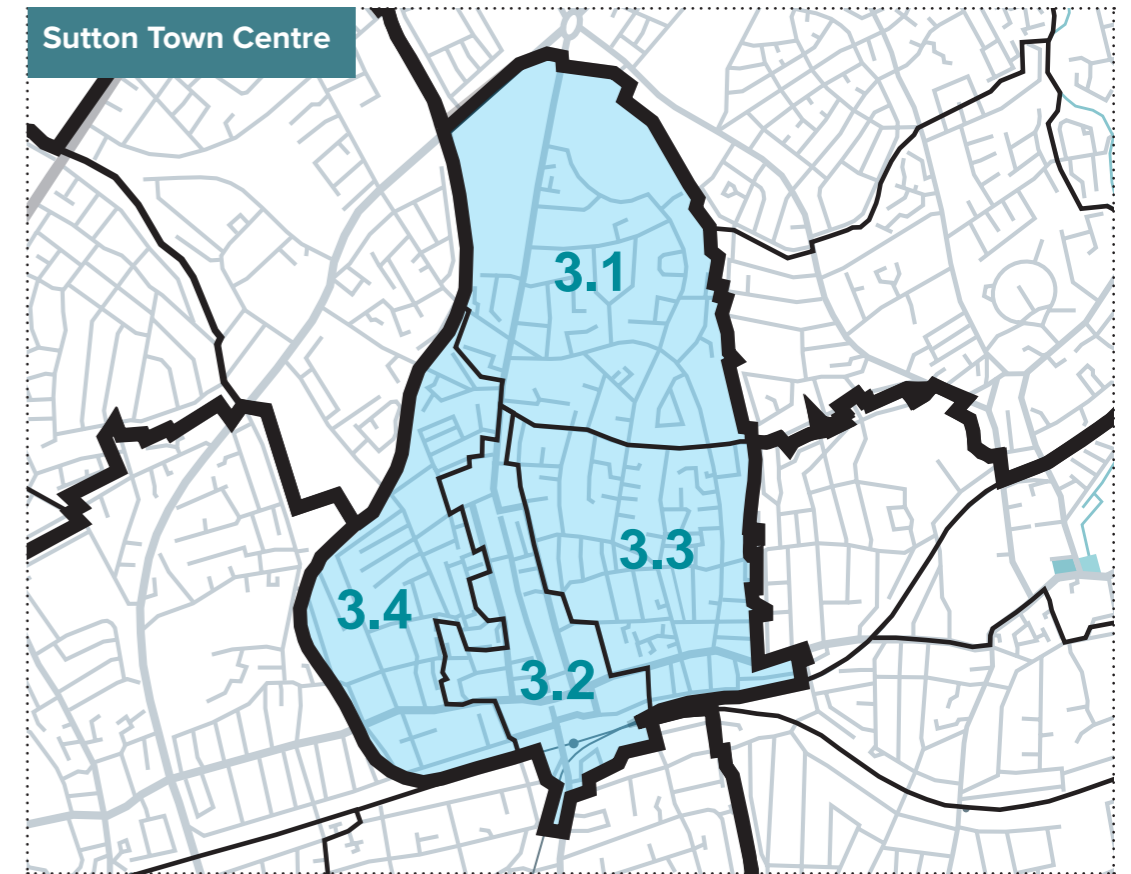
**5.20** Sutton Town Centre and its High Street has been developing and evolving over many years. From the 17th century Sutton became a busy highway-settlement, a stopping point located on key routes between the capital and the countryside. From the 17th century seasonal crowds flowed through the village, travelling to the races at Banstead and Epsom Downs. From the 18th century stagecoach traffic between London and Brighton increased, with Sutton established as the first stopping point along one of the most direct routes from capital to coastal retreat. A steady flow of traffic passed through Sutton between east and west, connecting the spring-line settlements of northern Surrey. The crossroads of High Street (Carshalton Road and Cheam Road) was formally established as a major ventricle within the northern Surrey landscape, and remains at the heart of Sutton's historical identity today.

**5.21** The catalyst for Sutton Town Centre's growth, as well as the wider neighbourhood area and borough as a whole, was the arrival of the railways. The first line through Sutton opened in 1847, a second line to Epsom Downs was created in 1865, and another to London via Mitcham in 1868. These connected Sutton to London Bridge and London Victoria, consolidating the town's role as a key transport junction. Wider infrastructure improvements coincided with railway development. Reliable supplies of gas and electricity were established by 1856, with both mains water and sewage treatment facilities arriving by 1863.

**5.22** Following the arrival of the railways Sutton experienced a sustained development boom, anchored to commercial and services industries. The growth gathered pace over three decades, attaining a critical mass in the local population by the late 19th century that enabled Sutton to establish itself as the dominant commercial centre of the area. After a period of modest speculative growth, larger terraces and shopping parades steadily developed over the following 100 years. Throughout, demand was sustained by the town's burgeoning suburban population, housed within new residential estates located adjacent to the town centre.

**5.23** The post-war decades saw continued emphasis on the growth of Sutton's commercial offer. However, the nature of, and ambition for, development marked a clear departure from Sutton's Victorian and Inter-war expansion. Most significant were two large covered shopping centres constructed behind High Street. Times Square opened in 1985 and the St Nicholas Centre followed in 1992. Large supermarkets also developed within the centre, while smaller-scale interventions have also occurred along and behind High Street, including the amalgamation and redevelopment of traditional shopping units.

**5.24** The areas of residential development north of Sutton Town Centre largely arrived in the early 20th Century, with significant areas of interwar semi-detached housing alongside large areas of public open space, which act as a 'green buffer' to the expansion of the town centre into Rosehill and marking the end of the Town Centre Neighbourhood. These areas of housing in the north of the neighbourhood area have remained relatively original, with the most significant changes being small extensions, loft conversion and removal of front gardens for driveways. To the east and west of Sutton Town Centre is more of an electric mix of residential typologies as the areas transition from the urban environment of Sutton Town Centre to more suburban interwar typologies that are characteristic of large tracts of the borough. What is notable is that the transition from High Street to residential is abrupt, with the tall buildings of the town centre and High Street quickly giving way to two storey Victorian terraces and other low-rise suburban typologies. A number of these surrounding Victorian settlements are designated as ASLCs.



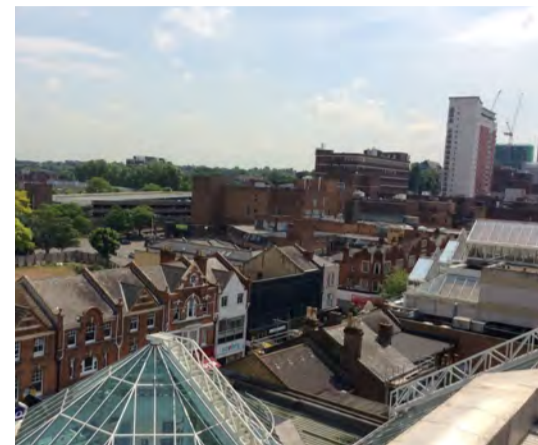
## Neighbourhood Analysis

### Neighbourhood Profile

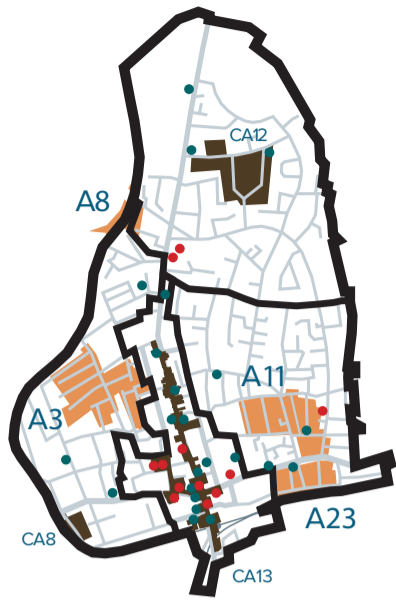
- Sutton Town Centre and its wider neighbourhood area is characterised by a wide range of land uses, townscapes and typologies. It is the commercial heart of the borough, with the Metropolitan Centre having shops, offices, restaurants, cafes, pubs, homes, civic functions and links into central London.
- The residential elements are of a mixed typologies, with interwar suburban semis and garden suburbs in the north of the neighbourhood towards Rosehill, modern flatted development in the High Street area, and Victorian terraces and villas on the town centre fringes. In addition, there are a number of 1960s Council estates located on the edge of the town centres, which include taller buildings and wide-decked blocks.
- The gyratory road network that surrounds the High Street is significantly detrimental to the area, makes east-west pedestrian movements difficult and is generally a poor quality environment.
- Most of this neighbourhood is designated in the Local Plan as an Area of Potential Intensification, where higher density development should be directed. In addition, the Town Centre is designated as a taller building zone, with the tallest buildings directed to the Sutton Station area.
- The neighbourhood has some formal heritage recognition with three Conservation Areas (Sutton Town Centre, Sutton Garden Suburb and Grove Avenue), built on the principles of the garden city movement, three ASLCs (Beulah Road / Clarence Road, Newtown Area and Victoria Road) and part of Hallmead Farm Estate ASLC east of the railway line, 15 Grade II Listed Buildings and 25 Locally Listed Buildings and Structures. Sutton Town Centre was the first Historic England Heritage Action Zone in London.
- Whilst Sutton Town Centre is designated as a Metropolitan Centre, there is little transition from a classic London town centre environment into suburban topographies. This is an important characteristic of this neighbourhood as well as other District Centres across Sutton.
- Topography is a key consideration in this neighbourhood. The northern part of the neighbourhood near Rosehill is, as the name suggests, located on a hill. This decreases as you head south towards the northern end of the town centre but rises again towards Sutton Station. This is important as this is where the majority of the tallest buildings are located, giving them a strong visibility from many places in the borough.
- The area is served by Sutton Station, the main station in the borough providing connectivity to central London (PTAL 6a). Sutton West and St Helier Station sit on the boundary of the neighbourhood area.
- There are several large areas of open space within the neighbourhood, two large parcels in Sutton North that are designated as MOL. These are important spaces as they prevent Sutton Town Centre and Rosehill District Centre from merging into one another. In addition, Sutton Town Centre has Manor Park, the largest green space within the town centre / High Street locality.

### Issues and Opportunities

- As a Metropolitan Centre, Sutton has the opportunity to accommodate quality higher density development, shops, restaurants, office spaces, and new homes. However, Sutton High Street is also designated as a Conservation Area, so development opportunities should respond positively to the heritage value of the area.
- Sutton Town Centre has the opportunity to accommodate tall buildings, particularly around the station area. However, designs for tall buildings need to take into account the topography of the neighbourhood and its heritage value.
- The Council owns a number of sites within Sutton Town Centre, which offers an excellent opportunity to positively shape the town centre for years to come. This includes significant sites including the St Nicholas Shopping Centre, the Civic Centre and a number of car parks located on the town centre fringes.
- Opportunity to provide new homes through Council estate renewal. However, this is subject to resident support and viability.
- The strategic road network is important for movement within the area but the gyratory acts as a barrier to pedestrian movements, is dominant within the built environment and is negative for air quality. Opportunities to improve the gyratory are essential.
- Opportunities to improve shopfronts, particularly historic shopfronts, and make improvements to the public realm should be supported.
- Ongoing protection and enhancement to the neighbourhood's open space network should be supported.

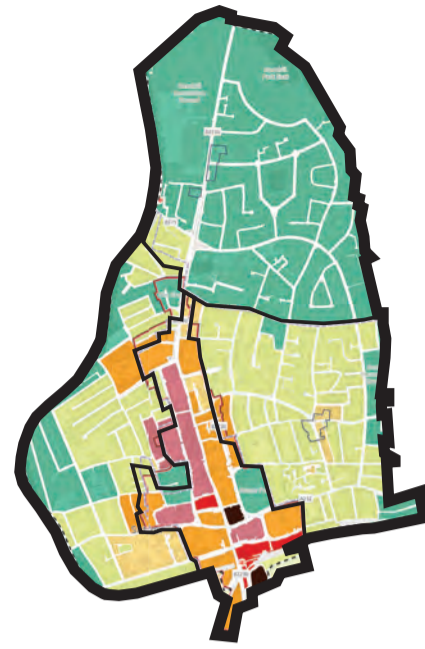


# Spatial Neighbourhood Analysis



## Heritage

There are three conservation areas within the neighbourhood area: Sutton Town Centre CA Sutton Garden Suburb CA and Grove Avenue CA.. In addition, there are four ASLCs, 15 listed buildings and structures and 25 locally listed buildings and structures.



## FAR

The highest FAR in Sutton are located within these neighbourhoods, particularly around Sutton Station (up to 5-13). Lower FARs can be found the further away from the town centre you go as the typology transforms into suburban dwellings.



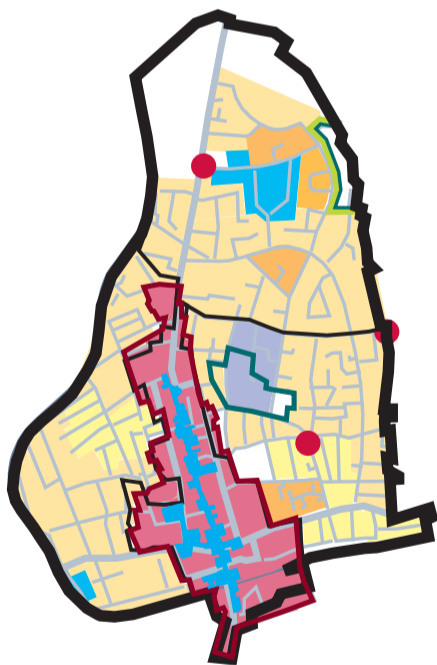
## Transport

Sutton Station is located within the Neighbourhood and has the highest PTAL rating of 6a. The station offers connections across the boroughs as well as services into central London. In addition, the town centre is well served by bus routes. The road network includes several strategic routes across Sutton, connecting with adjoining boroughs.



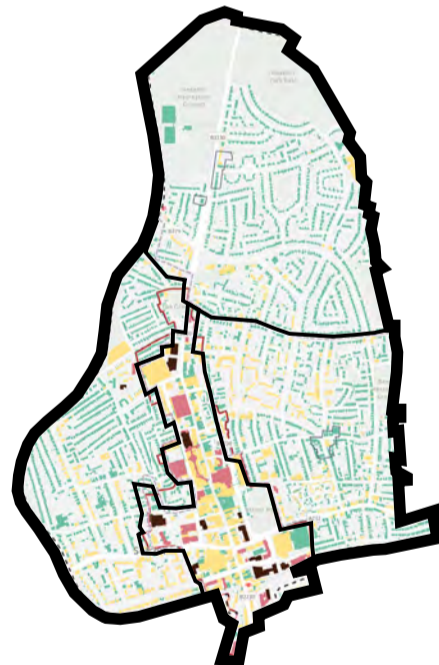
## Landscape Character

The neighbourhood area has relatively poor access to public open space, particularly within the actual town centre, which only has Manor Park. Sutton North has better access as the area includes two large open spaces to the south of Rosehill.



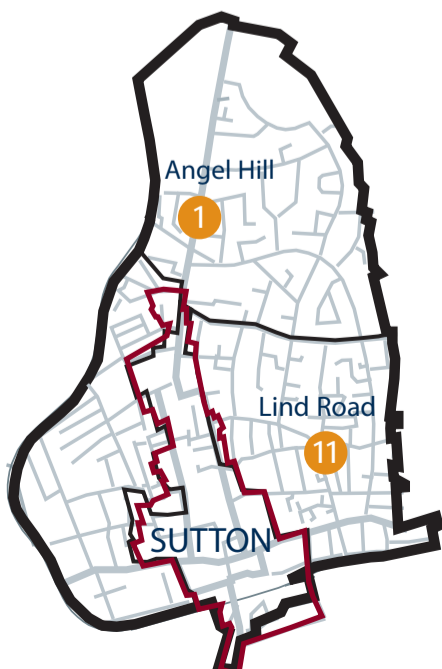
## Townscape Character

The townscape character across the neighbourhood is mixed. The historic high street is considered to be of a higher quality, although it could benefit from further improvement. The residential areas that surround the high street are of an average to good quality.



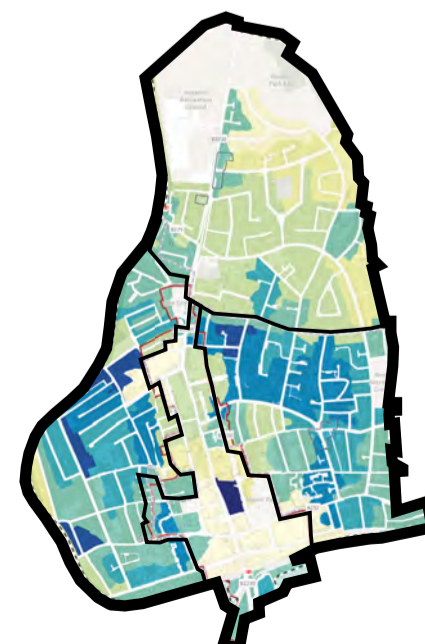
## Buildings Heights

The buildings heights in Sutton Town Centre vary, from 22 storey plus buildings located near the town centre down to the two to three storey High Street buildings. Within the residential areas to the north and west of the town centre, these are predominantly 2-3, with very few taller buildings.



## Town Centre Network

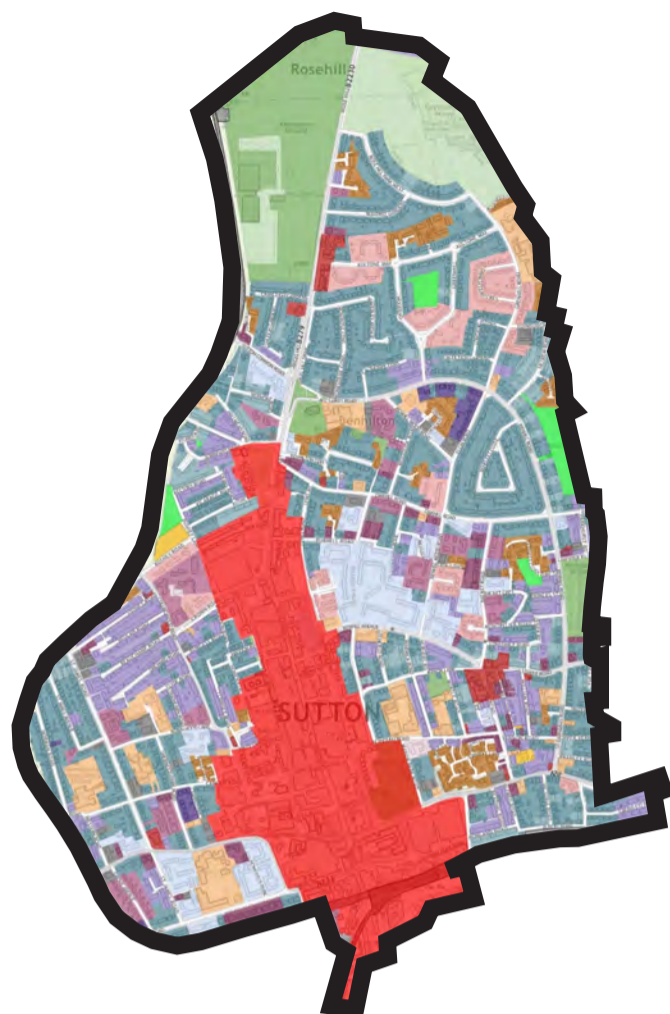
The neighbourhood is dominated by Sutton Town Centre, one of only four metropolitan centres in South London. However, there are two smaller local centres that serve the everyday needs of the residential areas of the neighbourhood, namely; Angel Hill and Lind Road.



## Dwellings per Hectare

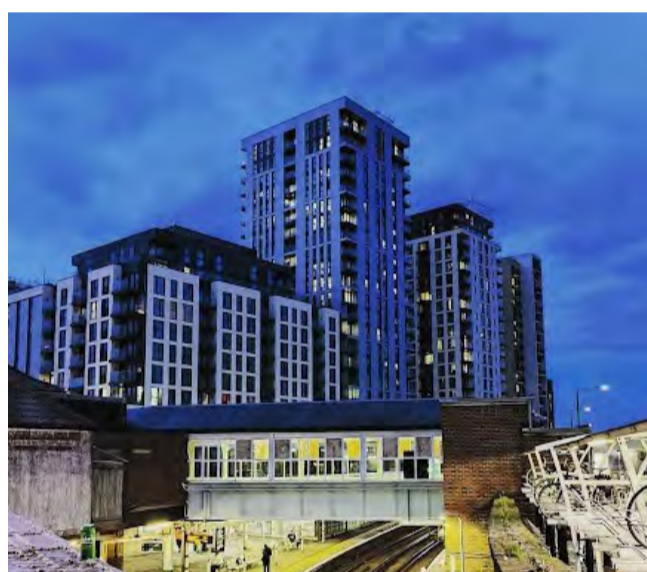
Like FAR, the highest dwellings per hectare can be found in this neighbourhood, clustered around Sutton Town Centre. The density starts to lower when you move out of the town centre area.

## Typologies



### Top 5 most common Typologies

- 1. Sutton Town Centre
- 2. Suburban Terrace
- 3. Urban Terrace
- 4. Suburban Detached / Semi
- 5. Linear Block



The highest density development and tallest buildings are located in Sutton Town Centre, close to Sutton station.



High density development and quality public realm has helped to regenerate the northern end of the Town Centre.



Sutton High Street is a CA and a HAZ and is home to many listed buildings and other heritage assets.



High quality Victorian and Edwardian development can be found on the town centre fringes.

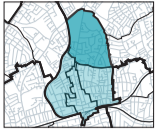


High quality low density suburban development is located immediately outside the town centre area.



The High Street has a mix of styles and high quality shops fronts that the CA seeks to protect and enhance.

## Sub-Area Analysis



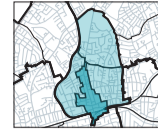
### SUTTON NORTH

#### Distinctiveness - Heritage and Key Features

- The area has two types of housing typologies - Victorian and interwar suburban semis set around two large areas of open space and woodland.
- The Sutton Garden Suburb is a high quality housing estate that was built on the garden suburb principles. Built from 1912 the houses are a variety of terraced and semi-detached houses set around small central greens with cottage style.
- Rosehill Recreation Ground and Rosehill Park West are two important high quality open spaces. Both designated as MOL, they prevent Sutton Town Centre and Rosehill District Centre from merging. Rosehill Recreation Ground also accommodates a number of formal leisure activities. Part of the site is allocated for a school. Rosehill Park West is partially a SINC (Greenshaw Wood and Rosehill Park West).
- The area is split into two by a main road that runs south from the Rosehill roundabout into the town centre.
- Public transport is limited to buses.

#### Key Issues and Opportunities

- The loss of front gardens and boundary treatments to accommodate cars has had a negative impact on character - opportunities to reinstate.
- Limited opportunities within the area for further major residential development given the high quality suburban environment and the need for family homes. However, there may be scope for some sensitive small site development in appropriate locations, such as infill.
- Rose Hill / Angel Hill is a busy major movement corridor - poor pedestrian environment, sparse planting and few crossings - opportunity to transform into an active travel corridor.



### SUTTON TOWN CENTRE

#### Distinctiveness - Heritage and Key Features

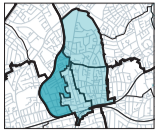
- The neighbourhood includes the largest town centre in the borough and one of only 4 Metropolitan Centres in South London.
- The High Street is a designated Conservation Area, with particular protection for shop fronts. In addition the three listed churches in the vicinity of the Civic Centre are an important feature in the town centre townscape.
- The High Street is long and linear and is surrounded by a poor quality gyratory.
- The height characteristics of the town centre ranges from 2-3 storeys on the High Street and its surrounds and up to 20 storeys plus near the station.
- Typography rises from the northern end of the town centre towards the southern end near the station.

#### Key Issues and Opportunities

- Opportunity for high density development to provide for a range of land uses.
- Opportunities for estate regeneration e.g. Beech Tree Place and Elm Grove.
- Tall buildings are appropriate in the town centre in principle but high quality design is essential.
- Significant number of Site Allocations are located across the town centres and their redevelopment is supported in the Local Plan.
- Development in the town centre should take account of the historic character and 'human scale' of high street buildings. Any taller elements should be set back to protect this characteristic.
- There are challenges in mediating between the scale of the surrounding residential neighbourhoods and the core town centre and key sites that come forward here will need to carefully consider this transition.
- The public realm should be improved in accordance with the Sutton Town Centre Public Realm Design Guide. Improvements to shop fronts in accordance with the Sutton Town Centre High Street CA Character Appraisal and Management Plan should be promoted.
- The Town Centre gyratory acts as a barrier to east-west pedestrian movements and is generally a poor quality environment - opportunities to reduce its impact on the town centre, improve its function and its general environment should be taken.
- Opportunities to introduce green spaces into the town centre should be explored to improve the character of the town centre and contribute towards climate change mitigation.







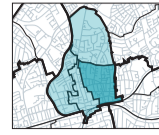
## SUTTON WEST

### Distinctiveness - Heritage and Key Features

- Sutton West's overall character is residential, with a mix of housing typologies including Victorian villas, semis and terraces, suburban semis and some Edwardian. In addition, there are some 1970s / 1980s flatted developments.
- The area includes the Beulah Road / Clarence Road ASLC that is characterised by late Victorian housing and some semi-detached early Edwardian houses. Front gardens are small with no provision for off-street parking. Also includes part of Hallmead ASLC east of railway line.
- The area is predominantly 2-3 storeys, with the exception of a number of flatted schemes of 4-6 storeys.
- There is no public open space within this sub-area but a number of important street trees.

### Key Issues and Opportunities

- The Sutton West Centre is allocated a Site Allocation in the Local Plan for educational uses and/or residential development.
- Limited opportunities within the area for further major residential development given the high quality suburban environment and the need for family homes. However, there may be scope for some sensitive small site development in appropriate locations, such as infill.
- The loss of front gardens and boundary treatments to accommodate cars has had a negative impact on character - opportunities to reinstate where typologies allow.



## SUTTON EAST

### Distinctiveness - Heritage and Key Features

- Sutton East is a hinterland between Sutton Town Centre and Carshalton.
- There are two ASLCs located in this sub-area: Newton ASLC and Victoria Road ASLC. The Newtown is characterised by two-storey Victorian terrace houses with small front gardens. Victoria Road predominantly comprises Victorian terraces with small walled front gardens.
- There is a new build housing estate that was completed in the 1980s, around Turnpike Lane, to the south of Greyhound Road. The estate is a mix of two storey houses and some three storey flats.
- The area is predominantly 2-3 storeys, with very few exceptions.
- There was a small industrial area clustered around Lind Road and Palmerston Road, although this has been significantly eroded as permitted development rights have seen most small workspaces converted to residential.
- There is no public open space within this sub-area.

### Key Issues and Opportunities

- Lack of major development sites within Sutton East
- There may be scope for some sensitive small site development in appropriate locations, such as infill.
- The loss of front gardens and boundary treatments to accommodate cars has had a negative impact on character - opportunities to reinstate where typologies allow.



## Character Based Growth Themes

### Character Based Growth Themes

#### **Transform Sutton Town Centre**

Sutton Town Centre, as a Metropolitan Centre, will continue to accommodate significant amounts of the borough's growth, including retail, offices, dining, commercial leisure and residential developments. Whilst the Town Centre will continue to be an appropriate location for tall buildings, in principle, development should protect and enhance its recognised heritage value and 'human scale' High Street. Enhancements to the High Streets should include public realm improvements, shop front improvements, consistent use of materials and appropriate greening to help tackle climate change. Public realm improvements should have regard to the Sutton Town Centre Public Realm Design Guide SPD.

#### **Delivering Council-led Generational Change in Sutton Town Centre**

The redevelopment of the Council owned sites in Sutton Town Centre, including the St Nicholas Centre, the Civic Sites and 'White Building', offer a once in a generation opportunity to positively shape the Town Centre and set an example for others to follow. In particular, the St Nicholas Centre redevelopment will deliver high-quality retail, leisure and restaurant space for new and existing businesses, modern library, college and community hub facilities including a new Civic Office, and new affordable homes for the community.

#### **New Homes and Estate Regeneration**

The Council will enable the delivery of strategic levels of housing across allocated sites in the Town Centre and will support a range of tenures and dwelling sizes. The Council will also continue to progress estate regeneration sites at Beech Tree Place and Elm Grove in the town centre and investigate the feasibility and viability of regenerating those estates on its fringes. These sites will deliver high quality, well designed new affordable homes for Sutton's residents.

#### **Improving Sutton Town Centre Gyratory**

The delivery of improvements to the town centre gyratory is a priority of the Council and will have a significant positive impact on the overall function and environment of the town centre. In particular, the Council will encourage and support measures that reduce the 'barrier' effect of the gyratory and improve east-west pedestrian movements, introduce soft landscaping and active frontages along St Nicholas Way. Redevelopment of St Nicholas Centre offers the opportunity to significantly improve the gyratory environment along St Nicholas Way.

#### **Protect and enhance Heritage Assets**

Existing character appraisals and management plans for conservation areas and ASLC should be taken into account. Opportunities for new ASLC guidance should be explored.

#### **Heritage Assets**

The designated heritage value of the area, including conservation areas, ASLC, listed buildings and locally listed buildings should be protected and enhanced. Develop design guidance for the St Helier Estate ASLC should be produced.

### Scale of Intensification

#### **Conserve**

- Sutton Garden Suburb Conservation Area
- Sutton Town Centre Conservation Area
- Grove Avenue Conservation Area
- Beulah Road / Clarence Road ASLC
- Newtown Area ASLC
- Victoria Road ASLC
- Hallmead Farm estate ASLC

#### **Enhance**

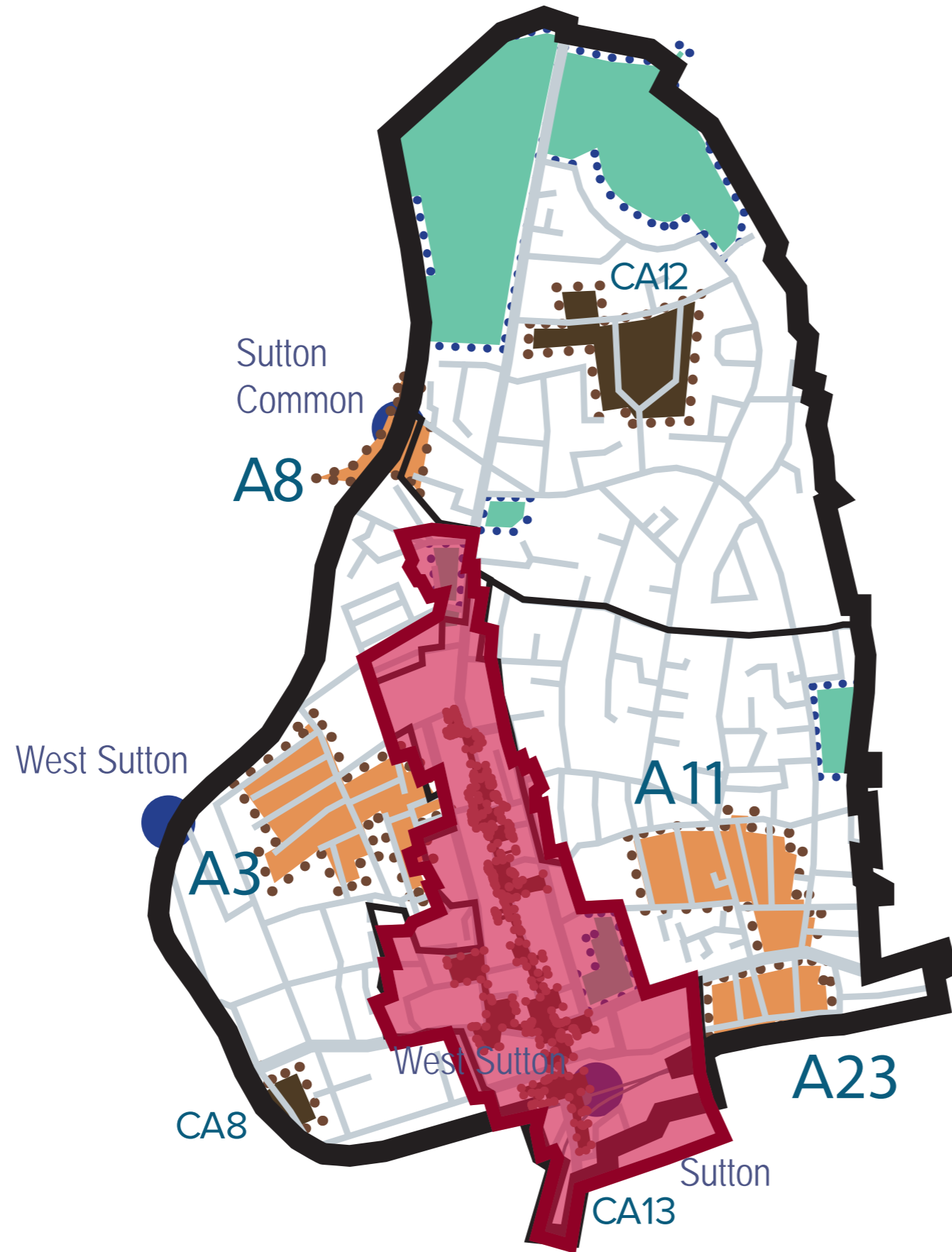
- Sutton East
- Sutton North
- Sutton West

#### **Transform**

- Sutton Town Centre
- Sutton Town Centre Gyratory

# Neighbourhood 3

## Sutton Town Centre



- Conservation Areas
- ASLCs
- District Centre
- Strategic Industrial Area
- Railway Station
- Open Space
- Conserve
- Enhance
- Transform



April 2024

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## **NEIGHBOURHOOD 4: HACKBRIDGE AND ST HELIER**

## Introduction

**5.25** Hackbridge and St Helier is located in the north-east of the borough and adjoins the boundary with LB Merton. This neighbourhood area is split into three distinctive parts: Hackbridge; The Wrythe; and St Helier.

**5.26** Hackbridge takes its name from 'The Hackbridge', the bridge which carries the Carshalton-to-London road over the River Wandle. The origin of the name goes back to the Middle Ages, and may derive from 'Hogbridge' with 'hog' meaning 'stone', and relate to a stone packhorse bridge. Present day Hackbridge is an eclectic mix of predominantly Victorian, Interwar Suburban and Modern housing, including the world famous BedZED development, alongside commercial uses in the District Centre, education uses and some remaining industry. Historically Hackbridge was home to a number of large industrial estates, as industry grew up along the River Wandle corridor. However, over time the majority of these industrial areas have been redeveloped for modern housing, which has introduced tall buildings within the area for the first time. These are clustered near the station with buildings up to 7 storeys. This has had an impact on the character of the area. Hackbridge is also a designated Neighbourhood Planning area and has an adopted Neighbourhood Plan in place. Hackbridge is well served by public transport, with a Zone 4 station located in the District Centre alongside several bus routes. The A237 (London Road) runs north-south through Hackbridge and is an important strategic road link. However, it has a negative impact on the character of the area as it is a significant barrier and divides the area in two.

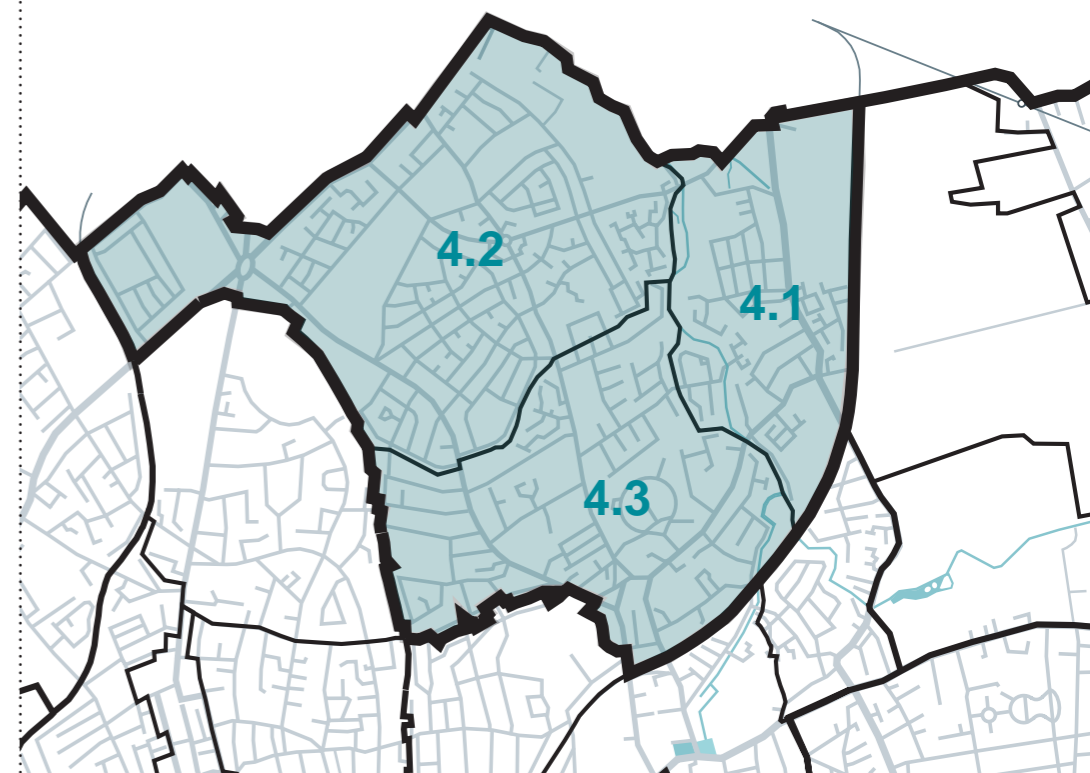
**5.27** The Wrythe, a word "Wrythe" that is thought to derive from the Old English word "rithe", meaning a stream or brook, is located on the northern fringe of Carshalton, to the south of Hackbridge and St Helier. It is home to the Wrythe Green Conservation Area, the second oldest in the borough. Until the end of the 18th Century, there was very little development but the arrival of the Carshalton rail station acted as a catalyst for growth, centred around the Local Centre. Many of the Victorian buildings remain, with significant stock also added in the interwar period, including some of the St Helier Estate. Carshalton College and Carlton Towers are notable as the only 'tall' buildings within the area (up to 8 storeys) and these are currently designated as 'Areas of Taller Building Potential'. The former Durand Close Estate, redeveloped in recent years, is a notable area of new building with the Wrythe.

**5.28** St Helier is very much characterised by the extensive Council estate that was developed in the 1920s by the London County Council (LCC) and stretches across the borough boundary with Merton. At the time, it was one of the largest local authority estates in Europe. Although the design and layout of the St. Helier Estate is based on the Parker and Unwin "cottage" architectural style, in the Ebenezer Howard "Garden City" tradition, the estate has a more formal character, albeit local materials were used when possible. There are a relatively limited number of house types within the estate. The basic house is a 2-storey terrace with a low pitched roof. In addition, there are houses designed especially to fit into tight corners sites and acute angled road intersections.

**5.29** When the estate was originally built, it was the Council's intention to provide as large an area as possible for recreation and to enhance the environmental quality of the area. The majority of the stock is original but some of the character has been lost through the paving of front gardens and removal of boundary hedges to accommodate cars. This sub-area also includes the Rosehill District Centre, which was developed at the same time as the rest of the St Helier Estate and has a consistent character with the rest of the area. The District Centre is on a major crossroads with Merton and provides direct bus routes to the Northern Line in Morden. The sub-area is home to St Helier Hospital, a large complex of up to 10 storeys in height and built in a distinctive Art-Deco style at the same time as the rest of the estate. The hospital can be seen from a number of places across the borough as it is located in one of the highest natural points of Sutton.

**5.30** There are several areas of formal heritage value within the neighbourhood including the Wrythe Green Conservation Area and a number of Areas of Special Local Character, namely: Beddington Corner; St John's Area and St Helier Estate. There are a few listed buildings within the neighbourhood too, including the Red Lion Pub in Hackbridge and Hill House in Rosehill, St Helier. Culvers House, a locally listed building in Hackbridge, is very important to local residents as it is the last remaining property of the former 18th Century Culvers Estate.

### Hackbridge & St Helier



**5.31** As the area forms part of the Wandle Valley Corridor, which stretches from Croydon, through Sutton and Merton all the way to the Wandle Delta in Wandsworth, where the River Wandle meets the river Thames, the open spaces within the neighbourhood form part of the Wandle Valley Regional Park. The largest parcels of this land, Beddington Farmlands (also Metropolitan Open Land), is located immediately adjacent to Hackbridge. Whilst this area lies within the Beddington Neighbourhood area, it is a very important open space for the Hackbridge and St Helier Community too. In addition, the open spaces that stretch through St Helier are fundamental to its character. When the estate was originally built, it was the council's intention to provide as large an area as possible for recreation and to enhance the environmental quality of the area. These open spaces within the estate give the area a special character. These open spaces range from small incidental open spaces to 'village greens' and linear open spaces along Bishopsford Road to the larger parcels such as Poulter Park.

**5.32** The area faces its own distinct challenges. Hackbridge, along with Rosehill District Centre, is a designated 'Area of Potential Intensification', has experienced significant changes over recent years, accommodating around 20% of the Borough total housing delivery, with further opportunities around its rail station. However, ensuring there is sufficient infrastructure in place will be key to facilitating any further development. There are fewer major opportunities with The Wrythe and St Helier, with focus likely to be on small site development. This will need to ensure that it respects the existing character of these distinct neighbourhoods.



## Neighbourhood Analysis

### Neighbourhood Profile

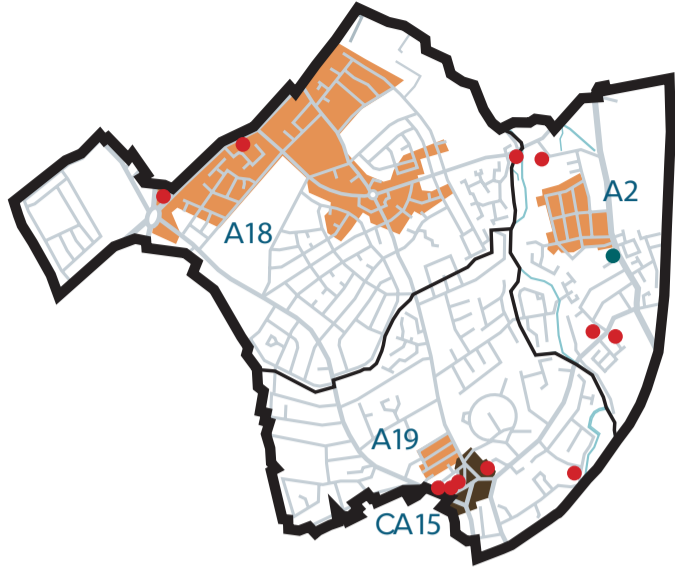
- Hackbridge and St Helier is characterised by a mix of residential typologies, from late 18th Century through up to the modern day. Historically areas such as Hackbridge were characterised by industry but this has declined in recent years.
- The neighbourhood has two of Sutton's District Centres (Hackbridge and Rosehill), both anchored by a medium sized supermarket but providing a range of other retail, food and beverage and commercial offers to local residents. Rosehill has a great number and range of shops and services but Hackbridge has greater development potential, accommodating around 20% of the borough's housing growth between 2016 and 2031. Both Hackbridge and Rosehill are designated 'Areas of Potential Intensification'
- The area has some formal heritage recognition with one Conservation Area (Wrythe Green), three ASLCs (Beddington Corner, St John's and St Helier), 10 Grade II Listed Buildings and eight Locally Listed Buildings and Structures (including several ornament Victorian Sewer vent pipes).
- St Helier is characterised by a large social housing estate that was developed in the interwar period, stretching across parts of Sutton and Merton. The Estate is built on the principles of the garden city movement and incorporates lots of open spaces, both small incidental spaces on cut-away corners and larger strategic public parks. Some of the original character has been lost through the replacement of front gardens and boundary treatments for off-street parking.
- The area is served by two railway stations: Carshalton and Hackbridge. There are several important strategic road links in the neighbourhood (the A237, A217 and the A297) but have a negative impact on character.
- There are several large areas of open space within the neighbourhood, including Poulter Park and St Helier Open Space along with a number of smaller public open spaces, such as Watercress Park, Mill Green and Wrythe Green. Collecting these spaces form part of the Wandle Valley Regional Park (WVRP). Beddington Farmlands, the largest parcel of the WVRP, is adjacent to Hackbridge.

### Issues and Opportunities

- Site allocations in the District Centres present an opportunity for high quality developments that can make a positive contribution to growth in the Borough. Any redevelopment of Hackbridge Station and the land to its north will need to consider the impact of height on the adjacent MOL. Both Centres are well served by public transport.
- Supermarket site in a prominent corner plot in Rosehill is an excellent opportunity for high quality development. However, the operated model may prevent development within the next 10-15 years.
- Development opportunities should respond positively to the heritage of the area, particularly those in the CA and the ASLCs.
- The strategic road network is important for movement within the area but it acts as a barrier to pedestrian movements, is dominant within the built environment and is negative for air quality. Opportunities to improve this environment without impacting on traffic flow could be explored.
- Ongoing protection and enhancement to the neighbourhood's open space network should be supported.
- There are Areas of Taller Building potential within Hackbridge District Centre, Rosehill District Centre and areas of the Wrythe to the south of the Conservation area (around the College and Train Station).



# Spatial Neighbourhood Analysis



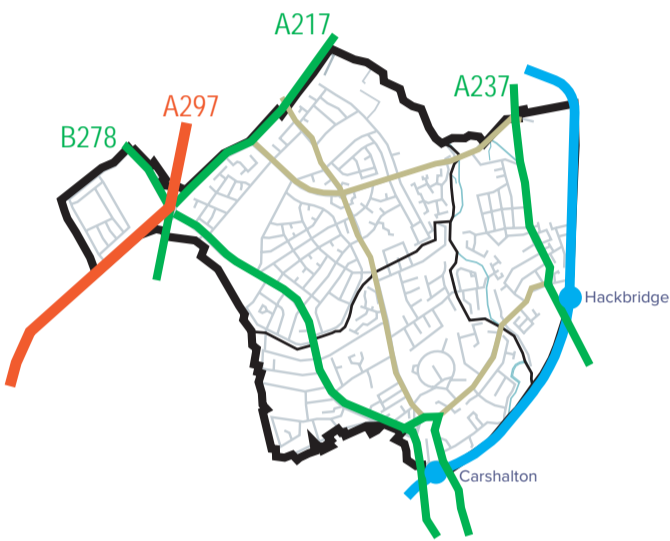
## Heritage

The Hackbridge and St Helier Neighbourhood has one conservation area, three ASLCs, 10 listed buildings and 8 locally listed buildings.



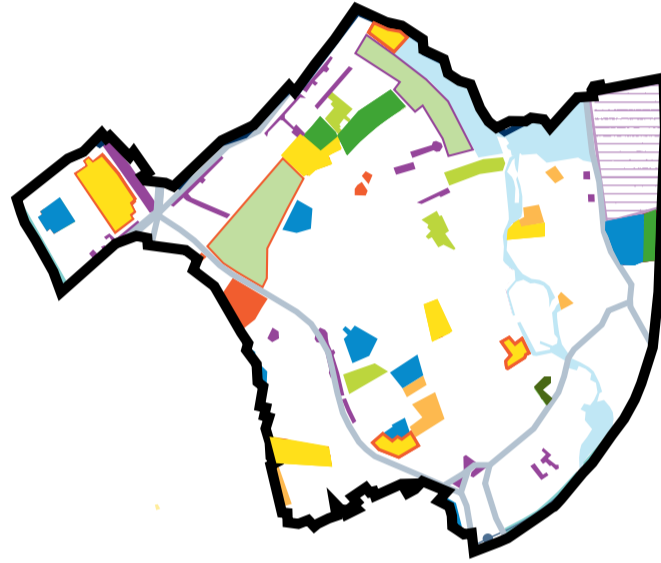
## FAR

The neighbourhood has FAR densities that are at the lower end of the scale. Predominantly, 0.1-0.4 which is considered low density.



## Transport

There are two major rail stations within the Neighbourhood; Carshalton and Hackbridge, although the PTAL values are low in a London context. These stations offer connections across the boroughs as well as services into central London. The road network includes several strategic routes.



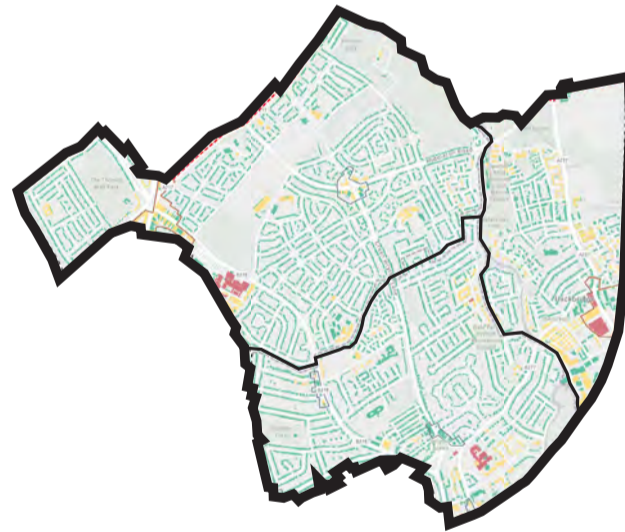
## Landscape Character

The neighbourhood area has relatively good access to public open space, with a range of green spaces from small to large offering both formal and informal recreational uses.



## Townscape Character

Large parts of the neighbourhood are characterised as "average quality" with higher quality townscape found in Hackbridge. BedZED is considered to be very good quality.



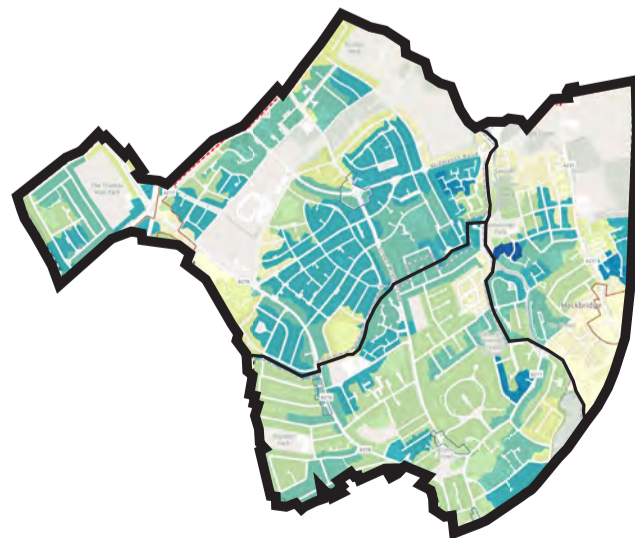
## Buildings Heights

Predominantly the neighbourhood area is 2 storey suburban residential. However, Hackbridge District Centre has buildings of up to 7 storeys in height and there are some isolated buildings in the Wrythe with taller elements (e.g. Carlton Towers)



## Town Centre Network

The neighbourhood is reasonably well served by shops and services, with two District Centres with medium sized supermarkets and five local centres.

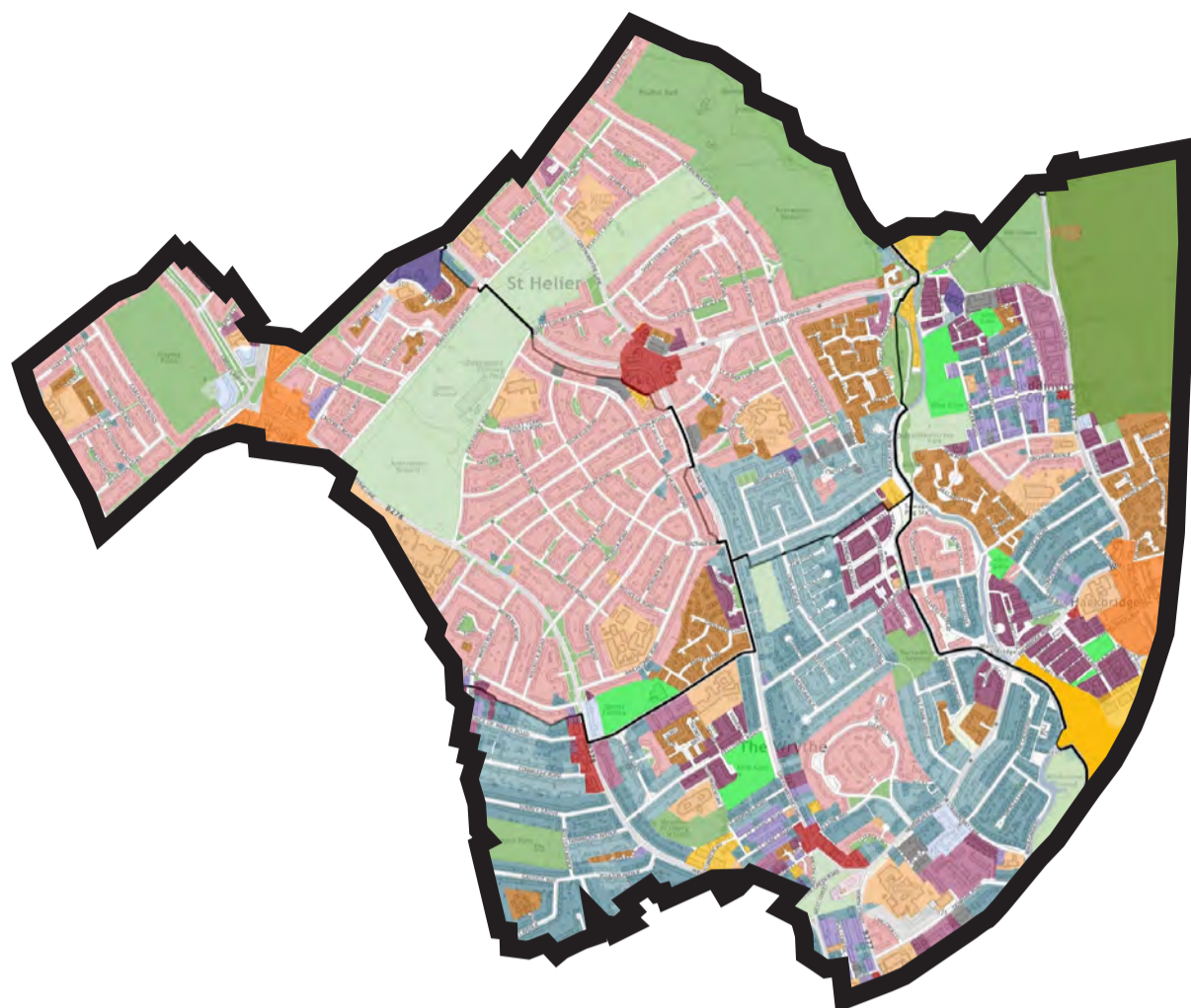


## Dwellings per Hectare

In terms of dwellings per hectare, there is a mix of densities. The highest can be found in Hackbridge where new build development has been taking place over the last 10 years.



## Typologies



### Top 5 most common Typologies

- 1. Cottage Estate
- 2. Suburban Detached / Semi
- 3. Suburban Terrace
- 4. Formal Recreation
- 5. Parks



Hackbridge District Centre has introduced tall buildings into the Neighbourhood area recently.



Parts of Hackbridge have retained good quality Victorian housing in terraces and semis.



Cottage estate typologies that were introduced in the interwar period are the predominant characteristic in St Helier.



Rosehill District centre is three storeys buildings that are consistent with the character of wider St Helier.

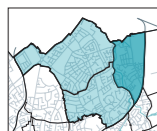


A pair of listed cottages in the Wrythe Green Conservation Area.



Suburban terraces and semis can be found across the area north of Wrythe Green.

## Sub-Area Analysis



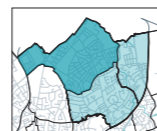
### HACKBRIDGE

#### Distinctiveness - Heritage and Key Features

- The area has three distinct types of housing - Victorian, interwar suburban and modern new build. The large area of Victorian stock has recognised heritage value and is designated as an ALSC.
- Hackbridge is home to BedZED, an internationally recognised low carbon development from the early 2000s. The scheme has a unique character, is a landmark in the area and there is a strong argument that it should be locally listed. The adjacent Hackbridge Primary school, opened in 2019, has carried on the principles of BedZED and has won multiple awards for its Passivhaus design.
- There are a number of significant housing estates that have been delivered in the last 5 years; Corbet Close, Hackbridge Green, the Wandle Valley Trading Estate and Felnex. In the case of the latter it has delivered over 800 new homes, supermarkets, public open space and other commercial units. This has introduced the tallest buildings within the sub-area.
- The neighbourhood open space of Beddington Farmlands, and Beddington Park, are both important to Hackbridge, although these are located in separate neighbourhoods.
- Whilst industrial land has been lost, there remains several designated Established Industrial Locations, the existing Restmor Way EIL and the permitted EIL in Felnex.

#### Key Issues and Opportunities

- Manage the development on site allocations adjacent to Hackbridge Station. In particular ensuring that it does not have a negative impact on the openness of the adjacent MOL.
- Opportunity to strengthen the role and function of Hackbridge District centre as a local focal point for commercial and community activity.
- London Road is a strategic road route, which also means it is traffic dominated and impacts negatively on character, pedestrian movements and air quality.
- Celebrate green spaces and ensure access to the Wandle Valley Regional Park at Beddington Farmlands from Hackbridge.
- Poor public realm and very narrow pavements in places should be improved.
- Remaining industrial land, particularly Restmor Way where permitted development rights have introduced residential, should be protected for employment uses.



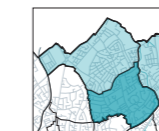
### ST HELIER

#### Distinctiveness - Heritage and Key Features

- The distinctiveness of the area is dominated by the interwar social housing, built at a reasonable high density. Parts of the estate are designated as the St Helier ASLC.
- Largely terraced housing built on garden suburb principles. Incidental green spaces provided by cut-away corners, which are characteristic of the St Helier estate.
- Heights in the area are predominantly 2 storey with some greater height in Rosehill District Centre and Middleton Circle Local Centre (3 storeys). The tallest building within the sub-area is St Helier Hospital, which is around 9-10 storeys in height. The hospital has a distinctive art-deco style.
- New build development is limited within the sub-area.
- Large areas of open spaces within the sub-area for both formal and informal recreation.
- Rosehill Roundabout is a major road junction which connects a number of strategic routes.

#### Key Issues and Opportunities

- Limited opportunities within the St Helier Estate given its distinct character and existing high densities. The properties are limited in size, so subdivision to multiple units that meet space standards is very challenging. Most infill that could take place has already been delivered.
- The proximity of the Hospital and District Centre creates parking issues across the sub-area, as it was not originally designed to accommodate mass private car ownership.
- The loss of front gardens and boundary treatments to accommodate cars has had a negative impact on character - opportunities to reinstate.
- Opportunities to deliver new housing within the District Centre at the large supermarket site. Sited on the roundabout, this has potential to be a prominent gateway site into Sutton from the north.
- Shop front and public realm improvements in the District Centre would be beneficial.



### THE WRYTHE

#### Distinctiveness - Heritage and Key Features

- The Wrythe is largely inter-war suburban housing with pockets of older Victoria housing that is concentrated around Wrythe Green in the south of the sub-area
- Wrythe Green is a designated Conservation Area, with a couple of ASLCs. The area includes the Wrythe Green Conservation Area and St John's Road Area ASLC.
- The area is predominantly 2-3 storeys, with the exception of Carlton Towers, Carshalton College and Denmark Road, that are up to 8 storeys in height.
- The former Durand Close estate has been redeveloped over the last 10 years and provides higher density new build housing, on the boundary with Hackbridge.
- The southern boundary of the neighbourhood area is bound by the railway. Carshalton Station is the major transport node with the Wrythe.

#### Key Issues and Opportunities

- The former Council offices and car park in Denmark Road is an excellent opportunity to provide residential development.
- Development in close proximity to the River Wandle has offered opportunities to enhance the riverside environment for both biodiversity and residents. Further opportunities should be explored.
- Shop front and public realm improvements in the Local Centre would be beneficial.



## Character Based Growth Themes

### Character Based Growth Themes

#### **Transform strategic sites within Hackbridge District Centre**

Two site allocations at the Station and to the north of the Station offer opportunities for further mixed-use redevelopment, including residential, commercial and potential industrial uses. This will also help support Hackbridge as a District Centre. Both sites are located within a taller building zone but consideration needs to be given to the Victorian Cottages and the proximity of MOL to the east. Development needs to consider the requirements of the adopted Hackbridge Neighbourhood Plan.

#### **Enhance and support Rose Hill District Centre**

Opportunities to intensify Rosehill District Centre, whilst protecting the interwar character which is consistent with the rest of the St Helier Estate, should be supported. Improvements to shopfronts, upper floors and the public realm would be beneficial to the character. Opportunities to redevelop the supermarket for mixed uses, including residential on upper floors, including retention of the supermarket, should be supported. Most notably removing the blank frontage of the supermarket to Wrythe Lane would significantly improve the district centre environment.

#### **Transform opportunities for small site development**

Find opportunities for appropriate small site development to contribute towards the London Plan small sites target for Sutton. The appropriateness of small site development will depend on a number of factors including the type of home, size of plot, size of block and extent of overlooking. Small site development in the St Helier Estate should respect the Cottage Estate typology that is present within the sub-area.

#### **Protect and Enhance Green Spaces**

Protect open spaces in the neighbourhood, particularly those small incidental pockets of green space that are characteristic of the St Helier Estate and identify opportunities for new green spaces. Establish green links that can connect existing neighbourhoods to the emerging Wandle Valley Regional Park in the adjacent Beddington Farmlands. Opportunities to continue enhancing the River Wandle environment and the Wandle Trail should be taken when development comes forward in its vicinity.

#### **Enhance and Improve living environment along corridors**

Improve the living environment along movement corridors, particularly the A237 through Hackbridge and the A217 through St Helier, including at-grade pedestrian crossings, street tree planting and public realm enhancements. Interventions that would improve traffic flow around Rosehill roundabout, pedestrian movement around the roundabout and across Wrythe Lane should be supported.

#### **Protect and enhance Heritage Assets**

The designated heritage value of the area, including conservation areas, ASLC, listed buildings and locally listed buildings should be protected and enhanced. Develop design guidance for the St Helier Estate ASLC should be produced.

#### **Protect and enhance Employment Land**

Remaining Employment Land, particularly Restmor Way, should be protected for industrial/employment uses. The permitted industrial land at the Wandle Valley Trading Estate and Felnex should be implemented and not lost to further residential.

### Scale of Intensification

#### **Conserve**

- Wrythe Green Conservation Area
- Beddington Corner ASLC
- St Helier Estate ASLC
- St Johns Road ASLC

#### **Enhance**

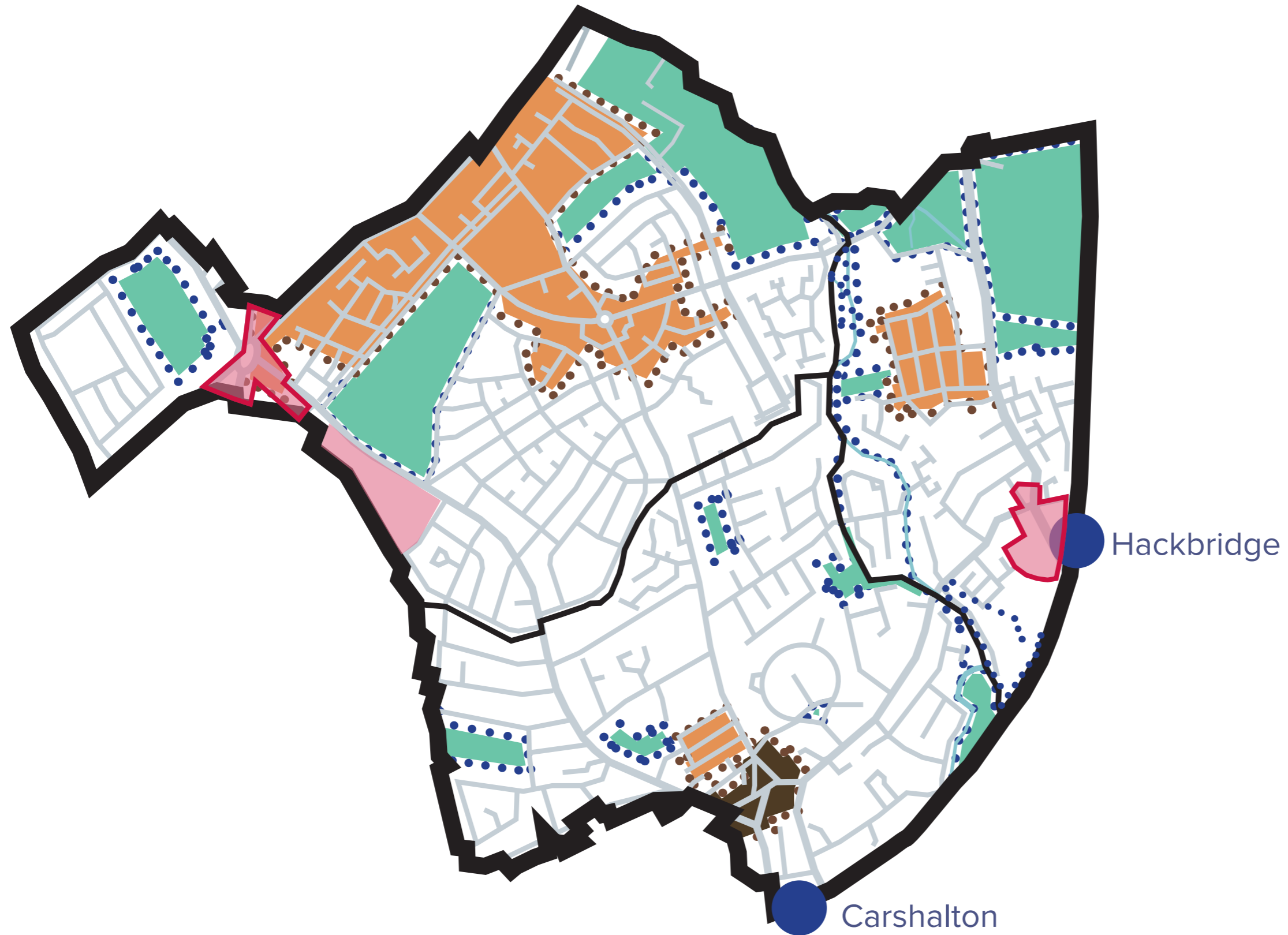
- Hackbridge District Centre
- Rosehill District Centre
- Middleton Circle Local Centre
- Wrythe Green Local Centre
- Felnex EiL
- Restmor Way EiL
- Wandle Valley EiL

#### **Transform**

- Land to the North of Hackbridge Station
- Hackbridge Station
- Supermarket at Rosehill (Local Plan 2018 Site Allocation S41)
- St Helier Hospital

# Neighbourhood 4

## Hackbridge & St Helier



- Conservation Areas
- ASLCs
- District Centre
- Strategic Industrial Area
- Railway Station
- Open Space
- Conserve
- Enhance
- Transform



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## **NEIGHBOURHOOD 5: NORTH BEDDINGTON**

## Introduction

**5.33** The North Beddington neighbourhood is located in the north-west of the borough and adjoins LB Merton to the north and LB Croydon to the east. It is divided into three sub-areas: Beddington Industrial Estate, Beddington Farmlands and Beddington Park.

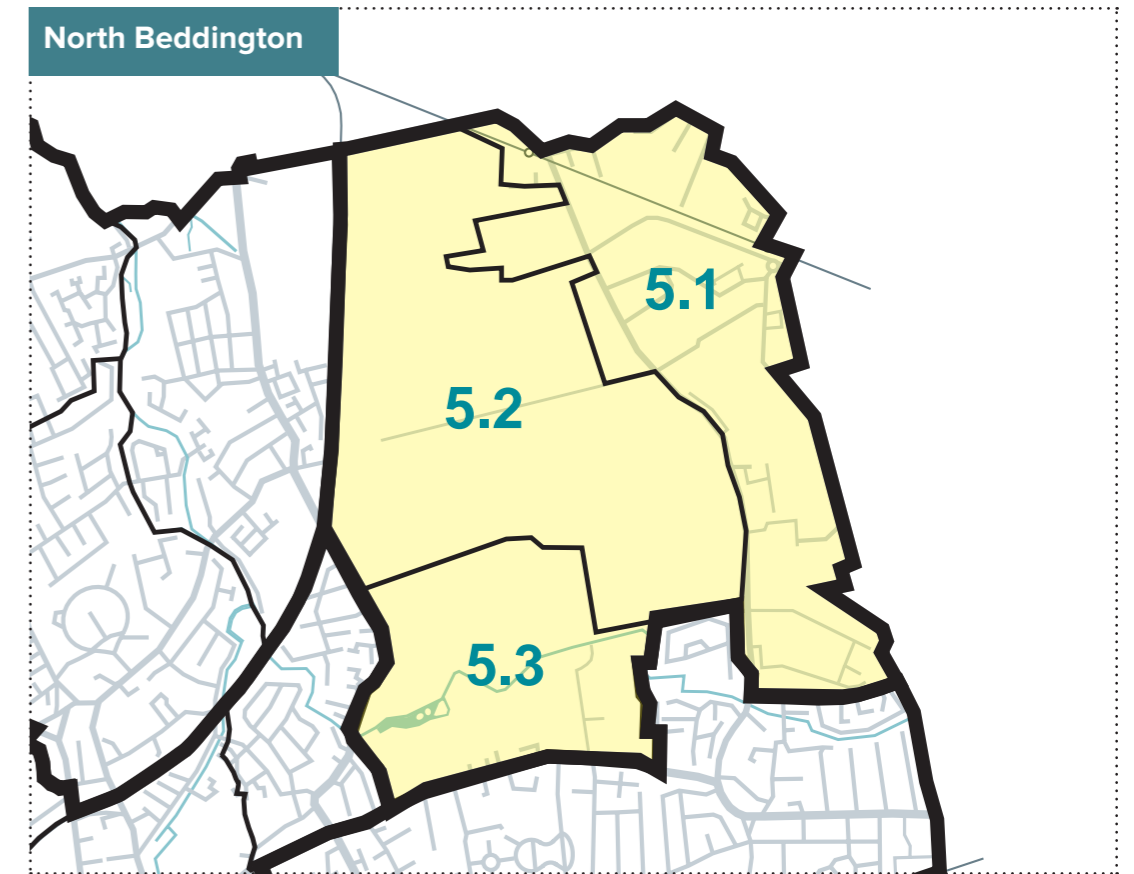
**5.34** Beddington Industrial Estate sub-area encompasses a large area of Strategic Industrial Land (SIL), mainly located to the east of Beddington Lane. It also includes the Energy Recovery Facility, which is a prominent feature within the area. The SIL is characterised by a range of buildings of various sizes and designs. From smaller industrial units to modern campus style bulky units. There are also a few pockets of residential uses. A small area of housing to the south falls within Beddington Village Conservation Area.

**5.35** Both Beddington Farmlands and Beddington Park sub-areas are largely open, including an extensive tract of Metropolitan Open Land. They are also open spaces safeguarded for the Wandle Valley Regional Park.

**5.36** The Beddington Farmlands sub-area lies to the west of Beddington Lane. It was formerly common and agricultural land, and has had a history of use for sewage treatment and later for gravel excavation and landfill. Water treatment works continue to occupy part of the site. There is also evidence of early settlement, with a Scheduled Monument designation at the site of a Prehistoric enclosed settlement and minor Roman-British villa. The former gravel extraction and landfill site is being transformed into a nature reserve and public open space, as required by a planning condition for the planning permission for the adjacent Energy Recovery Facility. This is being achieved by restoring a number of habitats creating wet grassland, lakes, reed beds, meadowland and heathland. This will maintain the open character of this area.

**5.37** Beddington Park lies to the south of Beddington Farmlands. It was once part of a former Tudor deer and an 18th century designed landscape associated with the former Manor House now known as Carew Manor. An area of former parkland along Croydon Road was developed for housing and Wallington Grammar School. However, most of the parkland was saved from further development when it was bought by Canon Bridges in 1871. The area of the current public park was gradually acquired by the council over a number of years from 1904. The park has a high quality landscape, it is designated a historic park and garden and conservation area (Beddington Park and Carew Manor Conservation Areas).

**5.38** Beddington Lane serves this area, as a B road it is often busy with traffic congestion. The SIL is characterised by a range of buildings of various sizes and designs. From smaller industrial units to modern campus style bulky units. There are also a few pockets of residential uses. The SIL is served by the Beddington Lane and Therapia Lane tram stops.

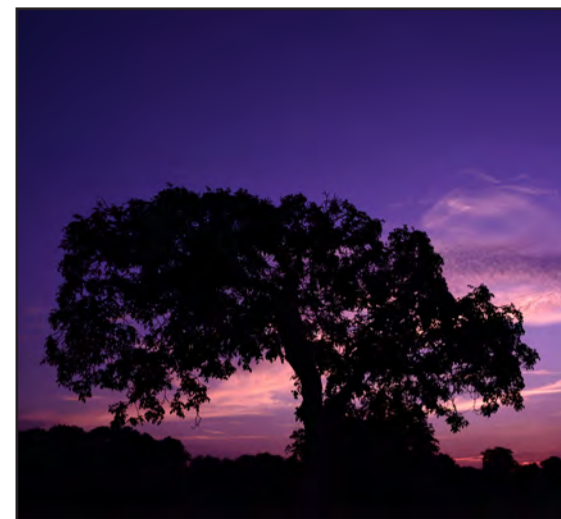


### Neighbourhood Profile

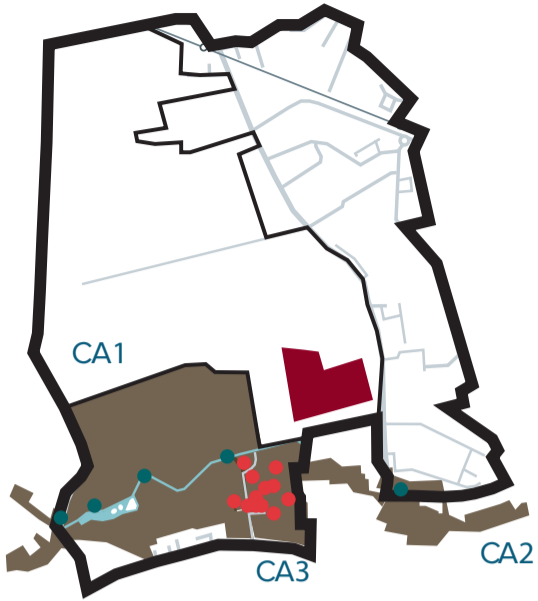
- North Beddington is situated in the north eastern edge of the borough. The area is shaped by the open spaces and open areas of land of Beddington Park and Beddington Farmlands. This neighbourhood makes a significant contribution to the open feel and overall biodiversity of the borough. The area also has a cluster of industrial uses in the Beddington Strategic Employment Area and the recent addition of the Energy Recovery Facility.
- Beddington Strategic Industrial Location contains a range of industrial uses, with the modern coarse urban grain of the warehouses and industrial buildings in contrast to the open land to the west and south at Beddington Park and Farmlands. The Beddington SIL is surrounded by a green buffer which provides a noise and sound barrier to the wider area.
- In terms of built development there is a limited amount of housing, located in small pockets across the area. The housing in this neighbourhood ranges from urban terraces like Therapia Lane, suburban terraces in Oakmead Road and Brookmead Road, modern style rebuilt Beddington Cottages in Beddington Park, and modern cul-de-sacs and flatted development along Croydon Road.
- The neighbourhood falls within the Wandle Valley. Parts of this neighbourhood have been renewed. Improvements have included new housing at Richmond Green, efficient use of employment land at Beddington Strategic Industrial Location and the area will see in the future the opening of the Beddington Farmlands Nature Reserve.
- The neighbourhood contains most of Beddington Park and Carew Manor Conservation Areas, and a small part of Beddington Village Conservation Area along Richmond Road. In addition, Beddington Park is also locally designated historic park and garden. There are a number of heritage assets, including a Scheduled Monument (a Roman villa site) east of Beddington Park, and a number of listed and locally listed the Grade I Listed Great Hall at Carew Manor and Grade II\* Listed St Mary's Church.

### Issues and Opportunities

- The area is predominantly open space and industrial land, with very limited opportunities for new housing. The open space is designated Metropolitan Open Land and safeguarded space for the Wandle Valley Regional Park. Beddington SIL is not an attractive location for additional housing as these uses are not complementary to the adjoining noisy, polluting industrial uses and constant vehicle movements servicing these units
- Opportunities to improve the existing network of open spaces and connections by foot and cycle in Beddington Park, across the new Beddington Farmlands Nature Reserve and Wandle Valley Regional Park should be explored.
- Connectivity which links the Beddington SIL to adjoining residential area south of Richmond Road, Chiswick Close, Richmond Green, Mortlake Close and Wandle Road and Wandle Bank could be enhanced. This to allow access to the Carew Manor Conservation Area. This would help to link the SIL to the nearby open spaces in Beddington Park, Carew Manor Conservation Area and Wandle Valley Regional Park. Better connectivity could allow intensification of the residential use in the south east of the neighbourhood.
- Beddington's planned nature reserve offers a potential to make the neighbourhood a destination for wildlife tourists. Wildlife tourism will bring an economic boost for the hospitality industry locally. Therefore seeking ways of bringing this nature reserve forward earlier will enable residents and visitors access to the important and much needed open space.
- Beddington SIL is mainly contained by Beddington Lane B272. Beddington Lane creates severance between the SIL and Beddington Farmlands. By addressing the severance, through better pedestrian links and crossing points, reducing poor air quality and noise created by traffic congestion on this road would allow the movement of people between these areas. This would allow workers and residents in pockets of housing in the SIL the opportunity to access open space and improve wellbeing. Overcoming severance would enhance the quality of edge of the industrial area.

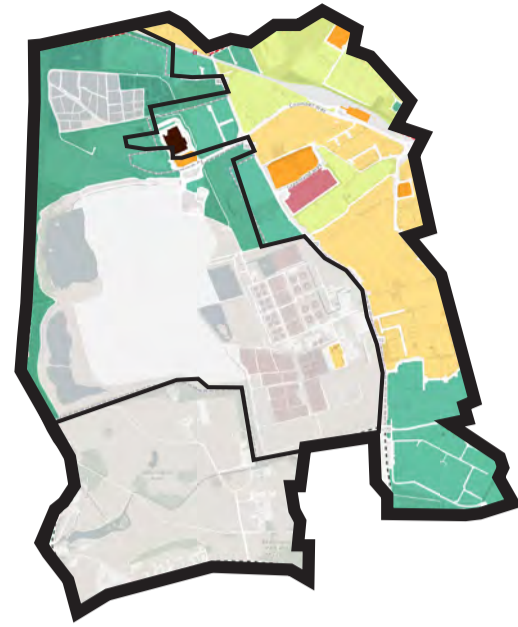


# Spatial Neighbourhood Analysis



## Heritage

Most of Beddington Park and Carew Manor Conservation Areas, and a small part of Beddington Village Conservation Area falls within the neighbourhood area. There are many listed buildings including the Grade I Listed Great Hall at Carew Manor and Grade II\* Listed St Mary's Church.



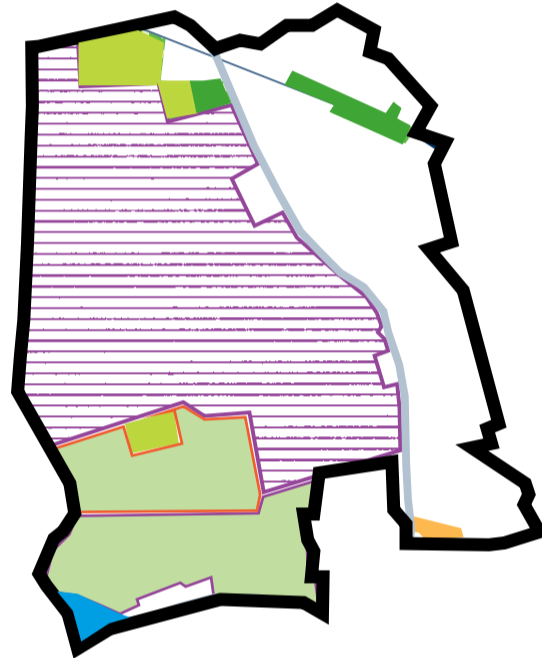
## FAR

Beddington Farmlands and Beddington Park have relatively low FAR. Beddington Industrial Area the FAR is significantly higher. The recent Prologis Park has the highest FAR 5-13, illustrating a high density industrial development. In other parts of Beddington Industrial Area the FAR ranges from 0.4-0.7 to 2-3.



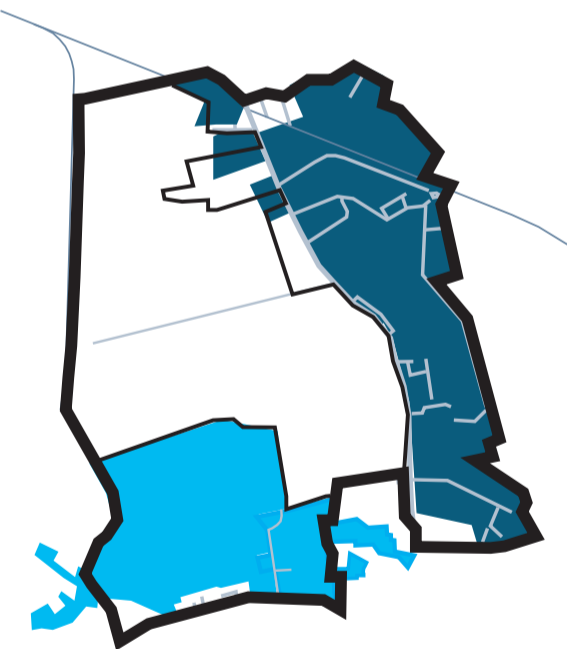
## Transport

A237 & B272 London Distributor Road and A232 Strategic route. Also, North Beddington is the only neighbourhood that is served by Tram.



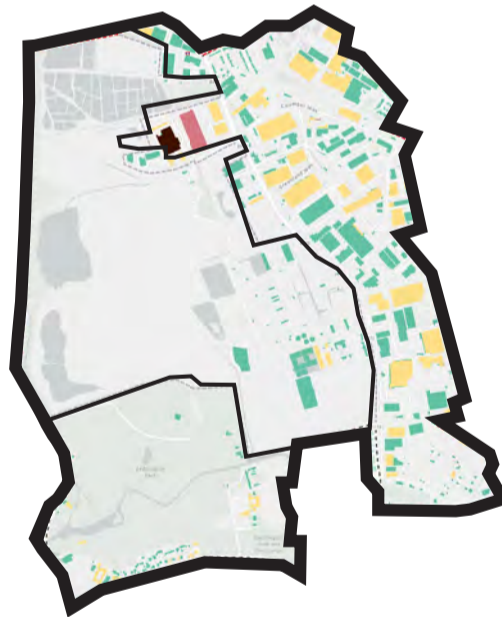
## Landscape Character

Beddington Park is an important area of parkland - with formal and informal playing fields providing both local and borough wide provision. Beddington Farmlands is a current and former aggregates extraction site. Beddington Industrial area is a built up area with only a small area of allotments to the south and small pockets of mature woodland close to the Tram line in the north.



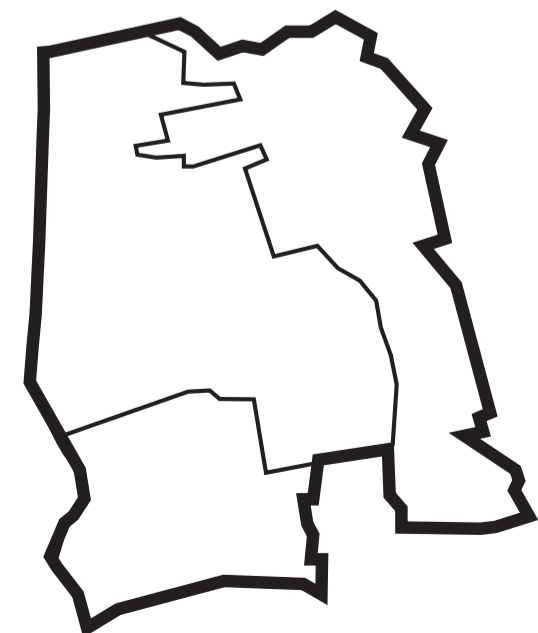
## Townscape Character

Beddington Park and Farmlands are open in character and consist of a number of open spaces.



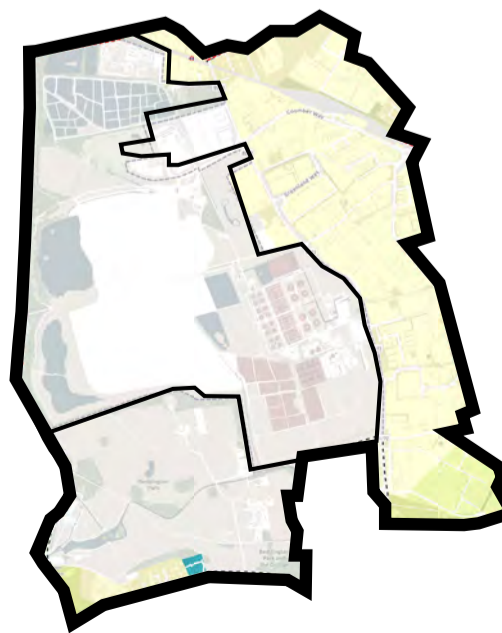
## Buildings Heights

There are only a few buildings in the Beddington Park and Beddington Farmlands area. These buildings are mainly less than 3 storeys in height.



## Town Centre Network

No centres exist. Commercial and industrial uses in Beddington SIL including a large supermarket.

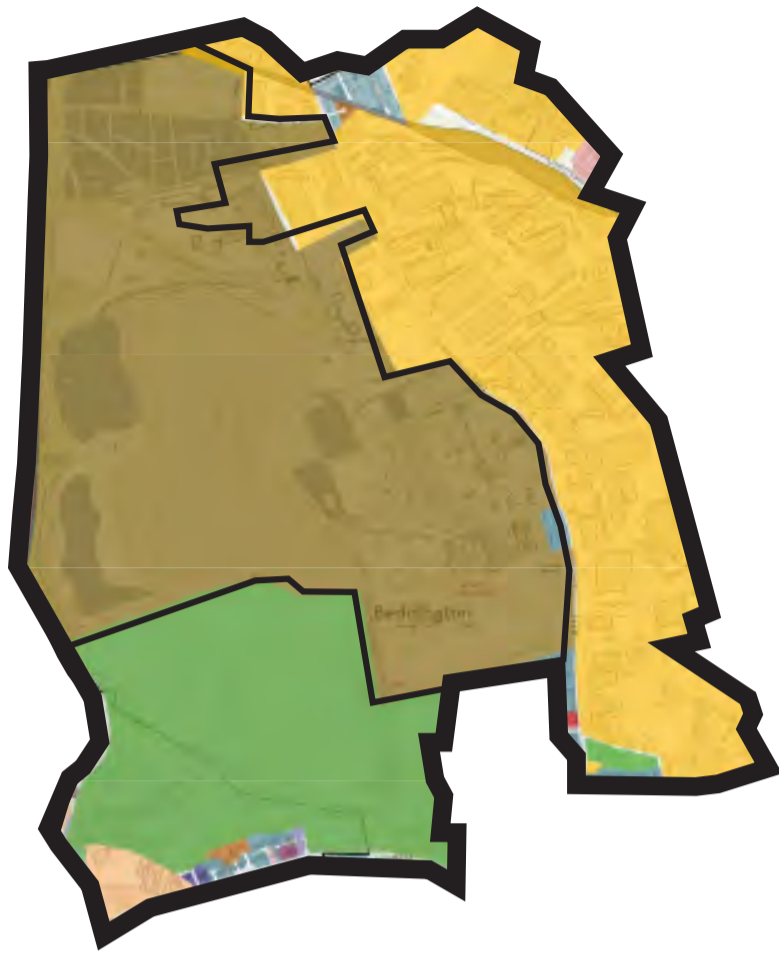


## Dwellings per Hectare

The Allies and Morrison Tall Buildings Study shows there are 0-10 dwellings per hectare across the majority of the area. Residential development of 10-20 dwelling per hectare on the (south eastern edge) and a small cluster of dwellings at 40-50 Bloxworth Close.



## Typologies



### Top 5 most common Typologies

- 1. Land Management
- 2. Industry
- 3. Parks
- 4. Suburban Detached / Semi
- 5. Institutions



Brookmead Road and Oakmead Road represent a couple of residential streets north of the Beddington SIL.



Therapia Lane is a single street in the heart of the Beddington SIL - with historic terraced housing.



Beddington Cottages rebuilt using some original features of the earlier Beddington Cottages



Beddington Industrial Estate is the largest industrial area in Sutton and is characterised by large box industrial units.

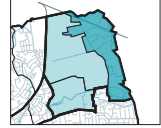


In recent years lots of sites in Beddington SIL have come forward for redevelopment, providing new and modern industrial premises that meet modern needs. This image shows a recent development on Redhouse Road.



Beddington Park is a large public park that connects with the Beddington Farmlands to the north. The park is historic and has a range of features: open grassland, woodland, lakes and recreational facilities.

## Sub-Area Analysis



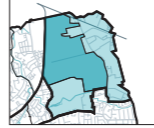
### BEDDINGTON INDUSTRIAL AREA

#### Distinctiveness - Heritage and Key Features

- The Beddington Strategic Industrial Area, forms the northeastern part of the borough boundary. This area has many commercial, business and service uses. It is bordered by Purley Way Industrial Estate in LB Croydon to the east. Whilst these two areas are separated by a borough boundary, the perception is that this is one single industrial estate and it functions as a single market. However, due to the proximity of Beddington SIL to Croydon, many industrial sites are marketed as Croydon. Beddington SIL and Purley Way benefit from close proximity to each other. Together these areas form an important, well known and industrial/commercial area.
- On the western boundary of this sub-area and Beddington SIL is Beddington Lane B272. The severance effect of Beddington Lane B272. The Beddington Strategic Industrial Land (SIL) is largely contained by this road except for three areas: Brookmead and Beddington Lane Industrial Estates and the new Prologis Industrial Estate (further south to the Brookmead Estate) built on the former water treatment plant.
- The area is bordered by Croydon Tramlink running east to west across the north part of the sub-area and Beddington Lane B272 running north to south. Where these routes cut through the area, different industrial estates have formed. The location of these estates close to transport infrastructure offer cheap land values, good connectivity allowing the efficient distribution of goods.
- The industrial character of the area is built up. There is only a narrow area of green infrastructure in the sub-area. This is Therapia Rough, Site of Importance for Nature Conservation, also designated as a green corridor around Croydon Tram link depot, former train line.
- Despite Beddington Lane B272 cutting through the area, with various bus routes and stops, accessibility by public transport is below average. Therapia Lane tram stop however provides a good public transport link as reflected by a small area with a higher than average PTAL score of 3.
- Access to the SIL is by Beddington Lane B272, this is a single road which is subject to traffic congestion creating noise and air pollution.

#### Key Issues and Opportunities

- Beddington SIL offers opportunities for site specific intensification (in the central area and eastern part of the SIL) and larger scale intensification through site assembly. All large scale retail/sui generis uses provide scope for reconfiguration and stacking of floor space to secure additional employment uses. In parts of the SIL opportunities have been identified to increase building heights to intensify the industrial capacity of the area.
- Constraints include pylons and power cables that originate from the Beddington Lane electricity substation in the very south of the SIL.
- Poor air quality and noise pollution along Beddington Lane B272 and across the SIL. This creates a poor quality living environment for local residents in the existing pockets of housing in the area. The severance created by this road needs to be addressed to increase connectivity.
- Beddington Lane requires investment to create a safer, more attractive pedestrian environment and efficient road layout. The proposed road improvement scheme offers the opportunity to increase capacity on this road by securing improved bus stopping facilities and better access to Beddington Lane tram stop.



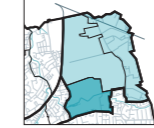
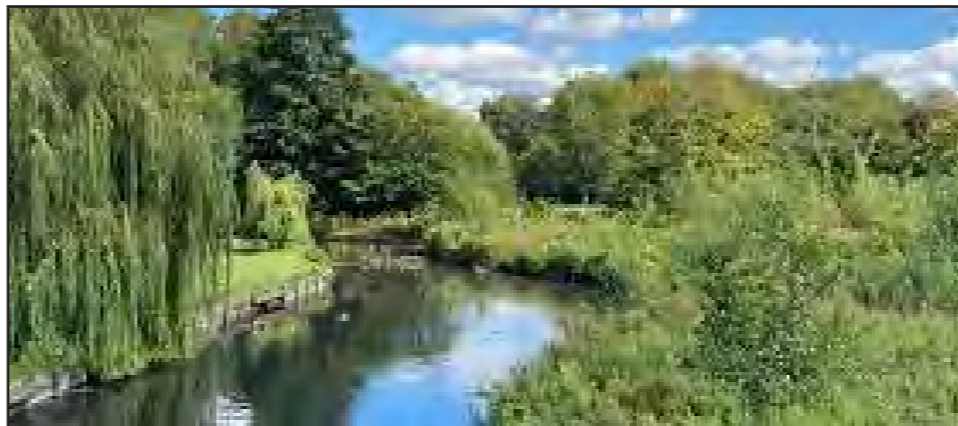
### BEDDINGTON FARMLANDS

#### Distinctiveness - Heritage and Key Features

- The Beddington Farmlands sub-area is characterised by its open nature. Beddington Farmlands is a former landfill site and is also occupied by a large Energy Recovery Facility, which is currently being restored to create a large new public open space and nature reserve. The site covers an area of 161 ha. Habitats will comprise wet grassland, lakes, reed beds, meadow land and heathland.
- Together with adjacent green spaces, Beddington Park forms one of the largest continuous green spaces in Sutton and London. The area designated as an urban green space, Metropolitan Open Land, Metropolitan Green chains and a Site of Importance for Nature Conservation (Site for Borough Importance Grade I) this offers protection to maintain the open feel and biodiversity of the area.

#### Key Issues and Opportunities

- The area has a low PTAL score with poor access to the area once the nature reserve is completed there will be more opportunities for walking and cycling routes around the open spaces (outside any sensitive areas for nature).
- The peaceful character of the emerging nature reserve, provides the chance to observe wildlife and for residents and visitors to enjoy the tranquillity of the area. This site will be of metropolitan significance and will offer high biodiversity and recreational value once completed and opened to the public. It will attract visitors to the area and support the local economy.
- This network of open spaces is valued for biodiversity, green infrastructure and climate change resilience.



### BEDDINGTON PARK

#### Distinctiveness - Heritage and Key Features

- This area is characterised by its open parkland and historic buildings dating back to the mediaeval period. There are two adjoining Conservation Areas in this sub-area; Carew Manor and Beddington Park. Beddington Park a former Tudor deer park with landscaped grounds of Manor House (now known as Carew Manor).
- Beddington Park and The Grange are locally designated historic parks and gardens, these are part of the Wandle Valley Regional Park, as well protected by the designation of Metropolitan Open Land and Metropolitan Green Chains.
- The area has many historic buildings and structures including the borough's only Grade I listed building, the Great Hall at Carew Manor, and two Grade II\* listed buildings. The parkland is also important in forming the setting for historic buildings particularly Carew Manor.
- The eastern boundary of the area is B727 Beddington Lane, this is the main road into the area. The western boundary of the area has the railway as its boundary.
- The Wandle River is a key landscape feature that runs through the sub area and the wider area forms part of the Wandle Valley Regional Park, feeding the Grange Lake. Beddington Park provides high quality and popular open space in the north eastern part of the borough.

#### Key Issues and Opportunities

- Open spaces, historic buildings and sporting facilities add to this unique public open space. In order to maximise the recreational potential and create a well-connected sub-area, opportunities should be sought to create new walking and cycling routes throughout the area, particularly to link in to any new public open spaces at Beddington Farmlands. This will ensure the character and function of this area can continued to be enjoyed.
- Important to maintain and enhance the listed and local listed buildings, ancient monuments in order to protect the unique character and building and structures in the area.
- Protection offered by Metropolitan Open Land designations mean future development will be managed to ensure the open feel of the area is not eroded.

## Character Based Growth Themes

### Character Based Growth Themes

#### **Transform Beddington SIL**

Beddington SIL Industrial growth offers some site specific intensification and larger scale intensification through site assembly. Opportunities for multi-storey industrial development should be explored.

#### **Enhance Green Infrastructure**

Seek opportunities to improve green infrastructure across the area should be sought, including opportunities to enhance biodiversity, provided they do not detract from the formal character.

#### **Enhance North Beddington to create a well-connected place**

Create new and alternative walking and cycling links to the sub areas in the Beddington North neighbourhood. Beddington Farmlands Nature Reserve once opened to the public will become a focal point for residents and visitors, so these walking and cycling routes need to be prioritised increasing permeability across the neighbourhood. Address severance caused by road and rail infrastructure and increasing connectivity. Increase permeability across Beddington SIL and across the sub-areas creating better access to Beddington Industrial Area, Beddington Farmlands and Beddington Park.

#### **Transform and maximise the potential Beddington Farmlands Nature Reserve**

The transformation of this site to a Nature Reserve will provide a range of benefits. Enhanced access to the area for local residents having a positive impact on health and well-being and adding to the recreation offer locally.

#### **Conserve Beddington Park's Heritage**

The listed, locally listed, unlisted of merit buildings and structures within Beddington Park and Carew Manor Conservation Areas should be protected and conserved.

### Scale of Intensification

#### **Conserve**

- Beddington Park Conservation Area
- Carew Manor Conservation Area
- Grade I listed Great Hall and Grade II listed Carew Manor
- Grade II\* St Mary's Church
- Dovecot Scheduled Ancient Monument
- Stone and Flint Bridge - locally listed building
- Scheduled Ancient Monument adjacent to Roman Villa
- Cottages associated with Beddington Park
- Building associated with the former estates such as West Lodge, Lodges Croydon Road
- Victorian development along Church Lane
- Gothic style Canon Bridges
- The Grange Lodge unlisted building of merit
- Bridge and Rockery Smee's Garden Grange Park locally listed building

#### **Enhance**

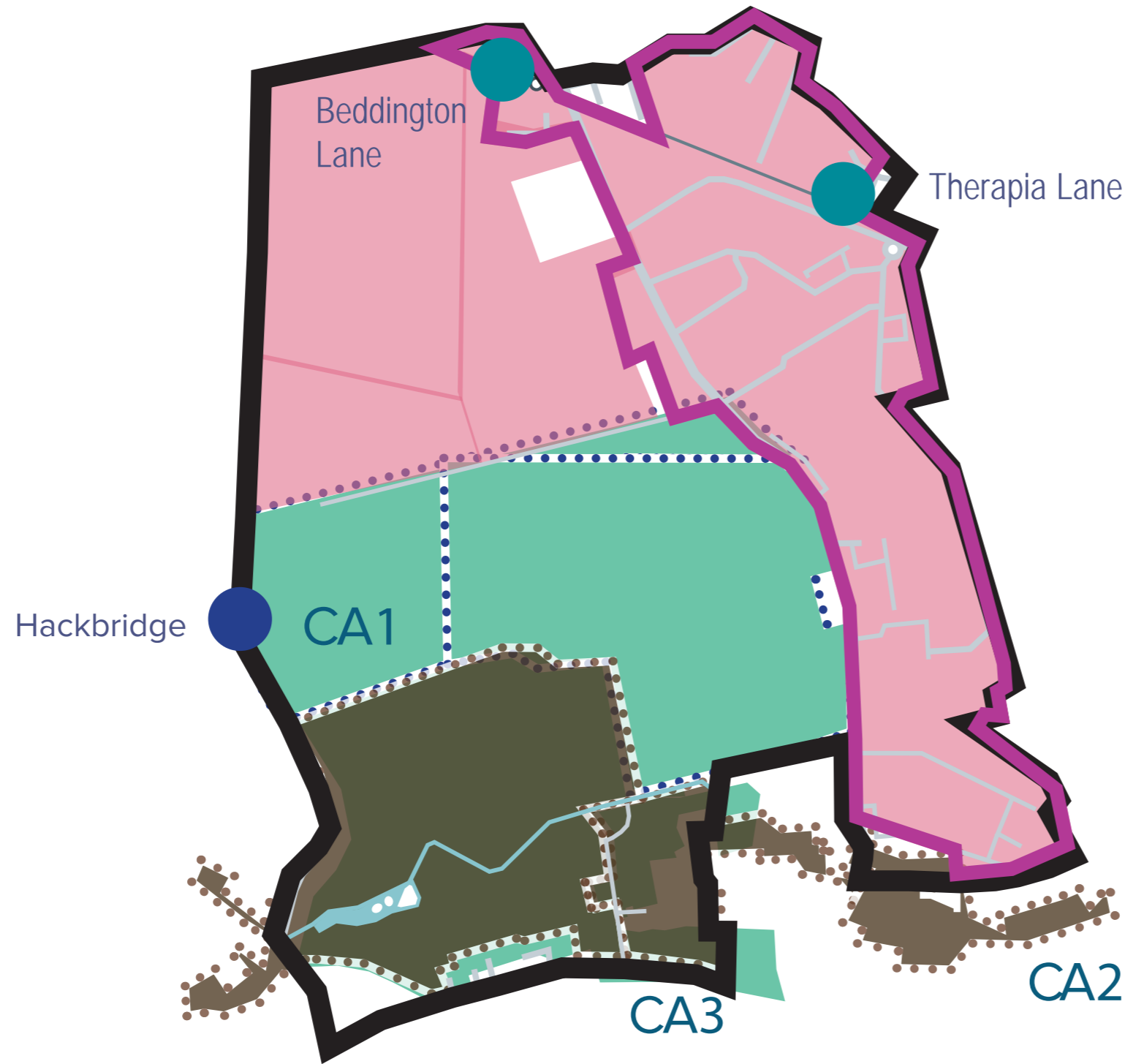
- Build better connections between the sub-areas Beddington Industrial Area, Beddington Farmlands, Beddington Park address the severance caused by Beddington Lane A272.
- Connections between Beddington Farmlands Nature Reserve, Beddington Farmlands and Beddington Industrial Area.

#### **Transform**

- Intensify Industrial uses in parts of Beddington Industrial Area.
- Maximise the potential of Beddington Farmlands for nature tourism.

# Neighbourhood 5

## North Beddington



- Conservation Areas
- ASLCs
- District Centre
- Strategic Industrial Area
- Railway Station
- Open Space
- Tram Stop
- Conserve
- Enhance
- Transform



April 2024

Not to Scale

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London Borough of Sutton 100008655X2024

## **NEIGHBOURHOOD 6: CARSHALTON**

## Introduction

**5.39** Carshalton is located in the centre of the borough. This neighbourhood comprises six distinctive parts: Westmead Road, Carshalton Village, Westcroft Road / London Road, Carshalton Park, Carshalton Beeches and Orchard Hill.

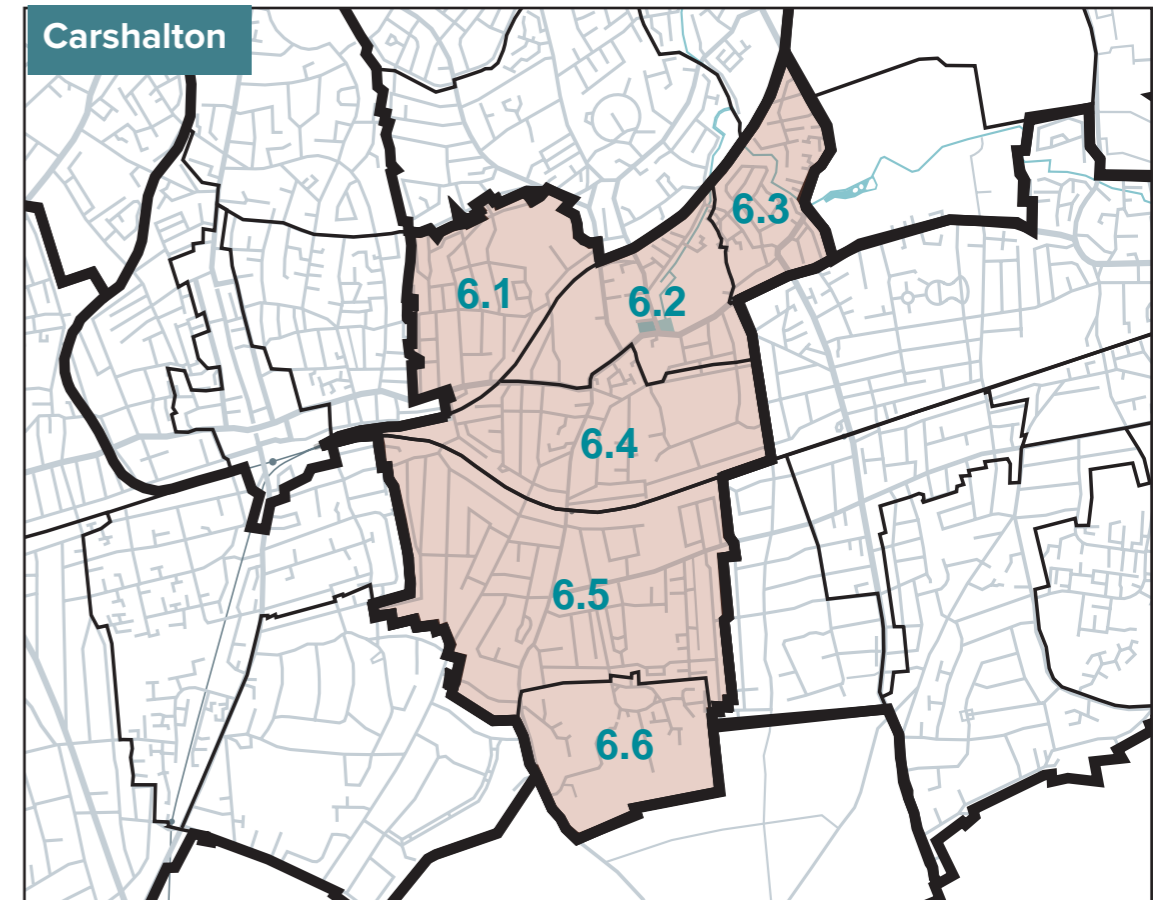
**5.40** Carshalton stands on the spring line at the foot of the North Downs, and was one of the early spingline settlements in the borough. The early name of Carshalton was Aultone (from 'aweltone' meaning spring) and the Carsh (or Kers/Cres) was derived from the watercress or 'kerse' that grew in the springs. Historically, the chalk streams of the Wandle powered a number of mills in the area which developed into industrial sites. The settlement grew in size, with a number of larger estates (including for the mill owners) and more densely developed housing for workers. Further development followed the construction of the Sutton to Mitcham railway line in the 1860s with a station at Carshalton. Larger scale suburban development began in the 1890s, as the larger estates were subdivided and developed. The area was further served by a new station at Carshalton Beeches on the Croydon-Epsom line in 1906. The area developed very rapidly in the 1920s and 1930s and the surrounding rural landscape was replaced with interwar suburban housing. A number of the former larger houses and/or their grounds remain today forming the key open spaces in the area such as the Carshalton House Estate, now St Philomena's School, The Grove and Carshalton Park.

**5.41** Carshalton Village lies along the historic street pattern formed by the A232 (High Street and Pound Street) around the intersection with West Street and North Street. The focal point of the village are the ponds overlooked by the Grade II\* Listed All Saints Church, which is medieval in origin with later additions, and Grade II listed Honeywood Lodge. The village comprises a mix of building types, including timber framed houses from the Middle Ages, and brick and timber weatherboard houses from the 17th, 18th and 19th centuries. It contains many Listed and Locally Listed Buildings, and an historic park and garden which contribute to the historical significance of the area. It was the first conservation area designated within the borough in 1968. Carshalton District Centre is centred on the High Street and has a mix of historical development.

**5.42** Carshalton Park and Park Hill Conservation Areas to the south were designated in 1993, Carshalton Park CA includes the park and surrounding residential properties, which are mainly interwar, which formed part of the former estate. Park Hill is a small CA containing a number of substantial Victorian villas. Beddington Park Conservation Area covers a small area of Carshalton adjacent to London Road was designated in 1970 It includes land which fell within former manor house estates and currently includes open spaces at Elm Grove, Lakeside Pond, Manor Gardens and Wandle Side allotments and remaining 18th and 19th century buildings.

**5.43** Generally, areas surrounding Carshalton Village to the west around Westmead Road, to the south at Carshalton Beeches and Carshalton on the Hill, are characterised by two storey interwar suburban housing. There has been some redevelopment and infill with generally two storey cul-de-sac housing, and some higher density development with mainly 3 storey flatted development. An exception is found at Radcliffe Gardens with purpose-built 5 storey blocks set in an area of open space bordered by mature trees. There is also interwar suburban housing east of Carshalton village between the railway line and Beddington Park. There are also later developments of mid-late 20th century housing. A large area of former mills/ industrial uses along Mill Lane and east of The Grove was redeveloped for housing in the 1990s and 2000s.

**5.44** The southern part of Carshalton neighbourhood encompasses land that was the site of the former Queen Mary's Hospital for Children which was built in 1908. Most of the hospital site closed in 1993, and the remaining Orchard Hill Hospital service later closed in 2009. The whole hospital site has been redeveloped for housing in the 1990s and 2000s and Oaks Park High School. Most of this area falls within the Metropolitan Green Belt including open areas of woodland and parkland at Wellfield Plantation, Queen Mary's Woodland and Queen Mary's Park. It also includes some housing, Oaks Park School, a care home and church.



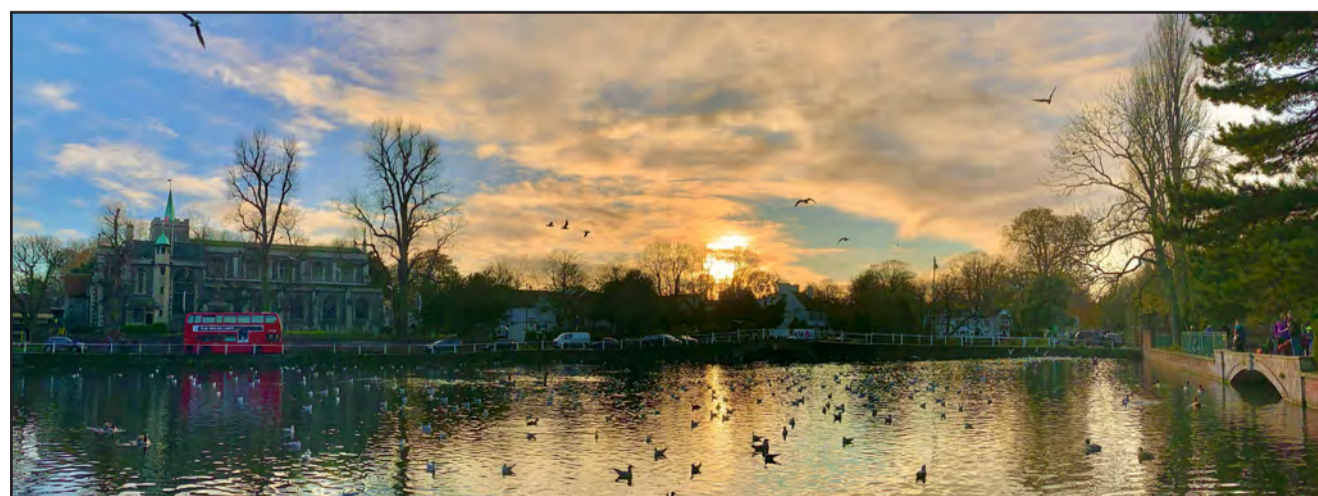
## Neighbourhood Analysis

### Neighbourhood Profile

- Carshalton is predominantly residential - it centres on a historic village, surrounded by substantial interwar housing and a number of larger recent housing developments on former industrial/hospital sites
- The area is rich in heritage with four Conservation Areas (Carshalton Village, Carshalton Park, Park Hill and part of Beddington Park), one Area of Special Local Character (Sutton Highfields), three Historic Parks and Gardens, one of which is nationally designated (Carshalton House/ St Philomena's School, Carshalton Park and Grove Park), one scheduled ancient monument (a Late Bronze Age enclosure), five Grade II\* Listed Buildings, 90 Grade II Listed Buildings and 20 Locally Listed Buildings and Structures.
- Carshalton District Centre is one of the borough's smaller district centres, providing a range of retail, service and leisure uses including food and drink premises and an arts venue. It is linear in nature running along the High Street and falls within Carshalton Village Conservation Area. There is varying quality in built development ranging from Victorian and earlier buildings at the western end, to mid-20th and 21st century redevelopment towards the eastern end.
- The area is served by two railway stations: Carshalton and Carshalton Beeches They lie on separate rail lines running between central London and Epsom/Epsom Downs in Surrey. The A2332 runs through the area forming the main strategic east-west route through the borough. It is narrow in places, particularly in Carshalton Village where it links with the B277 and B278 to the north, resulting in traffic dominance and congestion.
- There are some larger parks within the neighbourhood, including Grove Park, Carshalton Park and Queen Mary's Park along with a number of smaller ones, such as Warren Park and Wrythe Recreation Ground. Some of these public open spaces form part of the Wandle Valley Regional Park (WVRP). There are a number of other green and open spaces including substantial school grounds (St Philomena's and Oaks Park), sports grounds (Carshalton Athletic) allotments (Stanley Road and Westmead Road) and nature reserves (Queen Mary's Woodland and Wellfield grasslands).
- The southern part of the area falls within the Metropolitan Green Belt.

### Issues and Opportunities

- The area is predominantly residential with many designated heritage features and open spaces. Housing is generally long established, with some recent comprehensive redevelopment of former industrial and hospital sites. Development will need to respond to the suburban and historic environment in terms of scale, type and materiality.
- Carshalton Village District Centre is an established commercial and mixed-use location which provides some opportunities for redevelopment and renewal. It also falls within the Conservation Area, so development proposals must conserve and enhance its character and appearance. Opportunities include redevelopment of buildings which have a negative impact on the conservation area, for example on the northern side of the High Street. Also opportunities for the reuse of the former Fox and Hounds Public House, which has been vacant for a number of years.
- Other redevelopment opportunities fall within the Local Centres, including Site Allocations in Westmead Road and Westmead Corner, and the Carshalton Institute and Social Club site in North Street Local Centre which is identified as an Area of Taller Building potential.
- The strategic road network is important for movement within the area but it acts as a barrier to pedestrian movements particularly within Carshalton District Centre. Opportunities to improve this environment without impacting on traffic flow could be explored.
- Opportunities to improve the public realm/shopfronts in the District and Local Centres should be supported.
- Ongoing protection and enhancement to the neighbourhood's open space network should be supported.

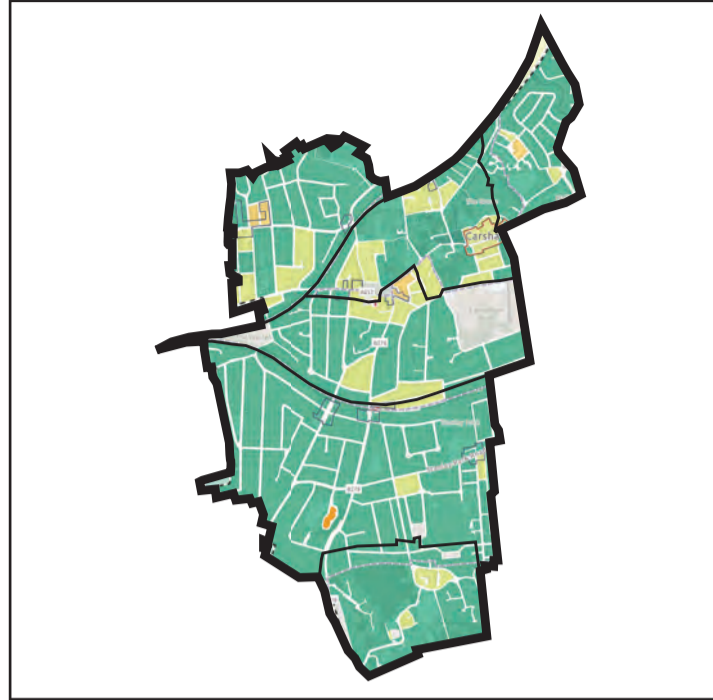


# Spatial Neighbourhood Analysis



## Heritage

The Carshalton Neighbourhood has four conservation areas, one ASLC, three historic parks and gardens, one scheduled ancient monument, 95 listed buildings and 20 locally listed buildings.



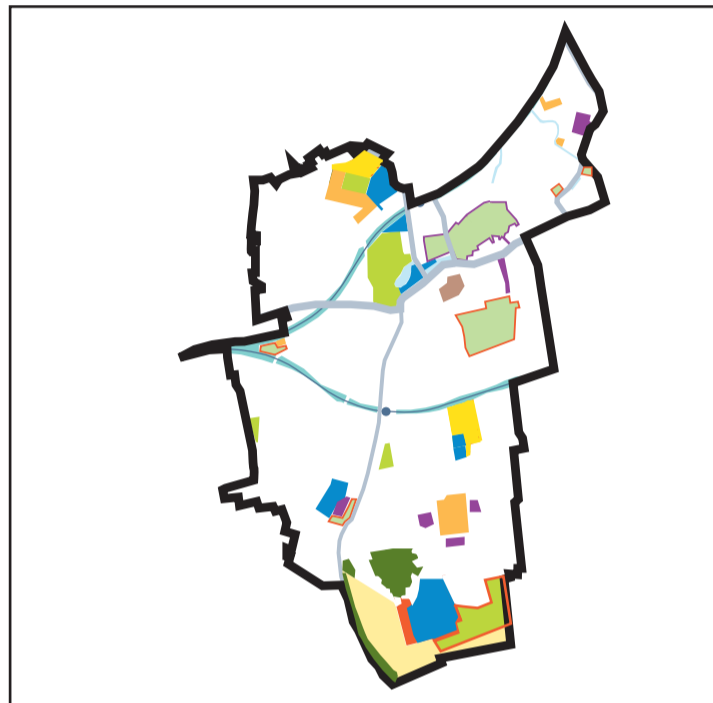
## FAR

The highest FAR levels can be found in the areas around the District Centre and around some of the social infrastructure (namely schools). Generally speaking the areas have very low FAR levels in a boroughwide context.



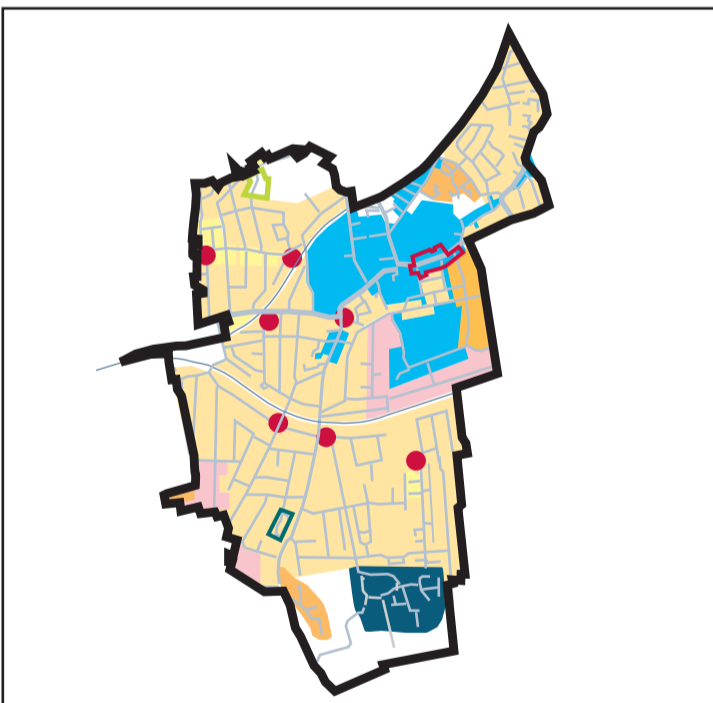
## Transport

There are two rail stations at Carshalton and Carshalton Beeches, although the PTAL values are low in a London context. These stations offer connections across the borough as well as services into central London. The A232 is a key east-west strategic route.



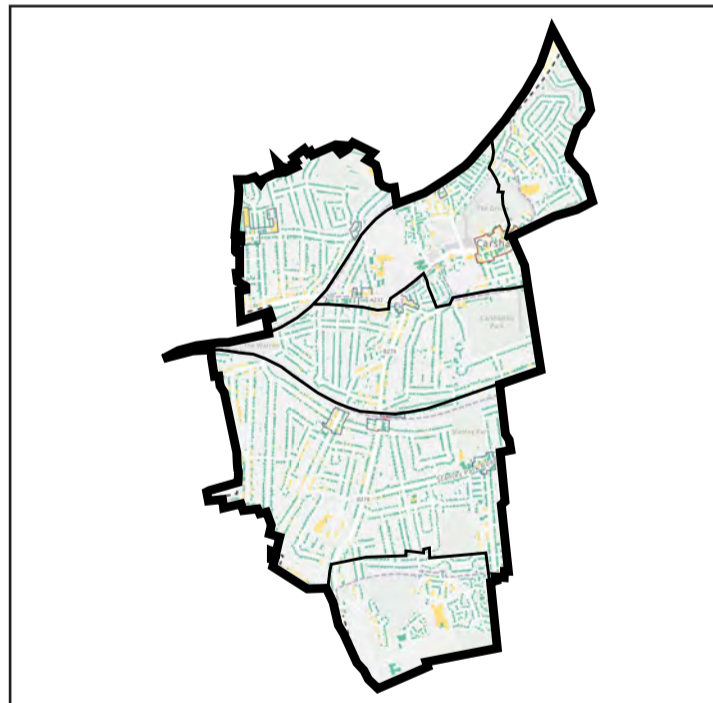
## Landscape Character

The neighbourhood area has good access to public open space, with a range of green spaces offering both formal and informal recreational uses. This includes the high quality Grove Park and Carshalton Ponds and Carshalton Park. The southern part of the area is on the edge of the Green Belt.



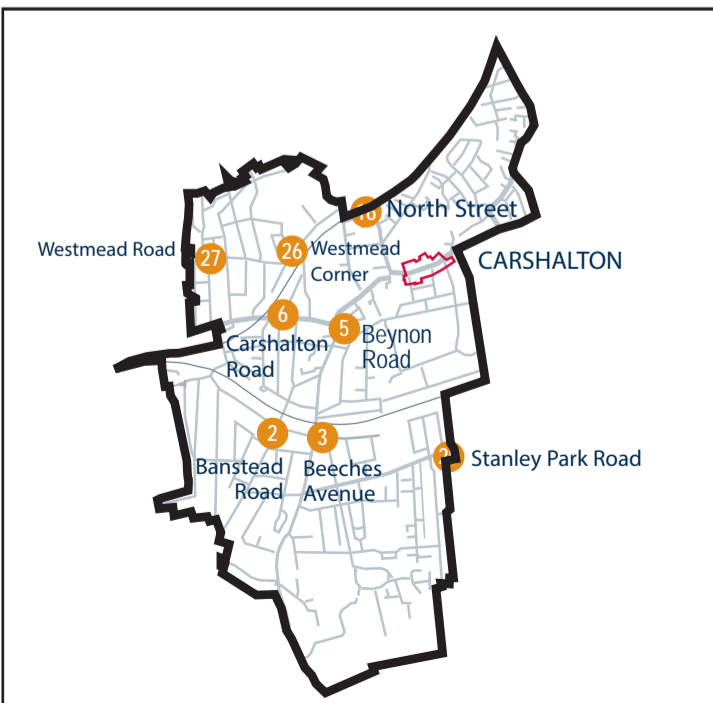
## Townscape Character

Large parts of the neighbourhood are characterised as good quality, with some areas of very good quality or average quality. This in part reflects the high heritage value of the area which contributes to a high quality townscape.



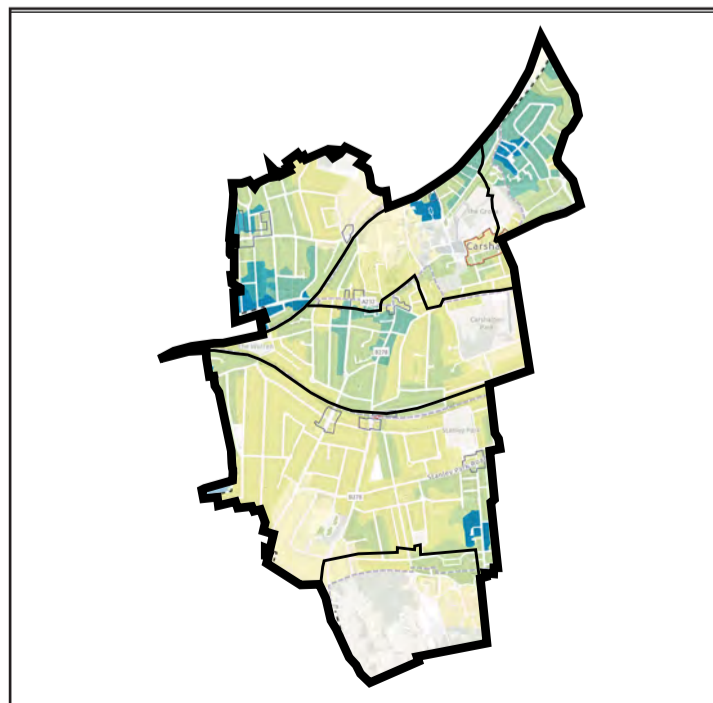
## Buildings Heights

The neighbourhood is characterised by 2-3 storey dwellings, predominately. There is some additional storeys in a limited number of flatted developments across the area, but generally height is restrained.



## Town Centre Network

The neighbourhood is well served by local shops and services, including Carshalton Village District Centre and a further 8 local centres distributed across the area. The south of the area slightly lacks local shops compared to the northern areas.



## Dwellings per Hectare

The density of dwellings in Carshalton is generally low. There are pockets of medium density dwellings in the northern part of the area, which includes some areas of Victorian terraces. Density gets lower further south towards the Green Belt.



# Typologies



## Top 5 most common Typologies

- 1. Suburban Detached / Semi
- 2. Urban Villa / Spacious
- 3. Land Management
- 4. Institutions
- 5. Urban Terrace



Interwar housing is the predominant housing typology surrounding the historic core of Carshalton village.



The area has strong heritage value in places, including high quality Victorian, pre-war and interwar properties. These contribute significantly to the Suburban feel of the borough.



White weather-boarded houses are characteristic within parts of the Carshalton Village Conservation Area, adding to the townscape value of the neighbourhood.



Three storeys parades can be found within the Carshalton Village District Centre, which are generally the maximum height in the area.

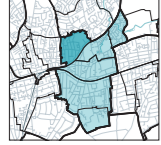


Higher density development, including flatted development, on former industrial land, can be found in Carshalton. These areas sometimes lack legibility.



Recent housing development on the former Queen Mary's/Orchard Hill hospital site in the southern part of the neighbourhood. This redevelopment also delivered a new secondary school.

## Sub-Area Analysis



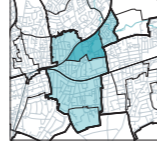
### WESTMEAD ROAD

#### Distinctiveness - Heritage and Key Features

- The area is largely semi-detached inter-war suburban housing including the Poets Estate featuring houses in Mock-Tudor style and those with Arts and Crafts features such as tile hung bays, tile porches and leaded windows. Whilst most gardens have hardstanding for cars, the presence of grass verges and street trees have a softening effect. There are some areas of late-Victoria and Edwardian housing mainly located along Harold Road, Sutton Grove and Carshalton Grove.
- There has been some redevelopment and infill from the mid-20th century onwards including a backland cul-de-sac at Corrib Drive and purpose-built flats along and close to Carshalton Road (a strategic east-west route). Most recently two sites in the Westmead Road Local Centre have been redeveloped incorporating additional storeys to provide commercial units, housing and a care home (Hazel House, Iris Mews and Tennyson Grange).
- There are a small number of listed and locally listed buildings including the parade at Westmead Corner built in Mock-Tudor style.
- There is a cluster of community and recreational uses comprising the Wrythe Recreation Ground, Westmead Road allotments, Carshalton Athletic Football grounds and Carshalton School for Girls. S90 Land west of Carshalton Athletic, Colston Avenue is identified as Site Allocation S90 with proposed use for allotments, with part of the site already used for allotments.
- The area is predominantly two storeys, with some purpose-built flats that are three to four storeys in height on key east-west routes.
- The neighbourhood area is bordered by the railway to the south-east, and traversed by east-west routes connecting Carshalton and Sutton.

#### Key Issues and Opportunities

- There are some redevelopment opportunities within the Local Centres along Westmead Road (a key east-west route linking Carshalton and Sutton). There have been recent redevelopments at Hazel House, Iris Mews and Tennyson Grange which have increased density, and works have started on a corner site at Carshalton Grove for a housing redevelopment. Local Plan Site Allocations within the local centres at Land to the Rear of 107 Westmead Road (Site Allocation S61) and Allen House (Site Allocation S62) offer opportunities for redevelopment for residential and town centre uses.
- Shop front and public realm improvements in Westmead Road and Erskine Road Local Centres would be beneficial.



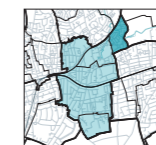
### CARSHALTON VILLAGE

#### Distinctiveness - Heritage and Key Features

- Carshalton Village is an attractive historic centre with a strong identity. It is largely covered by the Carshalton Village Conservation Area and contains a large number of listed and locally listed buildings and two historic parks and gardens.
- It lies on the strategic east-west route through the borough, along which the historic ponds and Grade II\* Listed All Saints Church forms a prominent feature.
- The District Centre is centred on the High Street. The western end has a mix of Victorian and earlier buildings, while there are later mainly 20th century buildings towards the eastern end, including the Beacon Grove shopping centre which was redeveloped in the 1960s.
- West Street and around is characterised by Victorian terraces and white weatherboard, timber-framed houses, number of which are listed. The Grade II\* Water Tower is also visible from West Street.
- There is an area of well preserved Victorian housing between the railway line and Mill Lane, mostly lined with Victorian houses in the north-west side.
- Development across the area is generally two storey, with some three storey development in the District Centre and other locations, and a four storey redevelopment in Carshalton Road Local Centre.
- The area has a number of parks and open spaces, at the Grove and St Philomena's School. However, these spaces are not visually prominent from outside as they are enclosed by high boundary walls and buildings.

#### Key Issues and Opportunities

- There are opportunities within the District Centre for redevelopment of sites which currently have a negative impact on the character of the conservation area, such as on the northern side of the High Street at Park Lane Pharmacy and Beacon Grove shopping centre.
- The former Fox and Hounds Public House has been vacant for a number of years. It is identified as an Unlisted Building of Merit in the Carshalton Village CAAMP. There are opportunities to bring the building back into use.
- There is a high volume of traffic along the High Street, Pound Street, West Street and North Street, which together with the narrow roads, leads to congestion, vehicle noise and emissions. This strategic road is managed by Transport for London, and opportunities for reducing the impact of traffic on the locality should be promoted.
- Improvements to shopfronts in the District and Local Centres.
- Improve the legibility and pedestrian links from the High Street to The Grove.
- There is an Area of Taller Building potential at the Carshalton Institute and Social Club which offers an opportunity for sensitive development.



### WESTCROFT ROAD / LONDON ROAD

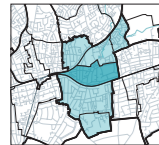
#### Distinctiveness - Heritage and Key Features

- This residential area is characterised by a range of housing developed over a period of time. There is older 18th and 19th Century housing, particularly in the parts of the Carshalton Village Conservation Area which covers Westcroat Road, and the part of Beddington Park Conservation Area around London Road, some of which formed part of former large estates. These estates were largely redeveloped to provide the larger areas of interwar housing between the railway and Beddington Park, such as the Leechcroft Estate, mainly comprising two storey semi-detached properties.
- There is later modern housing throughout the area dating from the 1960s onwards, mainly two storey houses with some three storey flatted development. A large area east of Mill Lane and The Grove was redeveloped for housing in the 1990s and 2000s on the site of former mills, and later chemical works. Recent 4 storey development at Millpond Place comprising warehouse style and weatherboarded flat blocks.
- Some former mill buildings remain, including a listed former mill on London Road, a locally listed former mill at the corner with Butter Hill, and a listed water wheel by the watercourse in Grove Park. Some areas close to the River Wandle lie within Flood Zone 3.
- Whilst there is only one formal area of open space at Elm Grove, the area borders Beddington Part and is close to The Grove. The open and green network also includes The Wandle and Caraway Place Pond, both Sites of Importance for Nature Conservation.

#### Key Issues and Opportunities

- Maintain and enhance the residential character, particularly that of the Carshalton Park and Beddington Park Conservation Areas.
- A number of sites have been gradually redeveloped and infilled across the area over a period of time. Whilst opportunities for development are limited in this established suburban context, there may be some scope for sensitive small site development in appropriate locations.
- Whilst the Local Plan identifies the Westcroat Leisure Centre site as an Area of Taller Building potential, the centre had a major refurbishment in 2013 and is unlikely to be considered suitable for redevelopment during the lifetime of the new Local Plan.

## Sub-Area Analysis



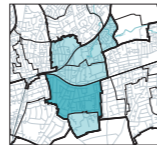
### CARSHALTON PARK

#### Distinctiveness - Heritage and Key Features

- This residential suburb includes two conservation areas. Carshalton Park Conservation Area is centred around the park, also a locally designated Historic Park and Garden, and is bordered by spacious interwar housing. Park Hill Conservation Area is a small area of large detached and semi-detached, quality-built Victorian houses located along the main north-south route through the area.
- Most development across the area is two storey semi-detached and detached interwar suburban housing. There is some Victorian and Edwardian development along historic routes such as Pound Street and Park Hill Road, and close to the railway, such as Grosvenor Avenue. Most gardens have hardstanding for cars, though the presence of street trees in a number of streets has a softening effect.
- There has been some later redevelopment and infill throughout the area since the mid 20th Century. This includes three storey developments, such as the mansion block at Wynash Gardens adjacent to the A232, modern terraces at Bankside Close on the site of a former chalk pit, and a more recent redevelopment to provide additional storeys within the parade at Beynon Road Local Centre. Infill development of backland sites has created a number of cul-de-sacs providing one to two storey housing.
- In addition to Carshalton Park, there is public open space and allotments at The Warren, both parks are designated (in whole or in part) as Sites of Importance for Nature Conservation. The Grade II listed Grotto in Carshalton Park is currently on the Heritage at Risk Register.

#### Key Issues and Opportunities

- Maintain and enhance the suburban residential character, particularly that of the Carshalton Park and Park Hill Conservation Areas.
- A number of sites have been gradually redeveloped and infilled across the area over a period of time. Whilst opportunities for development are limited in this established suburban context, there may be some scope for sensitive small site development in appropriate locations.
- Opportunities for environmental improvements to local centres. Carshalton Road Local Centre is located on the busy A232, and many frontages are dominated by forecourt parking. Whilst Beynon Road Local Centre is an attractive purpose built parade, it is dominated by busy crossroads. Within the Beeches Avenue Local Centre, Gordon Road has less consistency in character with a number of single storey buildings interspersed along the frontage, including at the junction with Beeches Avenue.



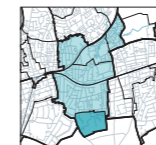
### CARSHALTON BEECHES

#### Distinctiveness - Heritage and Key Features

- The area is predominantly interwar suburban detached and semi-detached housing, including an interwar cottage estate at Courtney Crescent and Stanley Square which are set around central green spaces. There is also some late Victorian and Edwardian housing, including terraces along Stanley Road and detached/semi-detached houses on Beeches Avenue. Most gardens across the area have hardstanding for cars, though the presence of grass verges and street trees have a softening effect in many roads, notably along Beeches Avenue.
- Housing across the area is generally two storeys. There is some flatted development generally built at three storeys, with five storey blocks at Radcliffe Gardens, set in open space and bordered by mature trees. The Council has recently undertaken redevelopment of garage sites to provide housing at Radcliffe Gardens (Local Plan Site Allocation S66) and Alexandra Gardens.
- Open space in the area includes Stanley Park, public open space at Courtney Crescent and Radcliffe Gardens, a large area of allotments at Stanley Road, tennis club and school grounds.
- There is one ASLC, Sutton Highfields, with many interwar properties built by local builder Percy Vere Windebank. There are a small number of listed and locally listed buildings, including the Grade II listed Little Holland House, an arts and crafts style house.
- There are three local centres which generally have good environmental quality. Banstead Road and Beeches Avenue Local Centres benefit from wide pavements lined with trees. Recent regeneration, Parkview Close 2000s, petrol filling station redeveloped to supermarket (2014).

#### Key Issues and Opportunities

- Maintain and enhance the suburban residential character, particularly that of the Sutton Highfields ASLC.
- Maintain and enhance local centres. There may be opportunities for parade intensification.



### ORCHARD HILL

#### Distinctiveness - Heritage and Key Features

- Much of the area lies within the Woodcote Green Belt and contains open areas of woodland and parkland at Wellfield Plantation, Queen Mary's Woodland and Queen Mary's Park, and grassland west of Wellfield Gardens which are also Sites of Importance for Nature Conservation. There is some built development set between these areas of woodland and parkland built on previously developed land (the site of the former Queen Mary's Hospital for Children), comprising housing, a school, a care home, church, riding school and mobility centre. The non-residential uses include substantial areas of associated outdoor space, such as school playing fields and riding school fields.
- The housing within the Green Belt comprises detached housing set in irregular cul-de-sacs at Wellfield Gardens built in a variety of traditional styles, and more compact housing on Metcalfe Avenue with terraces centred around an area of open space. The housing here is more consistent in style and incorporates weatherboarding.
- The topography of the area, together with the screening from trees and woodland limit the visual impact of the built development within the Green Belt.
- There is also a recent larger housing development built on another part of the former hospital site which falls outside the Metropolitan Green Belt. This housing development comprises a mix of terraces, semi-detached and detached housing and purpose built flats. The housing is arranged in an informal layout with irregular plots, incorporating some former hospital buildings, mature trees and informal areas of open space. Housing styles are varied, though some traditional materials and features are used, including hung tiles, patterned brickwork and weatherboarding. Development is mainly two storey, though there are some three storey houses and flats.
- Two former hospital buildings are locally listed and there is one scheduled ancient monument (Late Bronze Age enclosure) which lies almost wholly within Queen Mary's Park.

#### Key Issues and Opportunities

- Maintain and enhance the residential character of the new estates.
- Protect the Green Belt from inappropriate development, and preserve the openness.
- Improve connectivity and accessibility where access to facilities and services is poor.

## Character Based Growth Themes

### Character Based Growth Themes

#### **Transform sites in Carshalton District Centre**

Explore development opportunities on the northern side of the High Street, however any proposals need to ensure new development conserves and enhances the character and appearance of the conservation area.

#### **Support Local Centres**

Within the Local Centres there may be scope for careful parade intensification, particularly where sites have lower density/ heights to the prevailing character. Opportunities also exist at site allocations such as at Westmead Road Local Centre, and Areas of Taller Building Potential at North Street Local Centre.

#### **Enhance and Improve Environment of Road Corridor**

Support interventions to improve traffic flows along, particularly along the High Street and Pound Street, which could reduce congestion and enhance the attractiveness of the District Centre.

#### **Small Site Development**

Find opportunities for appropriate small site development to contribute towards the London Plan small sites target for Sutton. The appropriateness of small site development will depend on a number of factors including the type of home, size of plot, size of block and extent of overlooking.

#### **Protect and Enhance Green Spaces**

Protect open spaces in the neighbourhood. There are a number of green open space which are a key feature of the townscape, particularly in the conservation areas. Establish green links that can connect existing neighbourhoods

#### **Heritage Assets**

The designated heritage value of the area, including conservation areas, ASLC, listed buildings and locally listed buildings should be protected and enhanced.

#### **Protect the Green Belt**

Openness of Green Belt must be maintained.

### Scale of Intensification

#### **Conserve**

- Carshalton Village Conservation Area
- Carshalton Park Conservation Area
- Park Hill Conservation Area
- Sutton Highfields Area of Special Local Character

#### **Enhance**

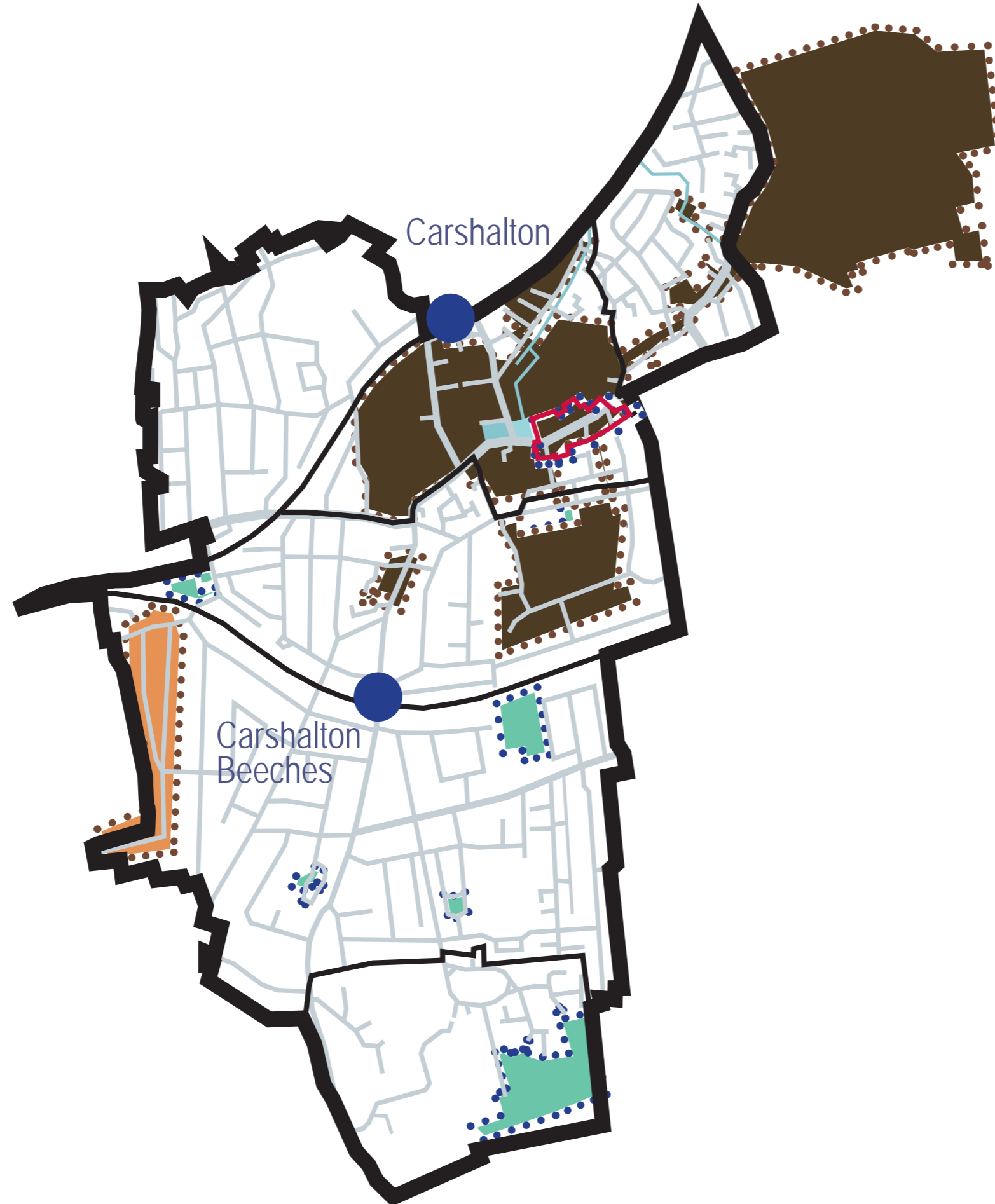
- Carshalton District Centre
- Banstead Road Local Centre
- Beeches Avenue Local Centre
- Beynon Road Local Centre
- Carshalton Road Local Centre
- North Street Local Centre
- Erskine Road Local Centre
- Stanley Park Road Local Centre
- Westmead Corner Local Centre
- Westmead Road Local Centre

#### **Transform**

- Northern side of High Street, Carshalton District Centre
- Land to rear of 107 Westmead Road, Westmead Road Local Centre
- Allen House, Westmead Corner Local Centre
- Land at the Carshalton Institute and Social Club, North Street Local Centre

# Neighbourhood 6

## Carshalton



- Conservation Areas
- ASLCs
- District Centre
- Strategic Industrial Area
- Railway Station
- Open Space
- Conserve
- Enhance
- Transform



April 2024

Not to Scale

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## **NEIGHBOURHOOD 7: SOUTH BEDDINGTON**

## Introduction

**5.45** The South Beddington neighbourhood is located in the south-east of the borough and adjoins the boundary with LB Croydon. This neighbourhood is split into 6 sub-areas: Wallington North & Beddington; Sandy Lane / Upper Road; Roundshaw; South Wallington; Southwest Wallington and Wallington Central.

**5.46** As noted above, Roundshaw is a unique part of the borough, which has experienced more recent residential estate development, with significant infill and general expansion occurring through the 1920s and 1930's. In addition, the area has been shaped by the creation, operation, and subsequent closure of two military airfields (which then became Croydon Airport). Closure of the airport in 1959 resulted in large amounts of open space, a portion of which was used for the Roundshaw housing estate in the 1960s.

**5.47** Wallington North & Beddington sub-area is located in the most northern part of the neighbourhood, joining the southern boundary of Beddington Park. The area is largely residential in character but does cover the northern part of Wallington District Centre's API, which has a more commercial feel with town centre uses and tall buildings as the railway station is approached. The area has an important historic character too and includes the Wallington Green and the Holy Trinity Conservation Areas, and three ASLCs, Bute Road Estate, Park Road/ Melbourne Road, and Springfield Road / Grosvenor Road, all high quality residential areas.

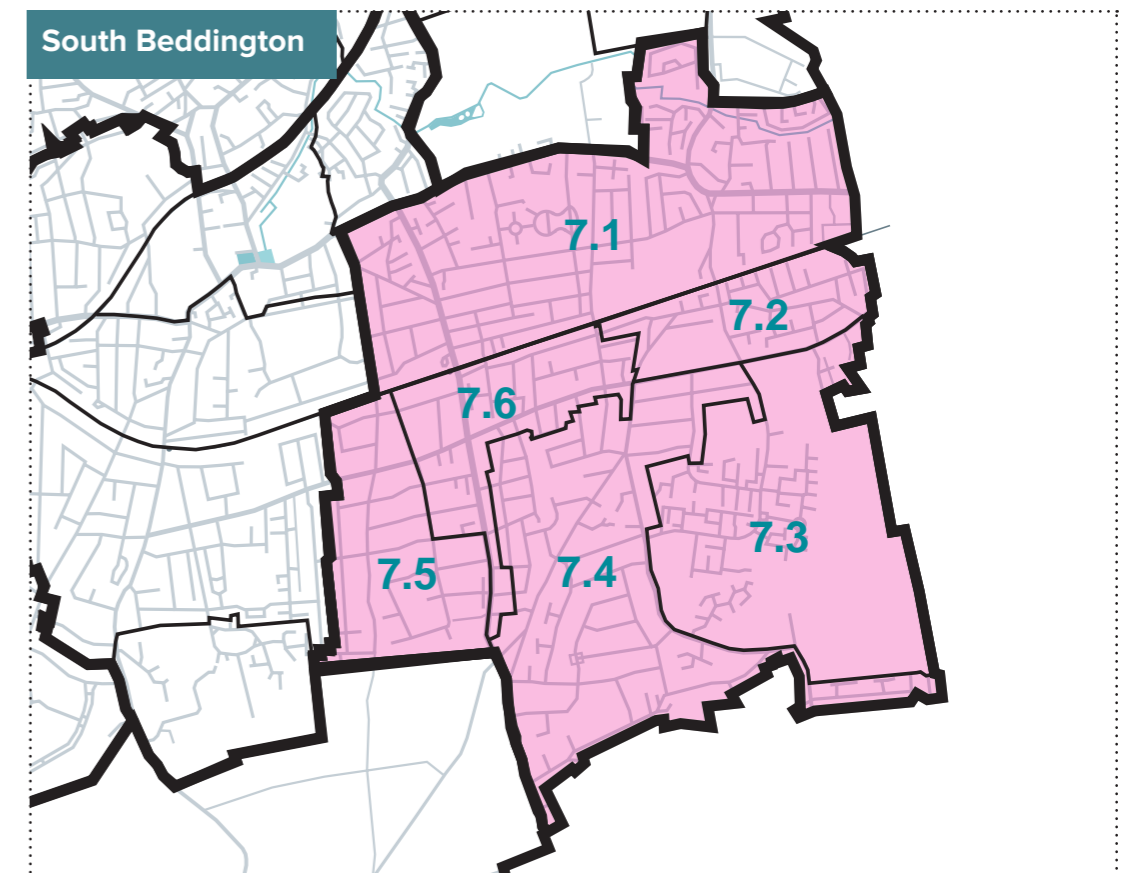
**5.48** Sandy Lane / Upper Road, located to the south of the railway line, and is predominantly characterised by suburban residential terraces. This includes the Sandy Lane / Upper Road ASLC which is a high quality area of Victorian terraced housing. This sub-area is also home to Mellows Park, a large public open space.

**5.49** Roundshaw, located in the south-east of the neighbourhood is a large council estate that was originally built in the 1960s, on the site of the former Croydon Airport. Estate regeneration was undertaken on the estate from the early 2000s, largely replacing the original concrete blocks with modern housing (some was retained and refurbished) and a new community centre. The area is bordered by Roundshaw Downs, which is designated MOL.

**5.50** South Wallington, located to the south of the District Centre, is largely characterised by high quality, low rise suburban homes but also extends south towards the Woodcote Green Belt and other open spaces, including Woodcote Green. There are two ALSCs located within this neighbourhood: Blenheim Gardens / Onslow Gardens, an area of high quality late-Victorian and Edwardian homes, and the Ridge, detached homes set around three large open areas.

**5.51** Southwest Wallington, is largely characterised by high quality, low rise suburban homes. These homes are typically larger homes compared to other parts of the Borough and include detached and semi-detached homes on generous sized plots. The area has heritage value, which is formally recognised through the designation of two ASLCs: Park Hill Road and Woodcote Avenue, both areas of high quality large

**5.52** Wallington Central is the commercial focus of this neighbourhood and is home to Wallington District Centre, a mixed area of town centre uses, civic uses, major supermarkets, offices, homes and the main railway station. The character of the built environment is mixed, with some high quality high street buildings, historical buildings such as Wallington Town, and designated ASLCs, contrasted with some high-rise 1970s office blocks, a supermarket car park that adjoins the high street and the very busy A237.



### Neighbourhood Profile

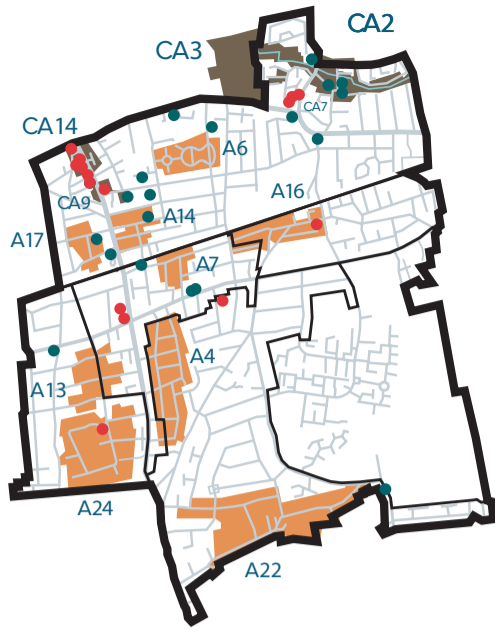
- South Beddington is characterised by a number of distinct residential areas, but also a significant amount of formal and informal greenspaces and open spaces. The southern part of the sub-area also adjoins one of only two parts of the borough which are designated as Metropolitan Green Belt (at Woodcote).
- The neighbourhood also has the greatest concentration (nine) of the Council's identified Areas of Special Landscape Character (ASLCs) where notable design, morphological, or architectural characteristics have marked-out streetscapes as having local and distinct merit. In addition, there are two Conservation Areas which shape development towards the north of the area at Holy Trinity, Wallington and Wallington Green.
- Wallington District Centre is a prominent node and contains a greater mix of residential, community, commercial, and light industrial buildings; along with immediate access to Wallington railway station providing greater connectivity and onward connections to London Bridge / London Victoria, and Epsom.
- Elsewhere, the Round Shaw Downs Local Nature Reserve, Mellows Park, Roundshaw Park, St. Mary's Field, Bandon Hill Cemetery, Demesne Road Allotments, along with a substantial number of school playing fields, and other formal playing fields and sports pitches provide a quantity of greenspace and open space that is not replicated in any other part of the borough.
- It is also a part of the borough which has experienced more recent residential estate development, with significant infill and general expansion occurring through the 1920s and 1930's. In addition, the area has been shaped by the creation, operation, and subsequent closure of two military airfields (which became Croydon Airport). Closure of the airport in 1959 resulted in large amounts of open space, a portion of which was used for the Roundshaw housing estate in the 1960s. The Roundshaw estate had a distinct character with its own identity, although this has been altered more recently through redevelopment and regeneration. The Roundshaw area now has the Phoenix Centre development.
- The north-eastern quadrant of the area transitions into more commercial and industrial uses and abuts the Beddington Strategic Industrial Location (SIL). Similarly, the south-east quadrant is adjacent to the Purley Way SIL, albeit the majority of the SIL is within the neighbouring borough of Croydon.

### Issues and Opportunities

- The area is predominantly residential and features a series of well-regarded suburban locations, which have long-established townscape and heritage characteristics. Development in these areas will need to respond to the borough's established ASLCs and overall historic environment in terms of scale, type and materiality.
- Wallington District Centre is an established commercial and mixed-use location and represents an opportunity area where growth and regeneration could occur in accessible locations. Sites along the A237 (Manor Road and Woodcote Road) should be a focus for redevelopment and growth.
- The programme of estate regeneration at Roundshaw has been completed, however, where appropriate, there may be targeted investment opportunities to help improve the quality of place.
- Existing greenspaces and open spaces will be protected, and development proposals which negatively impact on these locations are expected to be rejected. In those 'transitional' locations, where the area changes from residential to industrial
- In the north-east / east, where the area transitions into Beddington SIL and Purley Way SIL, development proposals will be carefully managed to ensure that the impacts of commercial and industrial activity do not negatively impact surrounding residential areas. Similarly, in the south-west, where the area transitions into the Woodcote Green Belt, development proposals will be scrutinised to ensure that the Green Belt is protected, any loss of openness is minimised, and the potential for urban sprawl is prevented.

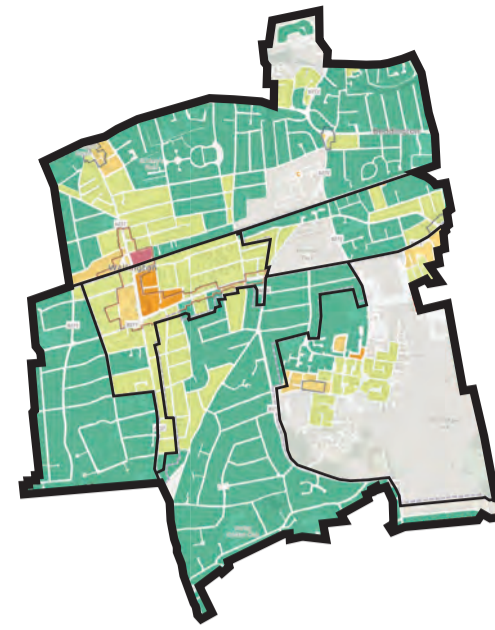






**Heritage**

The neighbourhood has a rich heritage, with 3 conservation areas and 9 ASLCs. In addition there are a significant number of listed and locally listed buildings. The north of the neighbourhood has high quality Victoria buildings and the south has a range of pre and interwar suburban housing that have high heritage value.



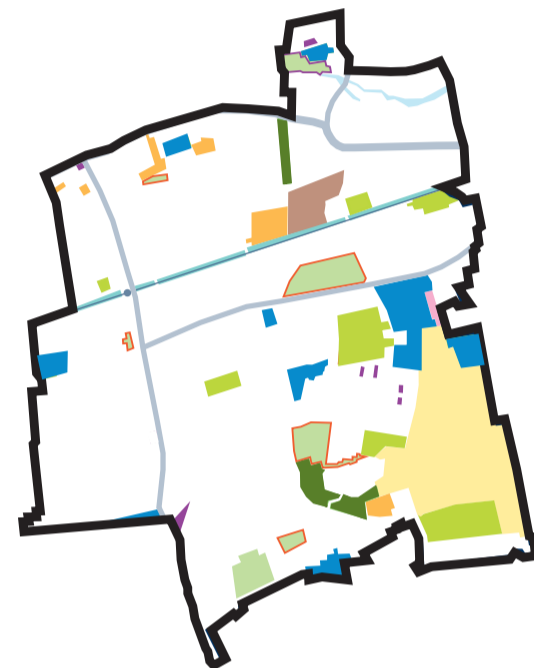
**FAR**

The FAR levels in South Beddington are, like much of the borough, relatively low. The highest levels can be found in Wallington District Centre and the levels then dissipate in the hinterland around the commercial centre. The residential area generally low, with some homes built on large plots.



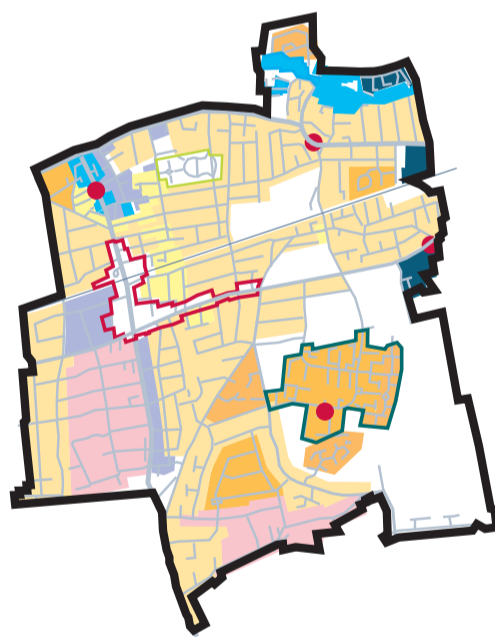
**Transport**

Wallington Station is located with the neighbourhood area and gives excellent connection to other parts of the borough and beyond into London. Wallington District Centre is also a transport hub for local bus services too. There are a number of important roads through the area, including the strategic A232 and the A237.



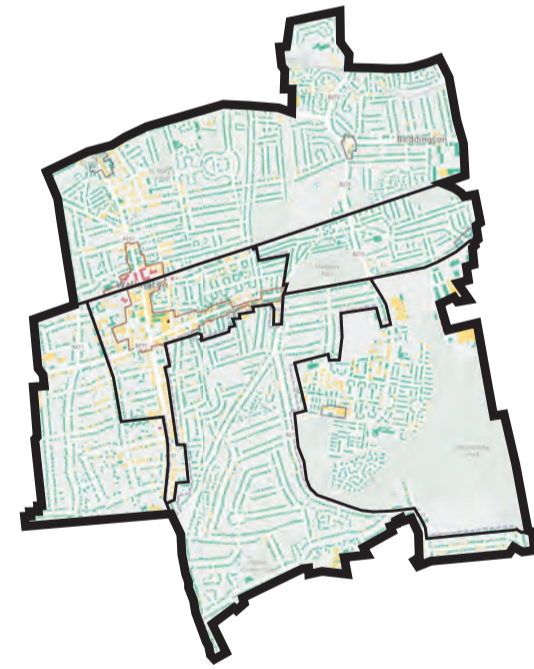
**Landscape Quality**

The southern parts of the neighbourhood area are well served by open space, with good access to Roundshaw Downs. In addition, residents in the north of the neighbourhood have access to the large open spaces in Beddington Park, just outside the boundary of the area.



**Townscape Quality**

The townscape character across the neighbourhood is mixed. The historic high street is considered to be of a higher quality, although it could benefit from further improvement. The residential areas that surround the high street are of an average to good quality.



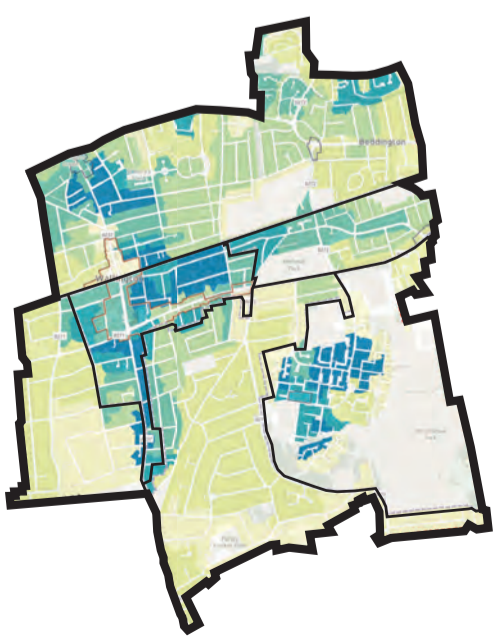
**Buildings Heights**

Building heights in the area are generally 2-3 storeys, reflecting the largely residential character of the areas that is dominated by houses as opposed to blocks of flats. Wallington District Centre contains the tallest buildings in the neighbourhood, with buildings of around 6-7 storeys by the station.



**Town Centre Network**

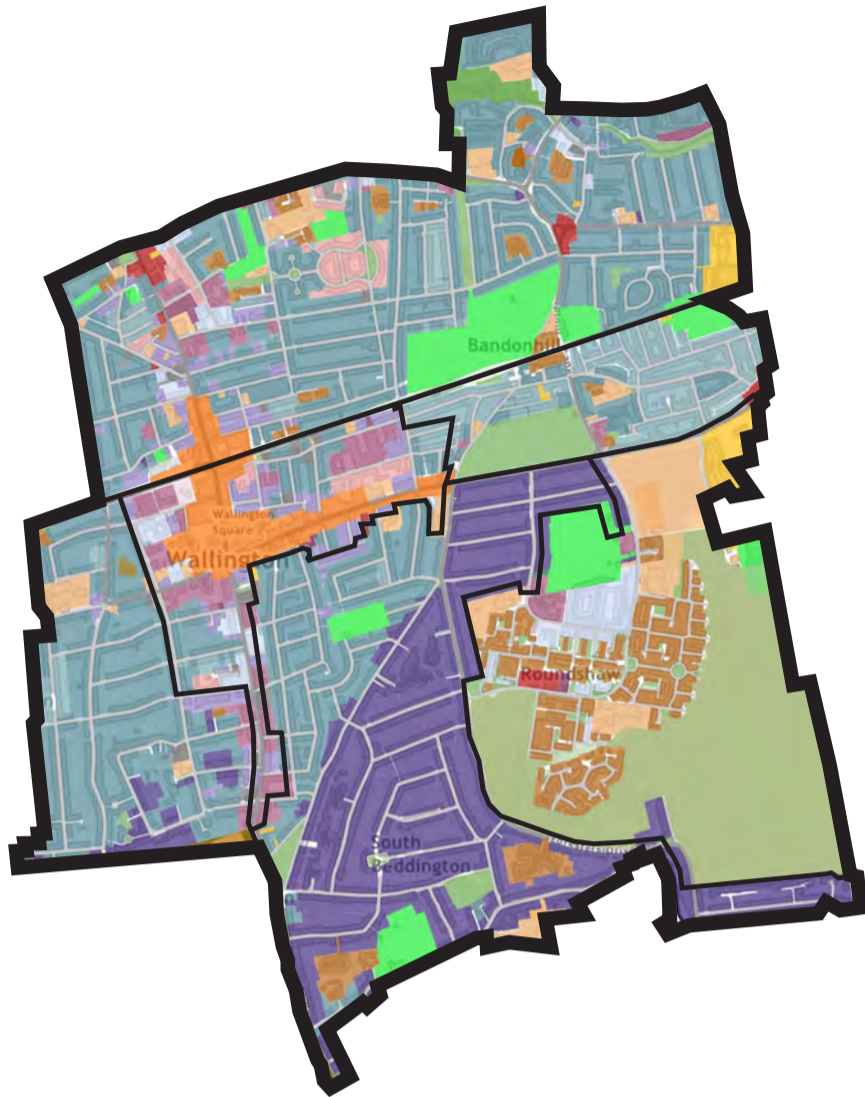
Wallington District Centre is the principal High Street in the neighbourhood although the area is well served by a further 5 local centres that are well distributed. These smaller centres meet the day-to-day needs of residents.



**Dwellings per Hectare**

The highest dwellings per hectare are located in the and around Wallington District Centre, the Roundshaw estate and the A237 corridor. Outside of these areas are quite low density suburban houses, including large detached properties.

# Typologies



## Top 5 most common Typologies

- 1. Suburban Detached / Semi
- 2. Urban Villa / Spacious
- 3. Land Management
- 4. Suburban Terrace
- 5. Cul-de-sac



The predominant typology is suburban detached / semi detached across the north and western parts of the area. These are a mix of Victorian, Edwardian and Interwar homes of a high quality.



Urban Villa / Spacious is the second most prominent type of housing found in the neighbourhood area. These can be found in a number of the ASLCs in the area, including Woodcote Avenue and The Ridge.



There is more flatted development in Wallington District Centre and its API. The A237 corridor running south from Wallington is dominated by flatted development.



The neighbourhood area is very rich in heritage, including Conservation Areas, ASLCs, Listed Buildings and Locally Listed Buildings. Depicted here is the Wallington Green CA.

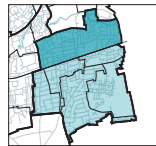


The neighbourhood area has also seen some new build development taking place in recent years. One of the bigger schemes is the Council housing scheme delivered at Ludlow Lodge.



Roundshaw covers an extensive area of the neighbourhood, with around 2,000 homes and community facilities. These homes have a mixed style, type and tenure.

## Sub-Area Analysis



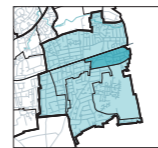
### WALLINGTON NORTH & BEDDINGTON

#### Distinctiveness - Heritage and Key Features

- This sub-area covers locations north of the railway line between Wallington Station and the local authority boundary heading east towards Waddon Station. This includes the northern section of Wallington District Centre, and residential locations between the railway line and the A232 Croydon Road.
- Overall, the vast majority of buildings are suburban residential dwellings, primarily semi-detached or terraced, two-storeys in height, with small-to-medium sized buildings situated on small-to-medium sized plots. Most residential properties have undergone changes to the front boundary treatment, with many front gardens laid to paving to accommodate off-street car parking.
- Towards the southern end of the sub-area, near Grosvenor Road / Springfield Road / A237 Manor Road, there is a greater concentration of commercial and community buildings, where building heights increase to three-to-four storeys in places, and the sub-area transitions into Wallington District Centre.
- Within the residential areas there are three of the Council's designated ASLCs. The first, is located at Bute Road Estate, the second at Park Road / Melbourne Road, the third at Springfield Road / Grosvenor Road.
- Wallington Green Conservation Area sees open spaces combining with a mix of residential, retail, and light industrial uses to create a vibrant part of the borough. The listed Dukes Head public house provides a focal point for the area, in addition to the row of cottages on Wrights' Row and Whitehall Place. The area comprises a diversity of architectural styles. The residential terraced houses along Manor Road have a distinctive unity of character. Most of the retail outlets along Manor Road still retain their original timber frontages.
- Holy Trinity Conservation Area centres around the listed Holy Trinity Church and its grounds. There are numerous buildings of high quality design and heritage value, predominantly Victorian, which are either listed or have been locally listed. The other properties in the area compliment the church and provide an appropriate backdrop to it.

#### Key Issues and Opportunities

- Maintain and enhance the suburban residential character, in particular, the three ASLCs.
- The loss of front gardens and boundary treatments to accommodate cars has had a negative impact on character - opportunities to reinstate.
- Opportunity to strengthen the role and function of the northern sections of Wallington District Centre
- Improve connectivity and accessibility, particularly in the central part of sub-area where access to facilities and services is poor..
- Enhance connectivity and relationship with greenspaces - particularly Beddington Park.
- Improve the connectivity and relationship with the industrial and commercial areas of Purley Way SIL and other industrial areas in Croydon. This should include upgrading poor public realm, pedestrian crossings, and traffic management.



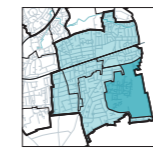
### SANDY LANE / UPPER ROAD

#### Distinctiveness - Heritage and Key Features

- This sub-area is situated south of the railway line and runs in an east-west direction stretching from the border with Croydon at the northern tip of the Purley Way Strategic Industrial Location (SIL), through to terraced residential areas at Tharp Lane / Sandy Lane / Mellows Road.
- Overall, the vast majority of buildings are suburban residential dwellings, primarily semi-detached or terraced, two-storeys in height, with small-sized buildings situated on small-to-medium sized plots. This sub-area has one of the highest concentrations of terrace properties than anywhere in the borough. Most residential properties have undergone changes to the front boundary treatment, with many front gardens laid to paving to accommodate off-street car parking. The terraced streets feature a consistent palette of materials and architectural styles, often with mature street trees helping shape the character of the street, along with substantial zones of on-street parking.
- The sub-area is also shaped by the public open space at Mellows Park, which provides community playspace, as well as serving as a key piece of greenspace / open space allowing for informal recreation and tranquillity in the context of a suburban environment.
- The B271 Stafford Road serves as a permanent southern boundary and provides an important east-west arterial route linking Wallington to Croydon / Waddon.
- Within the residential areas there is one of the Council's designated ASLCs. This is Sandy Lane / Upper Road Area and comprises large terraced Victorian/Edwardian houses.

#### Key Issues and Opportunities

- Maintain and enhance the suburban residential character.
- The loss of front gardens and boundary treatments to accommodate cars has had a negative impact on character - opportunities to reinstate.
- Opportunity to strengthen the role and function of the western sections where it transitions into Wallington District Centre
- Improve connectivity and accessibility, particularly in the eastern part of sub-area where access to facilities and services is poor..
- Improve the connectivity and relationship with the industrial and commercial areas of Purley Way SIL and other industrial areas in Croydon. This should include upgrading poor public realm, pedestrian crossings, and traffic management.



### ROUNDSHAW

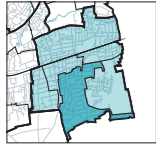
#### Distinctiveness - Heritage and Key Features

- As noted above, Roundshaw is a unique part of the borough, which has experienced more recent residential estate development, with significant infill and general expansion occurring through the 1920s and 1930's. In addition, the area has been shaped by the creation, operation, and subsequent closure of two military airfields (which then became Croydon Airport). Closure of the airport in 1959 resulted in large amounts of open space, a portion of which was used for the Roundshaw housing estate in the 1960s.
- The Roundshaw estate had a distinct character with its own identity, although this has been altered more recently through redevelopment and regeneration. The original estate was built in 1965–7 and named after the park. The names of the estate's streets commemorate aviation companies, aircraft, and individuals associated with Croydon Airport. The original estate's construction suffered deficiencies in build quality and a comprehensive regeneration programme involving private builders and social housing groups radically altered the character of the original estate.
- Over 1,000 high-rise pre-cast concrete units were demolished and replaced with a similar number of low-rise houses and flats built in traditional street patterns. A further 674 low rise homes were retained and refurbished.
- The estate now resembles many other modern estates, dominated by residential dwellings of two-to-three storeys, arranged in short-run terraces across a loose grid pattern, and featuring a series of cul-de-sacs. The buildings are small, occupying small plots, leading to a medium density of development across the whole estate. Most residential properties have undergone changes to the front boundary treatment, with many front gardens laid to paving to accommodate off-street car parking, and with small rear gardens.. The short-run terraced streets feature a consistent palette of materials and architectural styles. Barnard Close is the only original 1960's concrete system blocks to be refurbished and retained.
- Roundshaw centre is an important hub providing community, leisure, and retail provision underpinned by the The Phoenix Centre.
- Aside from the built form, Roundshaw Park, Downs, and Playing Fields represents both formal Metropolitan Open Land and Public Open Space and is a substantial area of greenspace to the south-east of the borough towards the boundary with Croydon.

#### Key Issues and Opportunities

- Improve the quality of the residential offer, including upgrades to public realm, pedestrian walkways, signage / wayfinding, traffic management, and the relationship between people, vehicles, and other road users.
- Improve overall connectivity and accessibility, in particular in the southern parts of the sub-area, where access to facilities and services is poor.
- Improve and enhance Roundshaw local centre and consider whether investment and greater provision of facilities and services could lead to it being designated as a District Centre.
- Improve the access and connectivity to Roundshaw Park and Downs.

## Sub-Area Analysis



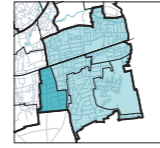
### SOUTH WALLINGTON

#### Distinctiveness - Heritage and Key Features

- This sub-area occupies the central part of Area 7, and represents a large swathe of suburban residential dwellings located south of Wallington District Centre, extending further south towards Woodcote and the Metropolitan Green Belt and Metropolitan Open Land. The south-eastern section extends towards the boundary with Croydon.
- Overall, the vast majority of buildings are suburban residential dwellings, primarily large detached or semi-detached, two-storeys in height, with large buildings occupying medium-to-large sized plots.
- This sub-area has two of the Council's designated ASLCs. The first, is Blenheim Gardens / Onslow Gardens, and is made up of old late Victorian, early Edwardian semi-detached properties. Most have deep front gardens, with mature shrubs. Some include examples of mock Tudor timber detailing. The other major style of development is inter-war housing which is typically pebble-dash rendered. Many roads are lined with mature trees of London Plane and Lime. The majority of gardens include gardens with mature trees, conifers and shrubs.
- The northern edge of the Blenheim Gardens / Onslow Gardens ASLC transitions into the B271 Stafford Road, and parts of Wallington District Centre. In close proximity there are taller buildings and buildings of greater density, with sporadic buildings extending to five-to-six storeys as well as a greater concentration of commercial and other non-residential buildings.
- The second is, The Ridge, which mainly comprises detached houses around three large open areas comprising the park, the playing fields and the school. There is some new housing, the most notable being a small estate in the centre of the area. The detached houses are large two-storey properties and have timber detailing, hung tiling and white rendering. All properties have large front gardens. Mature specimens of Birch, Sycamore, Poplar and some Pine and Spruce grow along the grass verges. The large front gardens allow for mature shrubs and further ornamental trees, giving the area a clearly identifiable appearance.
- Woodcote Green is a local landmark and is formally designated as Public Open Space. There is an area of Public Open Space within The Ridge ASLC, occupying land south of The Drive and west of Ambrey Way.

#### Key Issues and Opportunities

- Maintain and enhance the suburban residential character, particularly the ASLCs.
- The loss of front gardens and boundary treatments to accommodate cars has had a negative impact on character - opportunities to reinstate.
- Opportunity to strengthen the role and function of the northern sections where it transitions into Wallington District Centre
- Improve connectivity and accessibility, particularly in the southern parts of the sub-area, where access to facilities and services is poor.
- Improve the access and connectivity to Woodcote Green, Metropolitan Green Belt and Metropolitan Open Land.



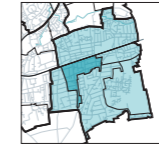
### SOUTHWEST WALLINGTON

#### Distinctiveness - Heritage and Key Features

- Again, this sub-area is represented by large swathes of suburban residential dwellings located south-west of Wallington District Centre, extending further south towards Woodcote and the Metropolitan Green Belt and Metropolitan Open Land.
- Overall, the vast majority of buildings are suburban residential dwellings, primarily large detached or semi-detached, two-to-three storeys in height, with medium-to-large buildings occupying medium-to-large sized plots.
- At the northern/ north-eastern edge, the sub-area transitions into the western section of Wallington District Centre. In this location there are taller buildings and buildings of greater density, with sporadic buildings extending to five-to-six storeys as well as a greater concentration of commercial and other non-residential buildings.
- Within the sub-area there are two of the Council's designated ASLCs. The first, is Park Hill Road, which was developed between 1898 and 1913 and forms the central spine of this area. The second, is Woodcote Avenue and is a large residential area comprising Edwardian/Victorian housing, built in the grounds of Woodcote Hall.
- The presence of both front and rear gardens, of substantial size, serves to create a low density character to the sub-area, and helps provide a greater sense of openness. However, conversely as the gardens are private, accessibility to public open space or urban green space is limited, with no formally designated spaces falling within the sub-area.

#### Key Issues and Opportunities

- Maintain and enhance the suburban residential character, particularly the ASLCs.
- The loss of front gardens and boundary treatments to accommodate cars has had a negative impact on character - opportunities to reinstate.
- Improve connectivity and accessibility, particularly in the southern parts of the sub-area, where access to facilities and services is poor.
- Improve the access and connectivity to Metropolitan Green Belt and Metropolitan Open Land.



### WALLINGTON CENTRAL

#### Distinctiveness - Heritage and Key Features

- This sub-area represents the commercial and transportational heart of Area 7 and includes all of Wallington District Centre. The area is characterised by the commercial hubs centred in or around Wallington Railway station, and the intersection of the A237 Woodcote Road and B271 Stafford Road. These locations feature a high concentration of civic, commercial, leisure, and retail uses; interspersed with residential developments, including some modern schemes that have significantly altered the buildings heights over recent years.
- The area immediately surrounding the railway station features a number of prominent tall buildings, some of which are between six-to-ten storeys in height and range from brick-built office blocks to more modern apartment buildings featuring cladding and render. At this location the A237 Manor Road / Woodcote Road causes some severance and there is a change in street-level and overall elevations, resulting in poorer accessibility conditions for pedestrians.
- There is an interesting transition southward further along the A237 Woodcote Road, where the district centre morphs into more a linear parade, feature flats over shops, and a greater presence of traditional residential dwellings amongst commercial premises. Once beyond the intersection with the B271 Stafford Road, the sub-area becomes mostly residential, albeit there are a significant number of low-to-mid rise buildings, with some 1960/1970s apartment blocks and court-style developments of between four and six storeys in height.
- The district centre extends to the east along the B271 Stafford Road - however, beyond the junction with Charlotte Road and Clyde Road, the District it also transitions into more of a linear parade, featuring flats over shops, and a greater presence of traditional residential dwellings amongst commercial premises.
- Within the residential areas there is one of the Council's designated ASLCs. Identified as Clyde Road the area was built by a local architect (Hinton) on two field plots either side of Mill Lane (now Stafford Road).

#### Key Issues and Opportunities

- Opportunities to deliver new development, taller buildings, and a greater mix of development types in and around Wallington Railway Station, and at key transport intersections.
- Opportunities to deliver new housing across Wallington District Centre. This may include the reallocation of uses, including exploring opportunities at large supermarket sites. This should take advantage of the location being within an identified Area of Potential Intensification.
- Improve and enhance connectivity and accessibility, public realm, and traffic management across the District Centre. Enhance non-road user experience and explore opportunities to overcome severance caused by road and rail infrastructure.
- Consider the role and extent of retail uses at the periphery of Wallington District Centre. Explore opportunities to re-allocate buildings for other uses.

### Character Based Growth Themes

#### Support development of Wallington District Centre

The clearest opportunity for growth would appear to be within sub-area six - Wallington Central. Here, the existing built form, plus overall greater level of accessibility and connectivity would allow for larger-scale development opportunities, both in terms of taller buildings and increased density.

The area immediately adjacent and surrounding Wallington railway station appears to provide an opportunity area for a step-change in the scale, density, and height of built development. In particular, Wallington station car park, the apron at Railway Approach, and the adjoining sections on the A237 Manor Road would seem to offer short term opportunity sites.

Furthermore, locations at the periphery of Wallington District Centre, where areas transition into local parades offer scope for careful parade intensification. This would be particularly appropriate for those sites and buildings which fall within the existing Area of Potential Intensification as it extends eastwards along the B271 Stafford Road, and southwards along the A237 Woodcote Road.

Whether this results in a reduction of retail units to allow for a greater concentration of residential development, or additional storeys are added to existing buildings, or there is selective knock-down and replacement of certain buildings, is to be determined, and will need to account for other sensitive receptors.

#### Re-imagine the peripheral areas of Wallington District Centre and maximise the Area of Potential Intensification

Equally there are locations towards the periphery of Wallington District Centre where some internal block intensification may be possible. Mid-rise intensification making use of relatively good access to facilities and services, and good connectivity via key radial routes to both Wallington and the rest of the borough. Where appropriate, more intensive development and selective infill could provide additional community or commercial space at the ground floor.

#### Repair urban fabric and improve relationship between people and built development

Throughout sub area six, there are opportunities to repair the character and urban fabric of the area in order to create a better relationship between development, infrastructure, the community, and citizens. Severance caused by the railway line, the A237 Woodcote Road, and the B271 Stafford Road could be overcome as part of well-designed and sympathetic redevelopment proposals.

#### Protect and enhance heritage assets

The area has the highest concentration of ASLCs in the borough. Designated heritage value of the area, including conservation areas, ASLCs, listed buildings and locally listed buildings should be protected and enhanced.

Area 7 also features locations and areas that have a long-standing and inherent character. Predominantly low density medium-to-large detached and semi-detached properties where the design, architectural style, layout, and streetscape identify them as areas of importance and worthy of conservation. Area 7 features nine different ASLCs, many of which cover substantial areas and dozens of properties. It is suggested that the character of these areas should be reinforced and only careful redevelopment opportunities encouraged. This may include sensitive intensification of urban villa plots which have incredibly low densities. Some previous conversions have not maintained historic streetscape and character features. However, carefully done, this could play a role in providing more homes in future.

#### Re-imagine opportunities for small site development

Find opportunities for appropriate small site development to contribute towards the London Plan small sites target for Sutton. The appropriateness of small site development will depend on a number of factors including the type of home, size of plot, size of block and extent of overlooking. This may include infill intensification in low density areas - across suburban locations there may be 'left over' space for corner plot or garage block development. Small site development in proximity to the ASLCs should respect the Cottage Estate typology that is present within the sub-areas.

### Scale of Intensification

#### Conserve

- Holy Trinity Conservation Area
- Wallington Green Conservation Area
- Blenheim Gardens / Onslow Gardens ASLC
- Bute Road Estate ASLC
- Clyde Road ASLC
- Park Hill Road ASLC
- Park Road / Melbourne Road ASLC
- Sandy Lane / Upper Road ASLC
- Springfield Road / Grosvenor Road ASLC
- The Ridge ASLC
- Woodcote Avenue ASLC

#### Enhance

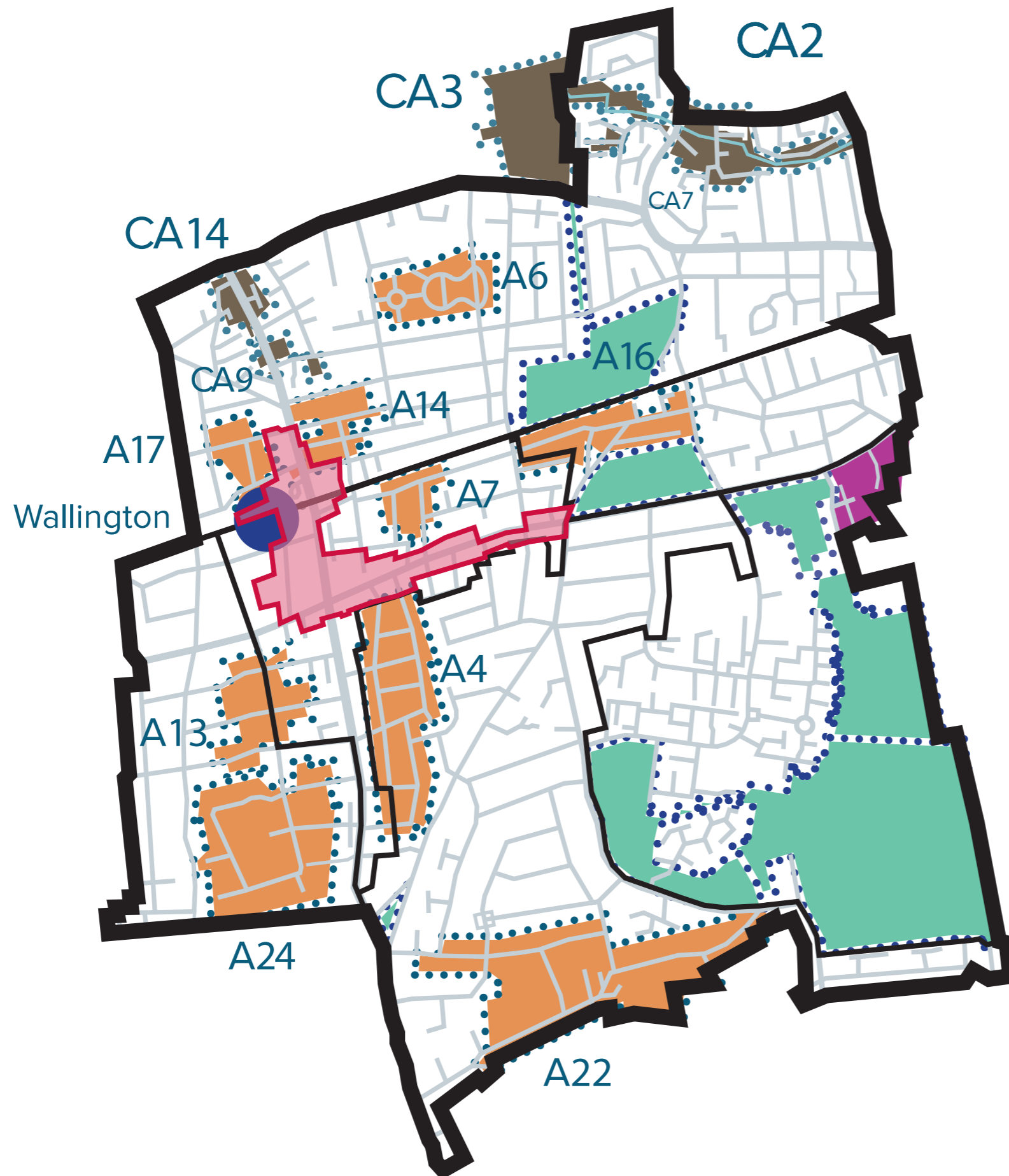
- Roundshaw Local Centre
- Connections to Beddington Park and severance caused by A232
- Connections to Roundshaw Park and Down
- Connections to Woodcote Metropolitan Green Belt and Metropolitan Open Land
- Relationship between residential areas in South Beddington & Purley Way SIL

#### Transform

- Wallington District Centre
- Wallington Railway Station
- Wallington Area of Potential Intensification - particularly periphery locations of District Centre
- Intersection of A237 and B271

# Neighbourhood 7

## South Beddington



- Conservation Areas
- ASLCs
- District Centre
- Strategic Industrial Area
- Railway Station
- Open Space
- Conserve
- Enhance
- Transform



April 2024

Not to Scale

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## **NEIGHBOURHOOD 8: WOODCOTE AND CLOCKHOUSE**

## Introduction

**5.52** Woodcote and Clockhouse is located in the south of the borough bordering LB Croydon and Reigate and Banstead. This neighbourhood area is split into two distinctive parts: Woodcote and Clockhouse.

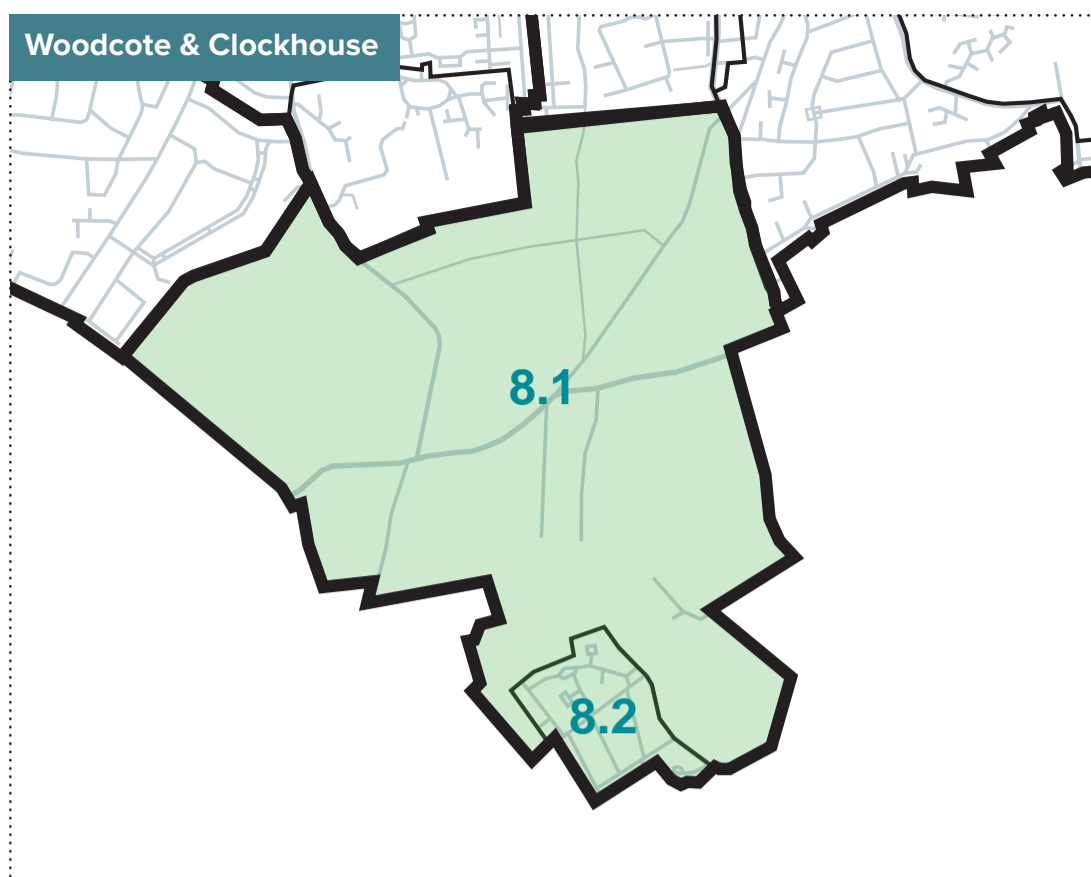
**5.53** The Woodcote sub-area mainly comprises the Woodcote Green Belt and is the largest area of open space in the borough. The Woodcote Green Belt links to Green Belt in neighbouring boroughs (the London Borough of Croydon and Reigate & Banstead) and is a substantial part of the wider Metropolitan Green Belt. The Woodcote sub-area also includes two small areas not within the Green Belt, an area of housing on the eastern boundary, and a gypsy and traveller site within the Green Belt.

**5.54** Historically the area was predominantly used for farming and home to two large 18th century estates, Oaks Park and Woodcote Grove. Oaks Park was the residence of the Earls of Derby but was demolished between 1957-60. The remaining estate has been in recreational use, including a golf course and public park. Woodcote Grove House was built in the 1860s and set in a large estate. By 1912, the estate had been subdivided, and part developed as a golf course. The main house had been in use as a care home since the 1940s.

**5.55** Little Woodcote is largely open with much of the area covered by smallholdings with their distinctive predominantly weatherboard housing. These smallholdings were created in 1925 when Surrey County Council purchased the land, to help soldiers returning from the First World War. Much of the area is in agricultural and horticultural use, with some pockets of woodland. Other small-scale built development in the area includes warehouse premises and a fish farm which are largely screened by trees/woodland.

**5.56** Clockhouse is a suburban residential enclave in the south of the borough surrounded by green areas within the Green Belt and contiguous with settlements at Woodmansterne and Coulsdon in Croydon.

**5.57** This was formerly the open land of Clockhouse Farm, Clockhouse was originally named The Clockhouse Farm Estate. The original part of the estate, including a small parade of shops, interwar – built following the opening of Woodmansterne station in 1932. In the 1950's and 1960's further council development took place when the many blocks of flats and a further parade of shops were built.





## Neighbourhood Analysis

### Neighbourhood Profile

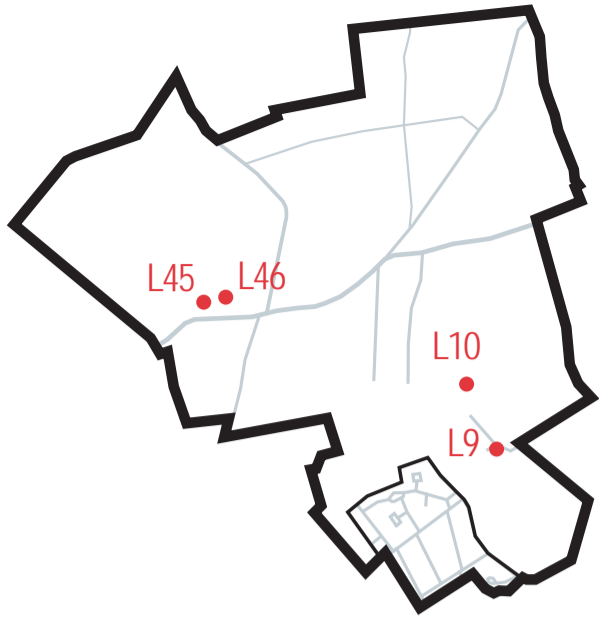
- Most of the area falls within the Woodcote Green Belt, part of the wider Metropolitan Green Belt across neighbouring boroughs at Reigate and Banstead and Croydon.
- Much of the open land is in agricultural, horticultural and recreational use including two golf courses. Little Woodcote is characterised by smallholding plots and weatherboarded houses.
- Oaks Parks is designated as a Historic Park and Garden, with some listed, former estate buildings. Woodcote Grove House set in extensive grounds is also listed, and has been in use as a care home.
- Clockhouse is a small suburban settlement surrounded by open land within the Green Belt. Housing is mainly interwar and mid-20th century.
- The area has poor accessibility. Woodmansterne railway station in LB Croydon lies to the south of Clockhouse. The A2022 runs through the area forming the main strategic east-west route through the area linking Purley and Banstead. Routes linking Clockhouse to the rest of the borough to the north are via neighbouring boroughs Reigate and Banstead and LB Croydon.
- There is one Local Centre, Hillcrest Parade located in Clockhouse.



### Issues and Opportunities

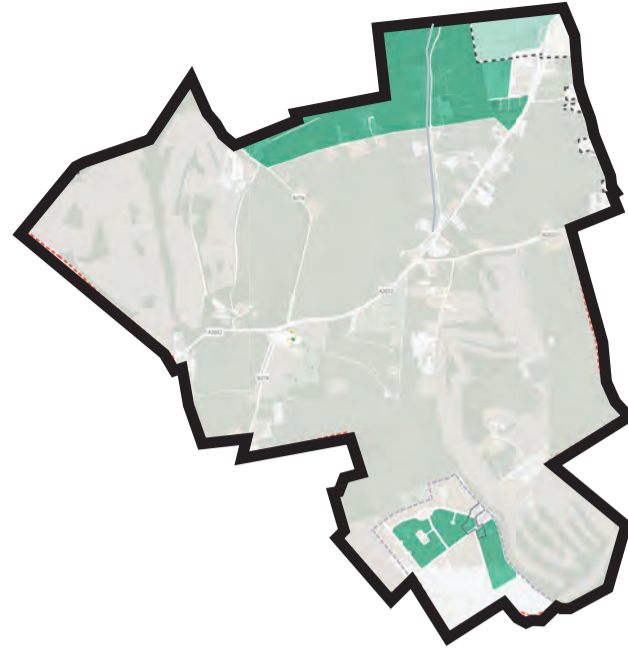
- Opportunity to provide new homes through Council estate regeneration at the Clockhouse estate. However, this is subject to resident support and viability.
- Opportunity to improve the Local Centre parade.
- Extension to gypsy and travellers site
- Ensure the openness of the Green Belt is protected





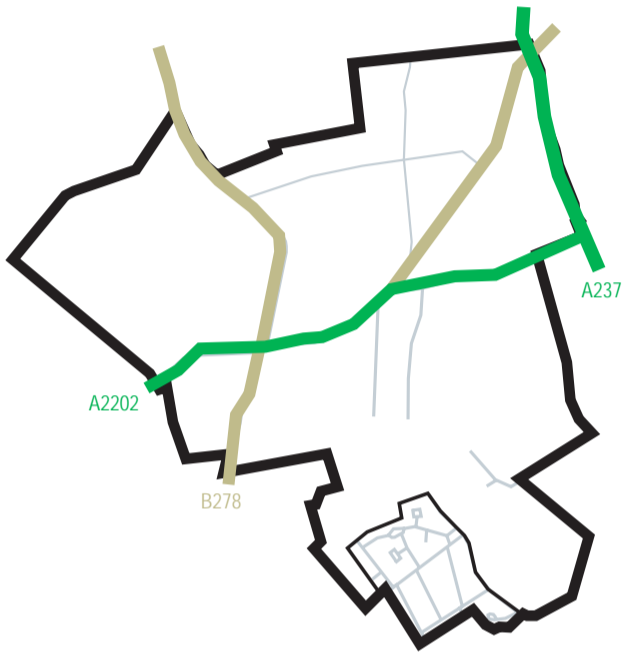
**Heritage**

The Woodcote and Clockhouse Neighbourhood has important heritage value. Oaks Park is designated as a Historic Park and Garden and there are several listed buildings across the area.



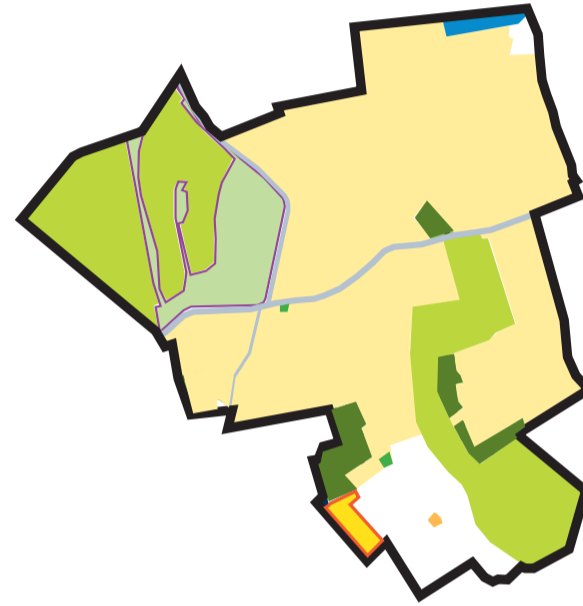
**FAR**

The FAR is limited given there is little built development across the neighbourhood. The highest levels can be found in the north and the south at the Clockhouse.



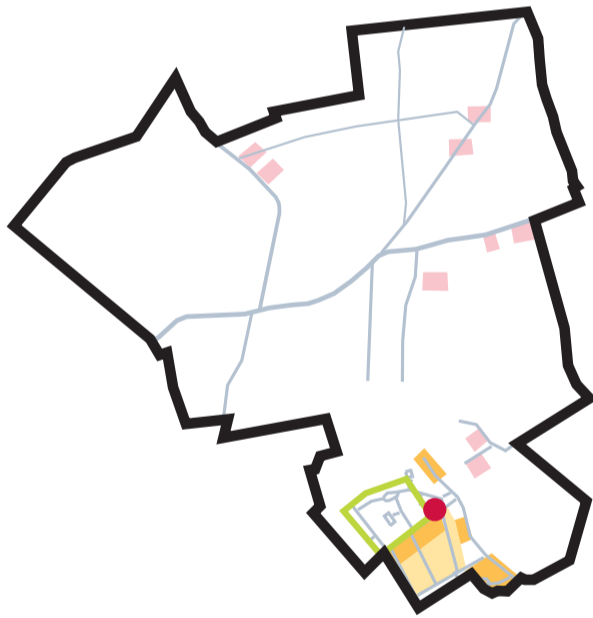
**Transport**

The Woodcote and Clockhouse Neighbourhood has the poorest public transport accessibility in Sutton. There are no railway stations within the Neighbourhood and limited bus routes. However, here are several important road routes.



**Landscape Character**

The neighbourhood has a high landscape character. Oaks Park is designated as a Historic Park and Garden and is of a high quality. The area also contains several sites of interest to nature conservation, which enhance the landscape value of the area.



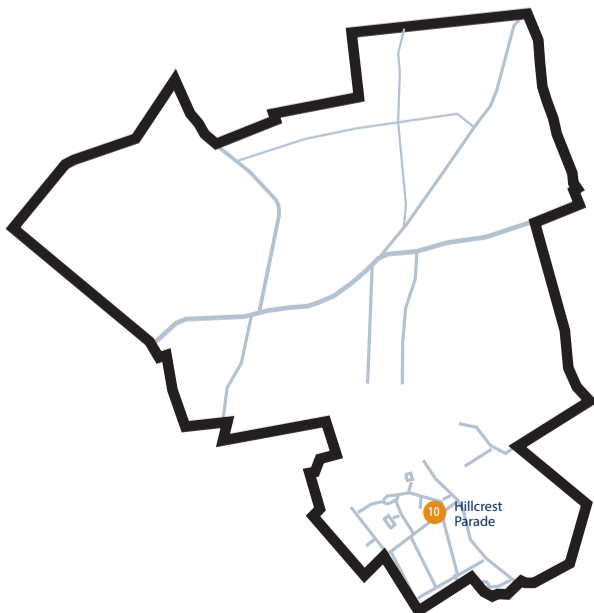
**Townscape Character**

The area is predominantly characterised by open space and green belt. As such the townscape character is limited. The Clockhouse is the largest concentration of housing and is of a mixed character.



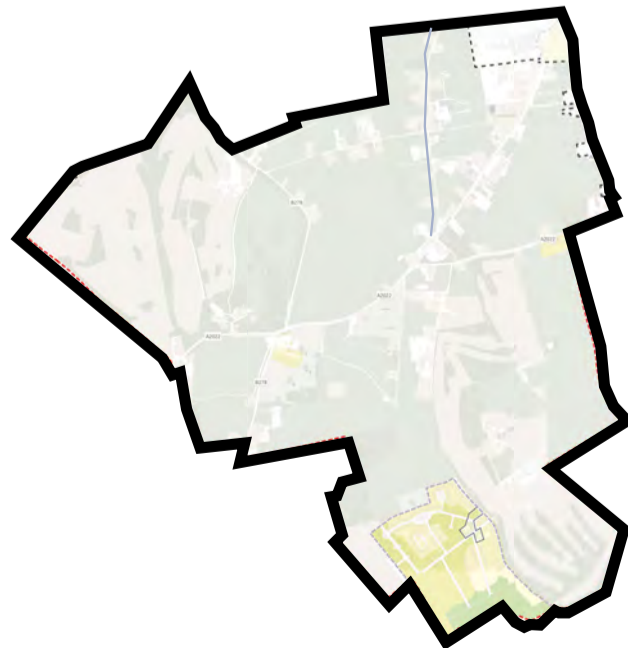
**Buildings Heights**

Building heights are limited across the area, with no tall buildings in the neighbourhood. The prevailing height is only 2 - 3 storeys.



**Town Centre Network**

The neighbourhood only has one local centre at Clockhouse.



**Dwellings per Hectare**

Dwellings per hectare is very low generally, as those homes located within the Green Belt are located on smallholdings plots. The density increasing in the Clockhouse, but this is very much an exception.

## Typologies



### Top 5 most common Typologies

-  1. Land Management
-  2. Formal Recreation
-  3. Suburban Detached / Semi
-  4. Cottage Estate
-  5. Suburban Terrace



The most common typology across the neighbourhood is "land Management" which reflects the agriculture smallholdings located in the Green Belt. Each plot had a detached house associated with the land.



The smallholding homes have a very distinctive "black weatherboard" style as seen here. These homes were originally allocated to returning WW1 soldiers to farm the land.



Formal recreation space is the second largest typology in the area, namely the large public open space at Oaks Park, the former home of the Earl of Derby.



Clockhouse was originally named The Clockhouse Farm Estate as the estate was built on land that was part of Clockhouse Farm. The residential dwellings are largely semi-detached suburban homes alongside low rise council flats.

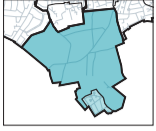


The neighbourhood area is also home to two gypsy and traveller sites. The Pastures, a public site, is currently being redeveloped to provide additional pitches.



The green belt in Sutton is still used for some agricultural purposes, including lavender growing, commercial nurseries and local food growing.

## Sub-Area Analysis



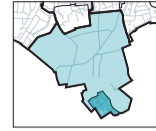
### WOODCOTE

#### Distinctiveness - Heritage and Key Features

- Most of the sub-area falls within the Metropolitan Green Belt with open areas in agricultural, horticultural and recreational use.
- There are a number of large recreational areas, including two golf courses, Oaks Park and Woodcote Park, and public open space at Oaks Park, Little Woodcote Wood, Ruffett and Big Wood and Corrigan Avenue Recreation Ground. The golf courses and a number of areas of woodland and grassland are designated as Sites of Importance for Nature Conservation. Oaks Park is also designated as a Historic Park and Garden.
- Little Woodcote is characterised by a pattern of smallholdings with weatherboarded houses. There are also a number of small-scale commercial uses, some in conjunction with the smallholdings.
- Woodcote Grove House is a large Grade II listed building set in extensive grounds and has been in longstanding use as a care home. There is an extant planning permission (C2012/66833) for the re-building of a later extension, and the main house is currently largely vacant. A recent application (DM202/00736) for extensions and new buildings was refused for reasons including harm to the openness and visual amenity of the Green Belt and adverse impact on a listed building.

#### Key Issues and Opportunities

- Maintain the character and heritage features within the Green Belt, such as weatherboarded houses and designated heritage assets.
- Improve accessibility to green and open spaces.
- Development opportunities are limited in the Green Belt in order to continue to maintain its openness in line with national policy.
- The scale and massing of any appropriate development proposals at Woodcote Grove House should maintain the openness of the Green Belt, conserve the significance and setting of the listed building.
- There is an inset site within the Green Belt which contains the borough's gypsy and traveller pitches. Planning permission has been granted to extend the site and increase the number of pitches on land not designated as Green Belt.



### CLOCKHOUSE

#### Distinctiveness - Heritage and Key Features

- An area of suburban housing comprising semi-detached interwar housing, and mid-century council-built housing. The council-built housing includes short terraces and semi-detached houses, with some streets laid out in a cottage estate style, set back from or around green spaces. It also includes some maisonette and flatted development, for example along The Mount and Grove Lane.
- Development is generally two storey, with some three storey blocks on Grove Lane and the Mount, and the local centre parade. There are some single storey community buildings including Hillcrest Halls.
- The area is enclosed by surrounding Green Belt land including Corrigan Ave Recreation Ground, land rear of Longlands Ave and Woodcote Park Golf Club.
- Recent development in the area included redevelopment of part of the Jack and Jill public house to provide five houses.

#### Key Issues and Opportunities

- There are opportunities to provide new homes through Council estate regeneration at the Clockhouse estate.
- Hillcrest Parade Local Centre is a purpose-built shopping parade and has an attractive setting, facing green open space. However, there are a number of vacancies, and the parade is rather tired in appearance. The parade would benefit from improvements to the shopfronts.
- There is poor connectivity to the rest of the borough being separated by the Green Belt. Transport connections lie in neighbouring LB Croydon.

## Character Based Growth Themes

### Character Based Growth Themes

#### Estate Renewal

The council will investigate the feasibility and viability of regenerating the estates, in order to deliver high quality, well designed new affordable homes for Sutton's residents.

#### Protect the Green Belt

Openness of Green Belt must be maintained

#### Protect and enhance heritage assets

The designated heritage value of the area, including historic parks and gardens and listed buildings should be protected and enhanced.

### Scale of Intensification

#### Conserve

- Woodcote Green Belt

#### Enhance

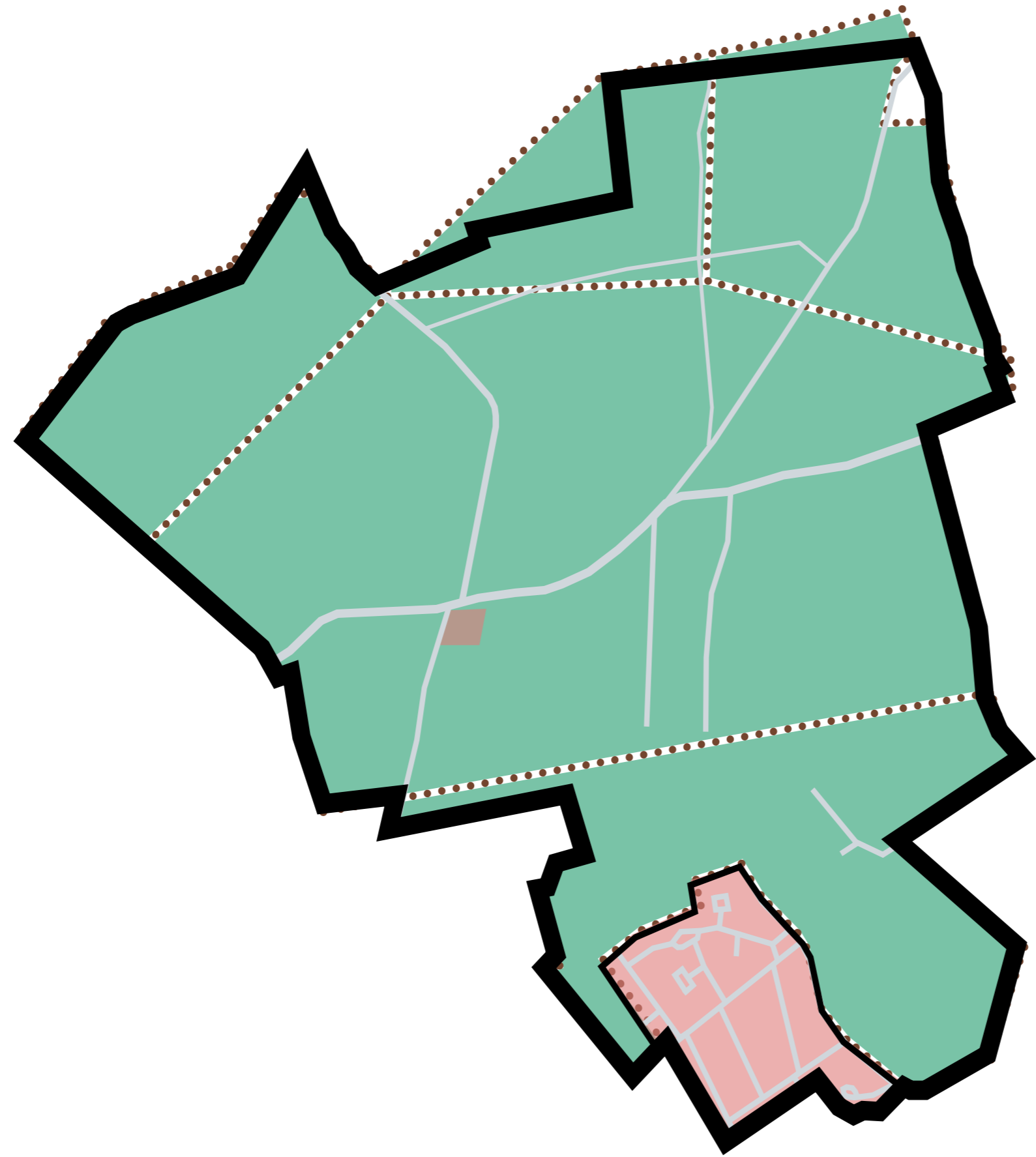
- Hillcrest Parade Local Centre









#### Transform

- Clockhouse estate regeneration
- Gypsy and Traveller Site

# Neighbourhood 8

## Woodcote & Clockhouse



-  Conservation Areas
-  ASLCs
-  District Centre
-  Strategic Industrial Area
-  Railway Station
-  Open Space
-  Conserve
-  Enhance
-  Transform



April 2024

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## Character Study Glossary

**Accessibility:** This term can be used in two ways. It's the extent to which employment, goods and services are made available to people, either through close proximity or through providing the required physical links to enable people to be transported to locations where they are available. Accessibility to transport infrastructure either car, bus, plane or pedestrian routes that may be used by everyone, people with or without disabilities.

**Archaeological Priority Areas:** Areas where there is significant known archaeological interest or potential for new discoveries. In Sutton, they are identified by Historic England's Greater London Archaeological Advisory Service

**Area of Potential Intensification:** Areas around town centres where the intensification of housing development may be appropriate.

**Area of Special Local Character:** Areas designated by the Council because of their locally distinctive character in terms of townscape, architecture and/or landscape features.

**Areas of Taller Building Potential:** Potential areas for tall buildings.

**Article 4 Direction:** A local planning regulation which withdraws automatic planning permission and means a planning application is required for development. The borough has two Article 4 Direction areas: (1) Sutton Garden Suburb to protect its unique character; and a number of properties across the borough have permitted development rights withdrawn with regard to roof alterations. The council is proposing a third direction to withdraw permitted development rights that allow houses to convert to small houses in multiple occupation.  
OR

**Article 4 Direction:** A local planning regulation which withdraws automatic planning permission and means a planning application is required for development.

**Biodiversity:** The number of different species of flora and fauna in a particular area.

**Business Improvement District:** a business group of local businesses that lead and business fund projects to improve a defined commercial area.

**Blue Infrastructure:** A network of blue infrastructure rivers, brooks and springs which create a source of water to support green infrastructure.

**Brownfield Land (also known as Previously Developed Land):** Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time

**Character Evaluation:** An assessment of Sutton's neighbourhoods, to understand the types of changes which could take place within an area.

**Community Infrastructure Levy:** A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area

**Comparison Goods Floorspace:** Retail floorspace that is used for the sale of one-off, usually non-food, items

**Connectivity:** Is the infrastructure that flows between neighbourhoods and urban areas carrying people and goods.

**Conservation Area:** An area of special architectural or historic interest designated by the local authority under the Planning (Listed Buildings & Conservation Areas) Act 1990. There is a statutory duty to preserve or enhance the character or appearance of such areas

**Context:** The way in which places, sites and spaces interrelate with one another physically, functionally or visually, or the way places are experienced and understood.

**Convenience Goods Floorspace:** Retail floorspace that is used for the sale of regular purchases, usually food and drink

**Decentralised Energy:** Local renewable energy and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies

**Density:** See Housing Density

**Detailing:** Small elements and features within an overall architectural design or building

**Development Plan:** The borough's current Development Plan comprises the Further Alterations to the London Plan (2015), the Core Planning Strategy (2009), the Site Development Policies Development Plan Document (2012) and the South London Waste Plan (2012). It is planned that the Local Plan will replace the Core Strategy and Site Development Policies DPD. The Development Plan also includes any adopted Neighbourhood Plans

**Development Plan Documents (DPD):** Are prepared by the relevant planning authority. They set out the planning policies against which proposals for new development in an area (such as the London Borough of Sutton) will be assessed

**District Centre:** A town centre, classified by The Mayor of London, as providing convenience goods and services for local communities. Typically, they contain 10,000-50,000m<sup>2</sup> of retail, leisure and service floorspace. The borough's District Centres are Carshalton, Cheam, Hackbridge, North Cheam, Rosehill, Wallington and Worcester Park

**Established Industrial Areas:** Smaller industrial areas designated for protection for industrial uses by the council

**Floorspace Area Ratio:** Is the measurement of a building's floor area in relation to the size of the parcel of land that the building is located on. FAR is expressed as a decimal number, and is derived by dividing the total area of the building by the total area of the parcel.

**Geology:** Is the particular rocks and similar substances that form an area of the earth

**GLA:** The Greater London Authority. The authority, headed by the Mayor of London, has responsibility for strategic planning issues in London



**Green Belt:** A designation for land around certain cities and large built up areas, which aims to keep this land permanently open or largely undeveloped

**Green Chains:** Areas of open space which are interlinked and for use by walkers and pedestrians

**Green Corridor:** Areas of open space which are interlinked and provide opportunities for species migration

**Green Infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities

**Heritage Asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets (including Schedule Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas) and assets identified by the local planning authority (including local listing).

**Historic Fabric** Surviving original and historic fabric in the form of buildings, their structure, details and decoration.

**Historic Park and Garden:** These are heritage assets which may be designated by Historic England as a Registered Park and Garden or designated by the Council for their special historic interest.

**Housing Density:** The number of dwellings per hectare of land. For example:

Aspects, Throwley Way, Sutton	= 545 dwellings/hectare
Dunbar Court, Carshalton Road, Carshalton	= 150 dwellings/hectare
Cromer Mansions, Cheam Road, Sutton	= 100 dwellings/hectare
Browning Avenue, Poet's Estate, Carshalton	= 23 dwellings/hectare

**Legible Spaces:** The degree to which a place can be easily understood.

**Listed Building:** A building or structure of special architectural or historic interest included on a statutory list. They are designated by the Secretary of State (for Culture, Media and Sport), advised by Historic England.

**Local Centre:** A council designation for small areas, usually featuring shops, offices and other economic activity, such as shopping parades.

**Local Implementation Plan (LIPs):** Are produced by every London Borough, and set out how individual boroughs will implement the Mayor's Transport Strategy in their area. These are statutory documents required by the Greater London Authority Act 1999.

**Locally Listed Building:** A building or structure of local interest designated by the Council.

**Local Nature Reserve (LNR):** Areas designated by the Council under the National Parks and Access to the Countryside Act 1949. LNRs must have significance for nature conservation and are declared by the LPA (Local Planning Authority). LNRs must include land over which the designating Local Planning Authority has a legal interest i.e. ownership of the freehold, or leasehold liabilities, or land over which the Local Planning Authority has a nature reserve agreement with the landowner. Management is a key aspect of declaring an LNR and a management plan must be put in place which secures the long term maintenance

of the features of the area which give it its special interest. Many SINCs within Sutton have also been declared as LNRs and have appropriate management plans in place.

**London Plan:** The Mayor's Spatial Development Strategy for London. The 2021 London Plan is the current London Plan.

**Massing:** The combined effect of the height, bulk and silhouette of a building or group of buildings

**Metropolitan Centre:** A town centre classified by The Mayor of London as serving wide catchments and typically over 100,000m<sup>2</sup> of retail, leisure and service floorspace with a significant proportion of comparison goods. Sutton Town centre is the borough's only Metropolitan Centre

**Metropolitan Open Land (MOL):** Strategic open space within the built-up area of London which has similar protection as Green Belt land.

**National Planning Policy Framework (NPPF):** The Government's statement on planning policy. All Local Plans must be consistent with the NPPF

**Neighbourhoods:** For this document there are 8 neighbourhoods defined in Sutton. These areas include North Cheam & Worcester Park, Cheam and Belmont, Sutton Town Centre, Hackbridge & St Helier, North Beddington, Carshalton, South Beddington and Green Belt. Each Neighbourhood is divided into a number of sub areas.

**Neighbourhood Forum:** Is a group of people who have been established with the express purpose of promoting or improving the social, economic and environmental well being of an area.

**Neighbourhood Plan:** a plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Localism Act 2011)

**Node:** A junction or intersection e.g. by a place where people congregate such as a market or square.

**Open Space:** Land that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within Sutton, whether in public or private ownership and whether public access is unrestricted, limited or restricted. Includes land designated as open space such as Metropolitan Open Land, Public Open Space, Urban Green Space and Allotments, and non-designated open spaces.

**Permeability:** Permeability refers to the capacity of connections to carry people or vehicles.

**Permitted Development Rights:** rights which allow developers or landowners to develop, extend or alter buildings or structures without the need for planning permission

**Physical Infrastructure:** including the main utilities of water, sewerage, gas, electricity and telecommunications; transport infrastructure including public transport; and flood defences.

**Place:** The result of a complex interplay of different elements, e.g. the cultural and social factors which have combined to create identity, the physical or built elements that make up the place and the people associated with it through memories, association and activity.

**Planning & Compulsory Purchase Act (2004) (as amended):** The Act of Parliament that requires the preparation of Local Development Frameworks and Regional Spatial Strategies.

**Planning Condition:** A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order

**Planning Obligation:** A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal

**Primary Shopping Area:** The council is proposing not to identify Primary Shopping Areas as they serve little purpose when Primary and Secondary Shopping Frontages are also identified. Should a Primary Shopping Area need to be defined, the council will use the suggested definition in the National Planning Policy Framework which states the Primary Shopping Area generally comprises the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage.

**Primary Shopping Frontage:** A run of shops and/or businesses which have been designated by the council as the principal area for retail activity with a town centre

**Private Amenity Space:** Space which is attached to a property and is for the sole use of the occupier of the property, for examples gardens and balconies

**Proposals Map:** A graphical illustration (on an Ordnance Survey base map) of those policies and proposals relating to a specific site or area contained in a Development Plan.

**Public Open Space:** A council designation for open space which is open to the general public without any constraints apart from opening hours

**Public Realm:** That part of the built environment to which the public has free access, including streets, squares, parks etc. Public realm issues embrace social interaction and the uses of spaces as well as their servicing and management.

**Scale:** The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person. Sometimes it is the total dimensions of a building which give it its sense of scale: at other times it is the size of the elements and the way they are combined

**Scheduled Monument:** A nationally important archaeological or historic site. They are designated by the Secretary of State (for Culture, Media and Sport), advised by Historic England.

**Secondary Shopping Frontage:** A run of shops and/or businesses which have been designated by the council as an important area for retail and service activity with a town centre

**Setting:** The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

**Significance:** The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic.

**Site of Importance for Nature Conservation (SINC):** An area of importance for biodiversity. There are three grade: metropolitan importance, borough importance and local importance

**Social and community infrastructure (facilities):** Including education; health and social care facilities; leisure facilities; children's services; community services, including community halls, meeting places, places of worship, youth services and libraries; police shops, criminal justice facilities, safer neighbourhood accommodation and general police facilities, and other emergency services.

**Strategic Flood Risk Assessment (SFRA):** Provides information on flood risk. The SFRA identifies constraints which will assist in the formulation of planning policies, it aids the identification of the development potential of proposed sites and aids in assessing future development proposals. In the case of Sutton, the assessment is in partnership with the boroughs of Wandsworth, Merton and Croydon.

**Strategic Industrial Locations (SILs):** These are preferred Industrial Locations and exist to ensure London provides sufficient quality sites in appropriate locations to meet the growth of business, industrial and warehousing sectors.

**Sub-Areas:** The character study has 32 sub areas, each has a unique character within Sutton's 8 neighbourhoods. Each area is defined by either a road, railway or open space.

**Suburban Heartlands:** A council designation which describes housing areas outside town centres, the areas of potential intensification, industrial areas and areas within open space designations

**Supplementary Planning Documents (SPD):** Cover a wide range of issues on which the local authority wishes to provide policy guidance to supplement the policies and proposals in Development Plan Documents. They are not subject to independent examination.

**Sutton's Environmental Strategy and Climate Emergency Response 2025:** A number of environmental measures which will be delivered by the council by 2025.

**Taller Building Categories:**

Mid-rise Buildings – those that are considered to be tall in the context of relatively low-rise development but that in absolute terms are in the region of 4-5 storeys (12-18m);

Tall Buildings – those that are significantly taller than the mean height of surrounding development and will have a range of 6-10 storeys (18-30m);

Very Tall Buildings – those that are excessively taller than the surrounding built form and will be from 10 storeys upwards (30m +).

**Town Centres:** A general description which covers the Metropolitan Centre (Sutton Town Centres) and the seven District Centres

**Town Centre Uses:** Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)

**Townscape Character:** Unique areas of a place, the relationships between buildings, open spaces and green spaces.

**Typologies:** Typologies are the systematic classification of places to their common characteristics.

**Urban Grain:** Describes the pattern of plots in an urban block. A finer urban grain represents a smaller pattern of buildings on a street.

**Urban Green Space:** A council designation for open space which is only open to certain sections of the public, such as sports clubs

**Use Classes Order:** The following classes of use for England are set out in the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments:

**Wandle Valley Regional Park:** Areas designated by the London Boroughs of Croydon, Merton, Sutton and Wandsworth to promote public access, biodiversity improvements and heritage protection along the River Wandle





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June 2024

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