



Sutton Local Plan Evidence Base

# Infrastructure Statement 2024

June 2024



# Sutton Local Plan - Infrastructure Statement (July 2024)

## 1. Introduction

- 1.1. The London Borough of Sutton (hereon “the Council”) is preparing a new Sutton Local Plan. The new plan will contain new and revised planning policies, and will replace the current Sutton Local Plan (2018 - 2031)<sup>1</sup>.
- 1.2. The new local plan must be supported by an objective and robust evidence base. Part of the required evidence is an evaluation of the infrastructure provision needed to meet the demands of future planned growth. Analysis of infrastructure should understand the current readiness of existing infrastructure, and assess what new infrastructure provision is required to support the scale of planned growth in the borough.
- 1.3. The Sutton Infrastructure Statement sets out an analysis of current infrastructure and the new infrastructure necessary to support and deliver good growth in the borough. The statement covers a comprehensive range of infrastructure types, including: transport, utilities, flood risk, education, health, community, open space, and greenspace infrastructure. The infrastructure statement also sets out a schedule of infrastructure projects, which are expected to be delivered alongside the implementation of the new local plan.
- 1.4. The infrastructure requirements and schedule of infrastructure projects is based on data, analysis, and dialogue with a wide range of organisations, businesses and other stakeholders who are the promoters, providers and/or operators of infrastructure.
- 1.5. The statement will be used by the Council, its partners, and other stakeholders to ensure that the appropriate infrastructure is in place as growth is delivered. On this basis it will help inform decisions about how developer contributions, planning obligations, and the Community Infrastructure Levy (CIL) will be allocated to fund infrastructure projects. It will also influence and support the Council’s capital programme; be used as supporting evidence in bids for external funding; support site-specific development proposals; and provide a platform for on-going engagement with providers, operators, and stakeholders.
- 1.6. The statement will be translated into a formal Infrastructure Delivery Plan (IDP) as the new Sutton Local Plan makes progress through the plan-making process. This statement and the IDP are intended to be a “living document” and the information presented in this report represents only a snapshot in time and consultation and engagement will remain ongoing. This infrastructure statement is an initial presentation of issues and likely impacts, which has been prepared to accompany the “Regulation 18” public consultation of the draft Sutton Local Plan.

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<sup>1</sup> Sutton Local Plan (2018 - 2031) was adopted in February 2018.

## 2. Background and Context

### National Policy

- 2.1. The National Planning Policy Framework (NPPF) (December 2023) requires local planning authorities to work with other statutory authorities and infrastructure providers to assess the quality and capacity of infrastructure and its ability to meet forecast demands<sup>2</sup>. National policy also expects local plans to identify priority areas for infrastructure provision and ensure that there is a reasonable prospect that any planned infrastructure is deliverable in a timely fashion.
- 2.2. The NPPF is clear that achieving sustainable development requires the coordination and effective delivery of supporting infrastructure. In applying a presumption in favour of sustainable development, the NPPF clarifies that local plans should promote a sustainable pattern of development that seeks to meet the development needs of the area, and should aim to achieve this by, amongst other things, aligning growth and infrastructure.
- 2.3. The NPPF re-iterates that the planning system should be genuinely plan-led, and that plans should be prepared positively, in a way that is aspirational but deliverable; and be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees.
- 2.4. Recent revisions to national policy require plan-makers to identify strategic policies and non-strategic policies within local plans. The NPPF sets out that strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:
  - housing (including affordable housing), employment, retail, leisure and other commercial development;
  - infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
  - community facilities (such as health, education and cultural infrastructure); and
  - conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.
- 2.5. It also notes that strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure.
- 2.6. The NPPF also highlights that considering infrastructure also has a bearing on the Council's ability to discharge its obligations under the 'Duty to Co-operate'. More specifically, it states that strategic policy-making authorities should collaborate to

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<sup>2</sup> National Planning Policy Framework (December 2023): [National Planning Policy Framework](#)

identify the relevant strategic matters which they need to address in their plans; and that this should involve engaging with a range of stakeholders and relevant bodies, including (amongst others): Local Enterprise Partnerships, Local Nature Partnerships, infrastructure providers, elected Mayors, and combined authorities.

- 2.7. The rationale for this is explained that effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. And that joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.
- 2.8. In addition, for the purposes of informing the Council's approach to developer contributions, planning obligations, and the Community Infrastructure Levy, the NPPF suggests that plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.

## **Sub-Regional Policy**

- 2.9. In a London-context, the Council is required to be 'in general conformity' with the London Plan (March 2021), which sets out the Mayor of London's spatial development strategy for how London should grow and change through to 2041.
- 2.10. Delivering the necessary infrastructure to achieve 'good growth' is a cross-cutting theme throughout the London Plan. The London Plan is clear that a step-change in the delivery of certain types of infrastructure is needed to ensure London's status as an inclusive, sustainable, and prosperous city. On this basis, it advocates a strong focus on Infrastructure requirements for sustainable development densities (Chapter 3), social infrastructure (Chapter 5), green infrastructure and the natural environment (Chapter 8), sustainable infrastructure (Chapter 9), and transport infrastructure (Chapter 10) to ensure future success for all citizens and stakeholders.
- 2.11. The London Plan is clear that infrastructure provision should be proportionate to the scale of future development, and that local plans drawn up by boroughs should specify the infrastructure capacity and requirements needed to support the scale of growth. It also advocates that boroughs and infrastructure providers should consider the cumulative impact of multiple development proposals
- 2.12. The approach in Policy D2 of the London Plan has relevance to future plan-making in Sutton, due to the fact that it emphasises that development proposals should consider, and be linked to, the provision of future planned levels of infrastructure, rather than existing levels. And, where there is insufficient capacity of existing infrastructure to support proposed densities of development (including the impact of cumulative development), boroughs should work with applicants and infrastructure providers to ensure that sufficient capacity will exist at the appropriate time. This may mean that if

the development is contingent on the provision of new infrastructure, including public transport services, it will be appropriate that the development is phased accordingly.

- 2.13. It is noteworthy that the London Plan states that if development comes forward with a capacity in excess of that which could be supported by current or future planned infrastructure, a site-specific infrastructure assessment will be required. This assessment should establish what additional impact the proposed development will have on current and planned infrastructure, and how this can be appropriately mitigated either on the site, or through an off-site mechanism, having regard to the amount of CIL generated.
- 2.14. Importantly, when set against the context of current provision within Sutton, the London Plan places significant emphasis on appraising the capacity of existing and future public transport services, and the connections they provide, noting that these should be taken into consideration, as should the potential to increase capacity through financial contributions and by joint working with Transport for London.

## **Local Policy & Context**

- 2.15. It is important to recognise that identifying infrastructure requirements, and funding and delivering new infrastructure, is complicated. The Council is the Local Planning Authority (LPA), but it is not always in control of how and when infrastructure is scheduled or delivered.
- 2.16. The investment plans and timescales followed by infrastructure providers are often poorly aligned with those put forward by the LPA. Similarly, the sequencing of how and when infrastructure can be delivered, versus the approach to delivering residential and commercial development, is often at odds with one another. This further highlights the importance of the policy intention set out in the London Plan, which is to encourage development schemes to be revised or phased to ensure that their scale and/or timing is proportionate to the provision of infrastructure.
- 2.17. As such, the Council must take a proportionate approach to aligning growth and infrastructure provision, by outlining current provision, identifying known issues, and seeking to resolve deficiencies and constraints.
- 2.18. At a more detailed level, a thorough assessment of current and future infrastructure issues is fundamental to enable the new local plan to specify the contributions that development proposals will be expected to make to mitigate their impacts. Policies that define how financial contributions will be sought from development must be informed by robust assessments of infrastructure capacity and planned provision. Understanding whether existing infrastructure is sufficient to accommodate planned growth, or whether funding is needed to enhance or provide new infrastructure, is central to the overall assessment of whether the local plan is deliverable.
- 2.19. Any decision on the optimal approach to funding and delivering of infrastructure across the borough requires a better understanding of current issues, and future challenges and opportunities. As such, the infrastructure baseline will also help the Council to optimise its approach to seeking planning obligations and implement the CIL.

- 2.20. The Council previously prepared an IDP in January 2017. This version of the infrastructure statement was created to support the submission and adoption of the current Sutton Local Plan (2018 - 2036). The previous IDP can be found here: [x L12. Physical and Social Infrastructure](#).

### 3. Methodology

- 3.1. This infrastructure statement is a first draft and is tailored specifically to:
- provide a baseline review of existing infrastructure conditions in the borough;
  - identify any existing gaps in infrastructure provision; and
  - provide an overview of likely impacts from growth options set out in the draft Sutton Local Plan.
- 3.2. This infrastructure statement does not provide absolute conclusions on infrastructure requirements. This is because the Council has not yet set out a fixed figure for housing and economic/employment growth in the borough and is currently testing options for the scale of growth as part of the consultation on the draft Sutton Local Plan. As the local plan progresses, and the scale of growth is finalised, it will be possible to update the infrastructure statement to refine and confirm the final infrastructure requirements (as well as cost and timescale for delivery). Table 3.1 sets out the types of infrastructure considered in the infrastructure statement.

**Table 3.1: Infrastructure Categories**

Infrastructure Category	Sub-category
<b>Transport and Sustainable Travel</b>	Strategic Road Network and Highways
	Rail
	Bus / public transport
	Active travel - walking and cycling
	Car parking
<b>Flood Risk and Drainage</b>	Fluvial and Groundwater Flood Risk
<b>Utilities and Energy</b>	Water supply and wastewater / sewage treatment
	Electricity
	Gas
	Renewables and low carbon
<b>Telecommunications</b>	Fixed broadband
	Mobile communications

<b>Education</b>	Early years (0-4 years)
	School places (5-16 years)
	Post 16 Education and Training
	Special Education Needs
<b>Healthcare</b>	Primary care
	Secondary care
<b>Emergency Services</b>	Police
	Fire and Rescue
	Ambulance Service
<b>Green &amp; Blue Infrastructure</b>	Open spaces and greenspaces
	Biodiversity / Biodiversity Net Gain
<b>Outdoor Play Space, Sports, Community and Cultural Facilities</b>	Outdoor play space – pitches, equipped play areas, youth facilities
	Sports facilities – artificial grass pitches, sports halls, swimming pools, other indoor leisure (e.g. gym, indoor tennis)
	Community and cultural facilities – theatres, arts centres, community halls, libraries, museums, cemeteries and cremation facilities

# 4. Transport and Sustainable Travel

## Overview

4.1. Transport provision represents one of the most tangible forms of infrastructure, with a direct impact on almost all residents, businesses, and visitors. Accessibility and connectivity, journey times, frequency of services, quality of provision, and the manner in which transport infrastructure helps mitigate and adapt to the impacts of climate change, are all critical aspects that influence people’s perception of transport infrastructure, and which contribute to transport’s ability to help deliver sustainable development.

4.2. For the purposes of this infrastructure statement, transport and sustainable travel infrastructure is taken to include the following:

- roads, bridges, tunnels, footpaths, cycleways and greenways, railway lines, railway stations, bus services and facilities, public realm improvements, and electric vehicle charging infrastructure.

Relevant Infrastructure Providers:	Relevant Legislation, Plans, and Policy:
<ul style="list-style-type: none"> <li>● Department for Transport;</li> <li>● National Highways;</li> <li>● Active Travel England;</li> <li>● Greater London Authority;</li> <li>● Transport for London;</li> <li>● Network Rail;</li> <li>● Southern Rail (Train Operating Company);</li> <li>● Thameslink (Train Operating Company); and</li> <li>● London Borough of Sutton.</li> </ul>	<ul style="list-style-type: none"> <li>● Decarbonising Transport - A Better, Greener Britain (2021);</li> <li>● Taking charge: The Electric Vehicle Infrastructure Strategy (2022);</li> <li>● Transitioning to Zero Emission Cars and Vans: 2035 - Delivery Plan (2021).</li> <li>● DfT Outcome Delivery Plan: 2021 to 2022 (2021);</li> <li>● Transforming Cities Fund;</li> <li>● Future High Street Fund;</li> <li>● Great British Railways: The Williams-Shapps Plan for Rail (2021);</li> <li>● Bus Back Better - National Bus Strategy (2021);</li> <li>● Gear Change - A bold vision for cycling and walking (2020);</li> <li>● Cycle Infrastructure Design (Local Transport Note 1/20) (July 2020);</li> <li>● Cycling and Walking Investment Strategy 2 - Report to Parliament (July 2022);</li> <li>● National Planning Policy Framework (NPPF) (2023);</li> <li>● London Plan (2021);</li> <li>● Mayor’s Transport Strategy (2018);</li> <li>● TfL’s Road Modernisation Plan (2014);</li> <li>● GLA’s Vision Zero for London (2018);</li> <li>● Delivering the Mayor’s Transport Strategy 2021/22 (July 2022);</li> </ul>



	<ul style="list-style-type: none"> <li>• Mayor's London electric vehicle infrastructure delivery plan (2019)</li> <li>• Bus Action Plan (March 2022);</li> <li>• Cycling Action Plan (December 2018);</li> <li>• Walking Action Plan (December 2018);</li> <li>• London Borough of Sutton - Sustainable Transport Strategy (2022)'</li> <li>• London Borough of Sutton - EV Charging Strategy 2023 - 2030 (Draft)</li> </ul>
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## Baseline of Existing Infrastructure

### Policy Context

#### National

- 4.3. Following the 2020 Spending Review, the Department for Transport (DfT) re-stated its priority outcomes, which are to:
- Improve connectivity across the UK and grow the economy by enhancing the transport network, on time and on budget.
  - Build confidence in the transport network as the country recovers from COVID-19 and improve transport users' experience, ensuring that the network is safe, reliable, and inclusive.
  - Tackle climate change and improve air quality by decarbonising transport (this outcome reflects DfT's contribution to the BEIS-led cross-cutting net zero outcome).
- 4.4. Government, through a series of other recent policy changes, has put a stronger focus on decarbonising the transport network as a response to the climate emergency. New national strategies, including Gear Change (2020), Bus Back Better (2021), and the Decarbonising Transport Plan (2021) have raised the ambition for increasing active travel and bus usage in the interests of health, the environment, and the economy.
- 4.5. In October 2023, Government published "*The Plan for Drivers*", which set out a 30-point plan across five main areas, these are: creating smoother journeys; stopping unfair enforcement; creating easier parking conditions; cracking down on inconsiderate driving; and helping the transition to zero emission driving.
- 4.6. The National Planning Policy Framework (NPPF) (2023) requires the Council to promote and prioritise sustainable transport. To do this, Councils should minimise the impacts of development on the existing transport network and maximise the opportunities from both existing and proposed transport infrastructure, as well as embrace a greater use of technology.
- 4.7. In addition, the NPPF requires development and infrastructure provision to:
- promote walking, cycling, and public transport use; and

- recognise the environmental impacts of traffic and transport infrastructure – and to identify and deliver appropriate opportunities for avoiding and mitigating any adverse effects and realise net environmental gains.
- 4.8. To meet these challenges, the NPPF encourages Councils to actively manage patterns of growth, with significant development to be focused on locations which are (or can be made) sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 4.9. In October 2021, the Government published its National Model Design Code (NMDC). The NMDC sets out clear design parameters to help local authorities and communities decide what good quality design looks like in their area<sup>3</sup>.
- 4.10. The NMDC forms part of the Government’s planning practice guidance and expands on the 10 characteristics of good design set out in the National Design Guide<sup>4</sup>.
- 4.11. Transport, and more critically, the notion of ‘movement’ forms a key part of the NMDC. It makes the point that well-designed places should be accessible and easy to move around, and that this can be achieved through a connected network of streets, good public transport, the promotion of walking and cycling and well-considered parking and servicing.

### London / Sub-regional

- 4.12. Sub-regionally, the Mayor of London, through Transport for London, has adopted the Mayor’s Transport Strategy (2018). It sets out plans to transform London’s streets, improve public transport and create opportunities for new homes and jobs. To achieve this, the Mayor is proactively encouraging more people to walk, cycle and use public transport.
- 4.13. The Mayor’s Transport Strategy is also supported by a series of ‘Action Plans’ to strengthen the application of policy. The ‘Bus Action Plan’ (March 2022), ‘Cycling Action Plan 2’ (June 2023), ‘Freight & Servicing Action Plan’ (March 2019), and ‘Walking Action Plan’ (July 2018) all provide further details for how investment and improvements to sustainable transport should be delivered in London.
- 4.14. The Mayor has also recently adopted a new London Plan (2021) which sets out the spatial development strategy for London, and provides a new policy framework for transport proposals in London. In overall terms, it aims to embed active, efficient, and sustainable travel in London through high-density mixed-use sustainable development with associated public transport investment, and a restrictive approach to car parking provision.
- 4.15. Chapter 10 and policies T1 to T6 on the London Plan provide the transport policy framework for each borough to be in conformity with, including establishing key parameters such as requiring development plans to support the delivery of the Mayor’s strategic target of 80 percent of all trips to be made by foot, cycle or public transport by

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<sup>3</sup> National Model Design Code (2021): [National Model Design Code - GOV.UK](#)

<sup>4</sup> National Design Guide (2019): [National design guide - GOV.UK](#)

2041; and that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

### Local

- 4.16. The Council has recently adopted a new Corporate Plan - 'Ambitious for Sutton' (2022 - 2027). This sets out six priorities, including "*action on climate change*". Within the action on climate change priority, the stated agenda by the Council includes, to "*make it easier for people to make sustainable transport choices*".
- 4.17. Expanding the action on climate change agenda further, the Corporate Plan stated aims are to improve and encourage sustainable transport in the borough by enabling people to make sustainable transport choices, and to do so by:
- delivering the Sutton Town Centre Public Realm Masterplan;
  - delivering four new school streets by 2024;
  - renewing opportunities for 20mph areas and HGV bans;
  - developing and delivering cycle parking, cycle hangers, and cycle land and continuing to deliver a cycle training programme;
  - continuing the e-bike trail until October 2023 and working towards a permanent solution;
  - encouraging an uptake of Freedom Passes;
  - exploring the use of pool cars, scooters, and e-bikes for Council staff; and
  - exploring innovative transport solutions, including demand-responsive transport.
- 4.18. Notably, the Corporate Plan also makes specific reference to producing a borough-wide Electric Vehicle Strategy. This strategy will review opportunities to increase the number of electric vehicle charging points to encourage the uptake of electric vehicles, as well as examine options to convert Council vehicles to electric, and encourage the Council's contractors to use electric vehicles.
- 4.19. As part of the Corporate Plan's priority to "deliver strong and fair economic growth", one of the stated aims is to improve transport in Sutton Town Centre, and to do so by developing and agreeing an improved layout for the town centre gyratory with stakeholders, which will include sustainable transport improvements for cycling, walking, and buses. The delivery of these improvements will be linked to key development sites across the town centre.
- 4.20. In November 2021, the Council adopted a new Sustainable Transport Strategy Supplementary Planning Document (SPD). The strategy is designed to create opportunities for residents to travel safely, actively and healthily around the borough, and to support Sutton's growth. As well as giving residents more choice, the strategy aims to improve their quality of life by improving road safety, reducing air pollution and making transport more accessible, especially for children, families, older people and other people who are vulnerable.

- 4.21. In addition, the strategy contains planning guidance on car clubs, transport assessments, travel plans, construction logistics plans, freight servicing plans and parking management plans.
- 4.22. In 2019, the London Assembly published 'Mapping the Mayor's Strategies', analysing the Mayor of London's strategies, action plans and implementation plans and their associated allocated capital expenditure for boroughs, just under 73% of which was earmarked for transport<sup>5</sup>. The London Borough of Newham received the largest share at £2.12 billion, followed by the City of London, receiving £1.33 billion. Sutton received the smallest share of any London borough at £16 million, followed by Barnet which received £37 million. This disparity in funding has made it extremely difficult to secure and prioritise significant transport improvements in the borough.

### Strategic Road Network and Highways

- 4.23. The highway network in Sutton consists of 268 miles of road length, but only 18 miles are designated as principal 'A' roads. The majority of this is taken up by the north/south Transport for London Network (TLRN) 'Red' routes on the A24 and A217, linking central London to the Greater London Authority (GLA) boundary and the M25; and the A232 east-west TLRN 'Red' route travelling across the borough from Epsom to Croydon and Bromley.
- 4.24. These are supported by Tier 2 London Distributor roads, including the A237 linking Hackbridge and Wallington to Merton and the Surrey boundary, and the A2048 from Cheam through Worcester Bark towards Kingston.
- 4.25. The remainder of the more local road network is just under 18 miles of 'B' road, including the B272 through the Beddington Strategic Industrial area, and 232 miles of local estate and other 'C' or unclassified roads. A diagrammatic representation of the TLRN is shown in Figure 4.1 below.

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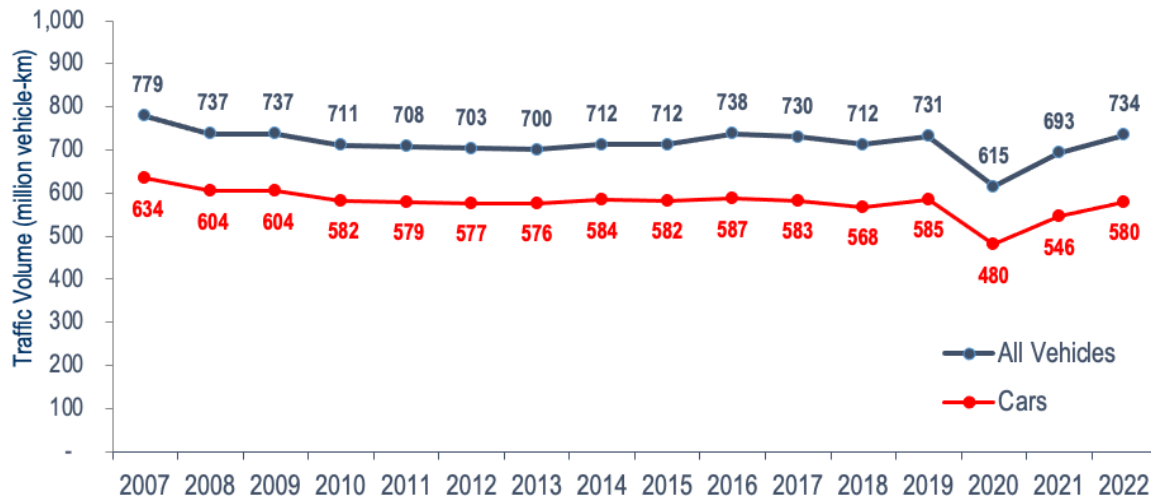
<sup>5</sup> London Assembly - Mapping the Mayor's Strategies (September 2019): [Mapping the Mayor's Strategies | London City Hall](#)

**Figure 4.1: TLRN and LRN in Sutton**



- 4.26. The total vehicle movements on Sutton’s roads and highways has returned to pre-pandemic levels. Figures show that the traffic volume in Sutton was 734 million vehicle kilometres in 2022, which represents a year-on-year increase of 6%.
- 4.27. However, looking at the most comparable recent year (*discounting the two-years associated with the pandemic, i.e. 2020 and 2021*), shows that the traffic volume in 2019 was 731 million vehicle kilometres.
- 4.28. Furthermore, the broader 10 - 15 year analysis shows that the number of vehicle kilometres travelled has remained broadly similar over time. Again, having discounted the two-years for the pandemic, the data shows that the average traffic volume between 2007 and 2022 was 748 million vehicle kilometres.

**Figure 4.2: Traffic Volume for All Vehicles and Cars (2007 to 2022)**



Source: Department for Transport (DfT) Road Traffic Estimates 2022

- 4.29. As shown in Figure 4.2, the majority of the vehicle kilometres can be attributed to the private car, representing on average, 80% of all vehicle movements.
- 4.30. Interestingly, the overall number of private cars owned in Sutton has been reducing and now stands at 86,162. However, the number of cars per household remains quite high, and Sutton’s figure is the 6th highest in London, at 1.02 cars per household (the London-wide average is 0.72 cars per household).
- 4.31. For trips that start within Sutton, the data indicates that the overall number of trips is increasing - from 453,000 (2017 - 2018) through to 470,000 (2019 - 2020); and that the modal share of these trips is dominated by the private car, with 53.9% (2017 - 2018) and 55% (2019 - 2020) of trips made by car.
- 4.32. The reliance on the private car and its role in the lives of Sutton’s residents and workers has consequential impacts on health, access to jobs and services, social and economic inequality, and climate change.
- 4.33. Although these principal roads are identified as strategic routes of national and/or regional importance, the history of Sutton as a borough means that some of the routes, particularly the A232 through Carshalton, have evolved from village roads and so suffer from width restrictions and tight bends which cause capacity and congestion issues, with few if any options for widening or alternative routes through what are often densely populated urban areas. These constraints, coupled with the London Plan / MTS strategies for sustainable travel and reducing dependence on the private car, mean that the borough’s strategic transport focus is on encouraging greater use of public transport, walking and cycling, with no major road schemes projected for the life of the Plan.
- 4.34. Analysis of specific roads, highways, and transport corridors has highlighted that the following locations face congestion issues:

- **The A217**, which runs north-south through the borough, connecting it to the A3 and the M25. During peak hours, the road can become congested, particularly at junctions such as the Rosehill roundabout and the Sutton bypass.
- **The A232**, which runs east-west through the borough, connecting it to Croydon and the A23 to the east, and the A24 and Epsom to the west. Some sections of the road, particularly the narrow tight section past Carshalton Ponds, Sutton town centre and the junction with the A217, can become congested during peak hours.
- **The A237 corridor:** This road runs through the western part of the borough and connects it to other areas of South London, including Croydon and Purley. During peak hours, the road can become congested, particularly around the junction with the A2022.
- **Sutton Town Centre:** This area of the borough is a major destination for shopping, leisure and entertainment, and as such, can experience significant traffic congestion during peak hours.
- **The A24**, which runs north-south through the eastern part of the borough, connecting it to central London and the M25. The section of the road between Rosehill and Morden can become congested, particularly at the junctions with the A217 and the A297.
- **The B2230**, which runs east-west through the borough, connecting Sutton town centre to Carshalton and Wallington.

4.35. As part of developing the new Sutton Local Plan, the Council will be reviewing its borough-wide evidence on highway and junction capacity, with a view to providing an updated appraisal of the key issues facing the borough, and the locations where capacity concerns may impact on plans for growth and regeneration.

## Rail

4.36. The borough is served by nine railway stations as listed in Table 4.1 below. Worcester Park is located just across the borough boundary with the Royal Borough of Kingston upon Thames, but functionally serves Worcester Park and the immediate area in North and West Sutton.

4.37. Sutton station is the 46th busiest railway station and is the 76th busiest station in Great Britain (as at 2023). Sutton stations account for some 10.6 million passenger movements a year, although it should be noted that this is some 5 million journeys fewer than the years preceding the Covid pandemic in 2020.

**Table 4.1: Passenger Footfall (station entries and exits) at Railway Stations in Sutton (2018-19 to 2022-23)**

Station Name	Service Frequency (2023)	2018-19	2019-20	2020-21	2021-22	2022-23	Service recovery post-Covid %
Belmont	4tph	157,348	180,466	57,358	108,296	144,536	80.1
Carshalton	8tph	1,405,916	1,464,432	444,590	975,976	1,059,336	72.3
Carshalton Beeches	8tph	888,246	898,246	199,498	478,384	626,396	69.7
Cheam	8tph	1,086,296	1,114,808	265,946	665,166	790,362	70.9
Hackbridge	8tph	906,394	960,934	267,510	565,734	721,954	75.1
Sutton	16tph	6,488,114	6,474,958	1,800,708	3,692,266	4,340,262	67.0
Sutton Common	4tph	315,636	346,556	98,804	190,422	225,340	65.0
Wallington	8tph	1,977,902	1,988,446	526,584	1,092,382	1,317,568	66.3
West Sutton	4tph	326,626	334,532	86,148	183,788	224,972	67.2
Worcester Park*	4tph	2,359,004	2,098,382	421,954	979,904	1,188,988	56.7
		<b>15,911,482</b>	<b>15,861,760</b>	<b>4,169,100</b>	<b>8,932,318</b>	<b>10,639,714</b>	<b>69.0</b>

*Data from Office of Rail and Road*

- 4.38. The number of trains running to Belmont is set to double by 2026 after the Council secured a £14.1 million cash injection from the Government's Levelling Up Fund. This was formally announced in January 2023.
- 4.39. The money will enable train services to double 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. There is a significant opportunity to use the investment to help unlock the full potential of the London Cancer Hub, the world-leading life sciences campus that is being developed in Belmont. Specifics relating to the rail lines in Sutton include:

### **Sutton & Mole Valley Lines**

- operated by Southern Rail with services from London Victoria to Horsham via Hackbridge and Carshalton, and from London Bridge via Wallington and Carshalton Beeches.

### **Epsom Downs Branch**

- 6.1km branch line from Sutton Rail Station to Epsom Downs via Belmont and Banstead, downgraded to single track south of Ventnor Road bridge in 1982. Operates as a siding on a 'one train in motion' system.
- £14.1 million in Levelling Up Fund support awarded in 2021 to double rail frequency from 2 trains per hour to 4 trains per hour, to serve the London

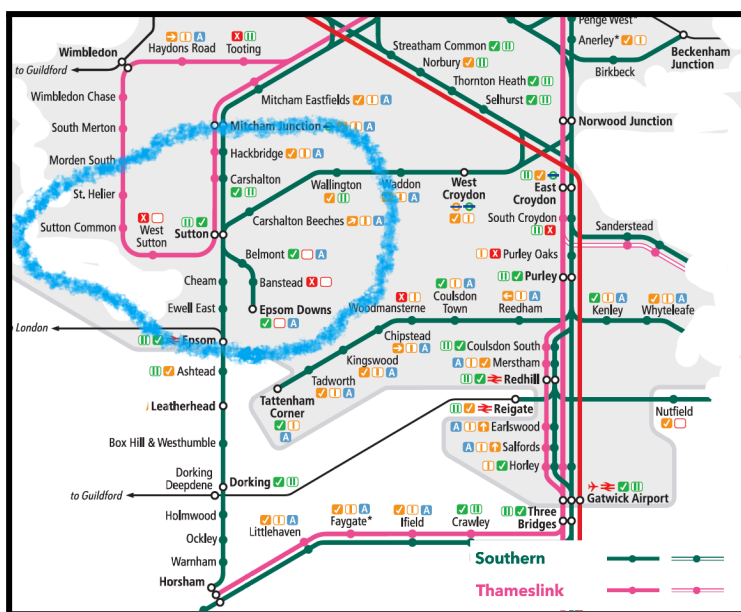


Cancer Hub, Royal Marsden Hospital and proposed new Special Emergency Care Hospital at Belmont.

### **Sutton Loop (Wimbledon Loop) Line**

- The Sutton Loop Line, also known as the Wimbledon Loop, was built between 1927-1930 and is operated by Thameslink, with services to St Albans City in either direction via Mitcham Junction, Sutton, Wimbledon and Blackfriars. Due to existing levels of development at the time the line was constructed, the section within Sutton Borough is largely within cuttings with no step-free access at West Sutton or Sutton Common stations.

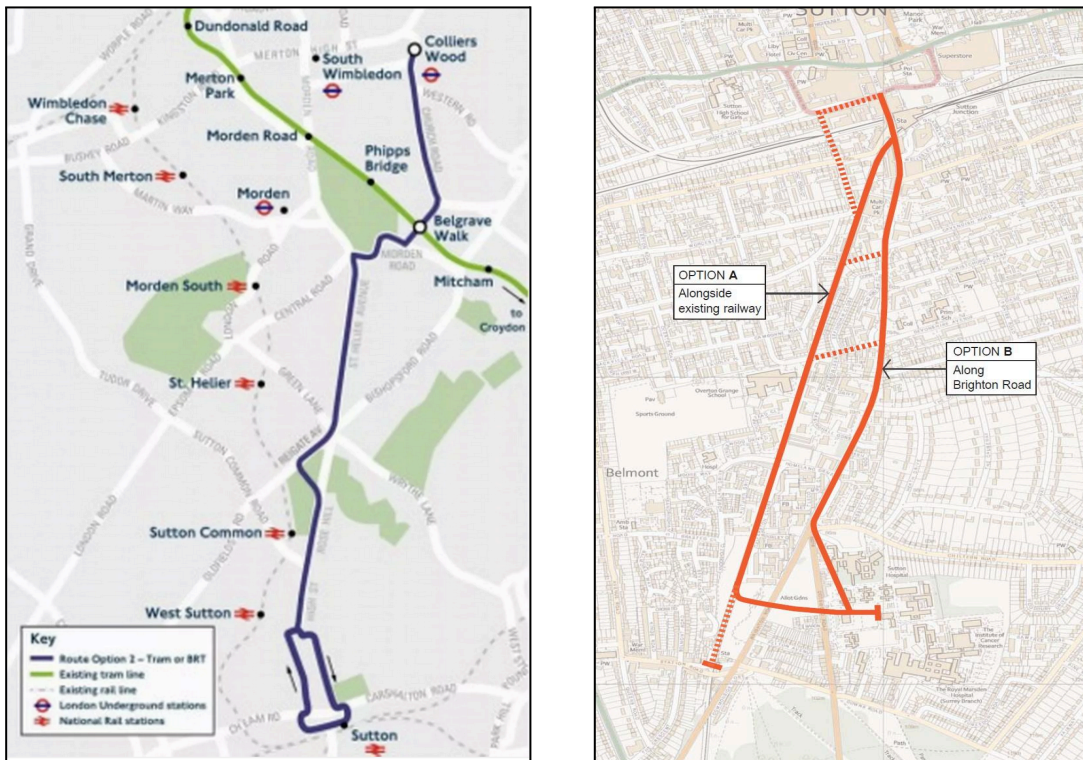
**Figure 4.3: Rail Routes in Sutton**



### **Sutton Link (Tramlink)**

- 4.40. Sutton is only one of three London boroughs which is not directly served by either the London Underground or Overground, and while the Croydon Tramlink passes through the north eastern edge of the borough, there is only one stop at Beddington Lane.
- 4.41. The Council has worked closely with TfL for a number of years to extend Tramlink into the borough, to connect Sutton Town Centre to the network and improve connections with Wimbledon and Crossrail 2. Public consultation has shown strong support for a tram-based solution, and an alignment was safeguarded within the Adopted Local Plan (2018). The Mayor’s Transport Strategy (2018) and London Plan (2021) included the Sutton Link tram scheme as a project for support, subject to development and funding.
- 4.42. The Sutton Link scheme comprises two phases. Phase 1 is a route from Colliers Wood to the southern end of Sutton Town Centre via Merton and Rosehill, close to Sutton rail station. Phase 2, if built, would continue south to the London Cancer Hub (LCH), with safeguarded alignments via either Brighton Road or the existing Epsom Downs rail line through Belmont.

**Figure 4.4: Sutton Link Alignments (Phases 1 and 2)**



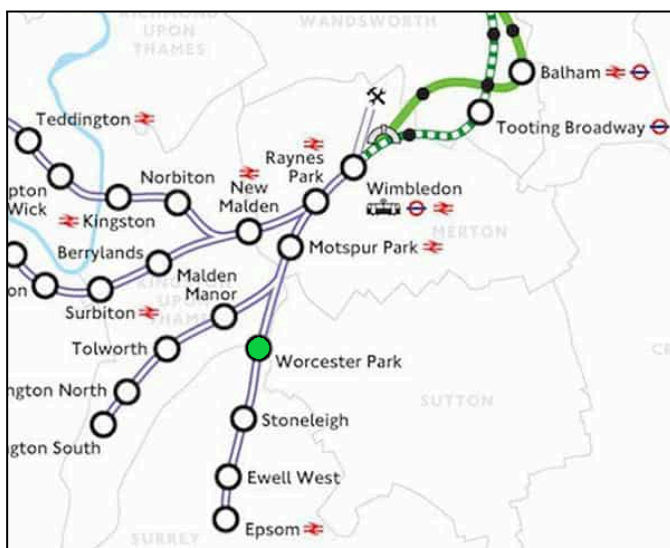
Source: TfL (Phase 1 link to Sutton TC) and LBS Local Plan 2018 (Phase 2 to the LCH)

- 4.43. Phase 1 was consulted on by TfL in 2019 which showed clear support for both a tram solution (as opposed to a bus option) and the Colliers Wood route. Phase 2 however presents a number of key issues with the alignment, including restricted widths and tight turning radii onto Brighton Road from the town centre gyratory, and a steep gradient between the Epsom Downs rail line and the LCH site (if that option was chosen). The latter would also require careful signalling and, if needed, separate low platforms on the railway route to accommodate the low floor trams used across the Tramlink network.
- 4.44. In 2019, the funding requirement for Phase 1 was approximately £560m, with commitments of £79m from TfL and £36m from Sutton and Merton Councils, leading to a gap of £440m. Potential other funding sources were identified, including from Government. Following the pandemic in 2020 and the impact on TfL's overall funding position, the scheme was paused on affordability and business case grounds, and there is not currently a TfL funding commitment to the scheme.
- 4.45. Given the public's positive response to a tram-based solution when TfL consulted on the proposals in 2014 and 2019, as well as the Council's own consultations, the Council's preferred option is to retain the safeguarded alignment for Phase 1 of the scheme, and to continue to seek a cost effective solution for delivery of the extension within the plan period. Whilst Phase 2 of the safeguarded route was always a longer term project, and given the complexities and costs of Phase 1 will be even more challenging, the Council will seek to retain the Phase 2 route alignment, subject to the outcome of consultation and the development of the Belmont rail enhancement scheme.

## Crossrail 2

- 4.46. The delivery of future key regional infrastructure schemes such as Crossrail 2 will now be unlikely to occur before the end of this plan period (2041), and there are no other national or regional proposals being proposed to provide any additional major public transport infrastructure within the borough. If built Crossrail 2 would not serve Sutton directly, the nearest interchanges being Worcester Park and Wimbledon, but would act as a further incentive to enhance local connections including bus and Sutton Link. The Council will therefore continue to engage with TfL and the Crossrail 2 team and support delivery of the scheme.

**Figure 4.5: Crossrail 2 Regional Branch - Epsom Line / Worcester Park**



## Bus

- 4.47. The borough is served by 25 bus routes, and although the borough has a reasonably comprehensive bus network, with approximately 85% of the residential population within 400m of a bus stop, some areas are poorly served with frequencies as low as 2 buses per hour (PTAL Levels 1a and 1b).
- 4.48. The TfL-led Sutton/Croydon Bus Review has been in progress since 2016, and has delivered a number of enhanced bus routes in 2023 and 2024 to support the impact of the London Cancer Hub in Belmont. Alongside this, the TfL bus fleet serving Sutton will be almost completely zero emission by 2025. TfL have confirmed that these new services do not mark the conclusion of the Bus Review, and the Council will continue to lobby for future bus corridor enhancements and improvements to address congestion and constraints on key routes. These include issues such as the Croydon to Kingston Superloop express route used by the SL7, and areas of low bus frequency and poor service reliability such as The Mount in Coulsdon. With the London-wide ULEZ now in effect, the Council will also seek improvements in bus connectivity across the Greater London boundary to support recruitment and retention of jobs in Sutton.

- 4.49. As part of developing the new Sutton Local Plan, the Council will be reviewing its borough-wide evidence on bus routes, capacity, and journey times, with a view to providing an updated appraisal of the key issues facing the borough, and the locations where capacity concerns may impact on plans for growth and regeneration. The Council will work with TfL to address these capacity issues through a range of measures, including increasing the frequency of bus services, introducing new bus routes, and upgrading railway infrastructure.

### Active Travel - Walking and Cycling

- 4.50. Encouraging more people to walk or cycle as their primary form of transport is a key component of creating a sustainable transport network.
- 4.51. Analysing the current baseline suggests that substantial modal shift is still required in Sutton. Data for 2019 - 2020 shows that only 0.8% of all trips involved cycling, and that this figure has reduced since 2017 - 2018 (1.3%). This figure is significantly below the London-wide average of 2.6%. Recent travel to work data from the 2021 Census shows 1.5% of residents cycling to work.
- 4.52. Interestingly, and perhaps reflecting the fact that Sutton is an Outer London Borough, the modal split data for walking is more positive, accounting for 24.2% of all trips in 2019 - 2020. However, this figure is the same as that seen in 2017 - 2018 indicating that there has been no increase in the propensity to walk in the three year period. Again, Sutton's modal split for walking is significantly below the London-wide average of 32.6%.
- 4.53. Walking and cycling as active travel has clear health and well-being benefits, as well as supporting improvements to local air quality and helping tackle climate change. Active travel is likely to be the simplest way many people can meet their physical activity needs because it is easily incorporated into their daily routine. In fact, active travel is the only viable option for significantly increasing physical activity levels across the Borough's whole population.
- 4.54. Walking is a particularly important activity as it is the one that people are most likely to do consistently through their life. Remaining active into older age is vital for health because it protects against a range of health risks including dementia, depression, stroke and social isolation. However, participation is also influenced by the environment in which we live. Barriers to active living may include fears about crime and road safety, pollution, access to recreation and sport facilities, and transport.
- 4.55. There are known gaps in infrastructure provision for walking and cycling in Sutton, such as the lack of safe and continuous cycle routes connecting different parts of the borough, and inadequate provision for pedestrians in some areas. The urban nature of large parts of the borough, with terraced homes, narrow roads and high levels of on-street parking, make planning and expanding dedicated cycle routes extremely difficult. As at 2022, some 39% of the borough population lived within 400m of the strategic cycle network.

- 4.56. To address these gaps, the Council is developing a new Active Travel Strategy, which will set out the borough's priorities for walking and cycling infrastructure over the coming years. The strategy will include measures to improve the safety and convenience of walking and cycling routes, such as the provision of segregated cycle lanes, improved pedestrian crossings, and the creation of new cycle and pedestrian-only zones.
- 4.57. Current active travel schemes in Sutton:
- **Sutton High Street public realm improvements:** This scheme aims to create a more attractive and pedestrian-friendly environment on Sutton High Street, with improvements to pavements, lighting, and street furniture. The scheme also includes the introduction of new cycle parking facilities, and the possibility of creating new cycle routes through the town centre.
  - **School Streets:** This is a programme of work aimed at improving air quality and encouraging active travel to schools, by closing roads outside schools during drop-off and pick-up times. Several schools in Sutton have participated in the School Streets programme, including Cheam Common Infants School, Bandon Hill Primary School, and Avenue Primary Academy.
- 4.58. There are a series of Quietway routes across London, which are a network designed to provide quieter, low-traffic routes suitable for cyclists of all levels. Here are the main Quietway routes in Sutton, along with some key locations they pass through:
- Quietway 8 (Q8) - connects Wandsworth to Croydon, passing through several areas in Sutton, including: Wandle Trail, Carshalton, Beddington Park, and Beddington.
  - Quietway 5 (Q5) - links Clapham Common with Wimbledon and runs through Merton, connecting areas close to Sutton.
- 4.59. Although Sutton does not have an extensive network of officially designated Quietways as seen in central London, the borough has developed local quiet routes designed to offer safe and pleasant cycling experiences. Some of these local routes include:
- **Route through Rosehill:** Connecting Rosehill with Sutton town centre, this route passes through residential areas and parks.
  - **Route through Worcester Park:** This route links Worcester Park with Cheam, offering quieter streets and green spaces.
  - **Route from Sutton to Hackbridge:** This route provides a connection through quieter residential streets and parks, linking Sutton town centre with Hackbridge.
- 4.60. Sutton also features several Greenways, which are traffic-free paths ideal for leisurely cycling. These routes include:
- **The Wandle Trail:** Extending beyond the Quietway 8 segments, the Wandle Trail runs along the River Wandle, providing a continuous path through various green spaces.

- **Beddington Park to Wallington:** A local greenway that connects Beddington Park to the Wallington area, passing through residential neighbourhoods and parks.

4.61. Several active travel proposals planned for Sutton. Here are some of the walking and cycling schemes and their estimated costs and delivery times:

- **Sutton to Morden cycling route** - This scheme will create a new cycling route from Sutton to Morden, connecting to the existing Wandle Trail. The scheme is estimated to cost £3.5 million and is expected to be delivered by 2024.
- **Sutton town centre walking and cycling improvements** - This scheme will improve walking and cycling connections within Sutton town centre, including new crossings, cycle lanes, and footpaths. The scheme is estimated to cost £2.1 million and is expected to be delivered by 2024.
- **Carshalton to Sutton cycle route** - This scheme will create a new cycling route from Carshalton to Sutton town centre, connecting to the existing National Cycle Network Route 20. The scheme is estimated to cost £3.6 million and is expected to be delivered by 2025.
- **Bishopsford Road cycle route** - This scheme will create a new cycling route along Bishopsford Road, connecting Morden to Hackbridge. The scheme is estimated to cost £2.8 million and is expected to be delivered by 2024.
- **Belmont to Sutton cycle route** - This scheme will create a new cycling route from Belmont to Sutton town centre, connecting to the existing National Cycle Network Route 20. The scheme is estimated to cost £3.5 million and is expected to be delivered by 2025.
- **Benhill Avenue cycle lane** - This is a proposed new cycle lane on Benhill Avenue in Sutton, which would connect existing cycle lanes on Sutton Common Road and Carshalton Road.
- **Beddington Lane cycle route** - This is a proposed new cycle route along Beddington Lane, which would improve links between the London Cancer Hub and the wider transport network.
- **Rosehill roundabout cycling improvements** - This is a proposed improvement scheme for Rosehill roundabout, which would include segregated cycle lanes.
- **Cycle parking improvements** - This scheme involves the installation of new cycle parking facilities at key locations across the borough, including Sutton town centre, train stations, and other transport hubs.

## Electric Vehicles and Charging Infrastructure

4.62. The Draft Sutton EV Charging Strategy<sup>6</sup> is focused on the charging point infrastructure required for plug-in EV/BEV and PHEV vehicles. These are:

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<sup>6</sup> Draft Sutton EV Charging Strategy 2023 - 2030 (December 2023):  
<https://moderngov.sutton.gov.uk/documents/s87102/Appendix%20A%20-%20DRAFT%20Sutton%20EV%20Charging%20Strategy.pdf>

- pure or battery electric vehicles (EVs or BEVs) - fully battery powered, and;
- plug-in hybrid vehicles (PHEVs) - powered with both battery and petrol or diesel.

### **National Context**

4.63. In 2021, 190,000 battery-powered electric vehicles (EVs) were sold in the UK, more than the five previous years combined, and nearly 1 in 8 of all new cars sold. By 2030, it is estimated up to 10 million battery EVs will be on UK roads. In March 2022, the Society of Motor Manufacturers and Traders (SMMT) reported a 78 percent increase in sales of battery-powered EVs compared to March 2021.

4.64. As of January 2023, there 37,055 public EV charging devices available in the UK. Of these, 6,887 were rapid devices. There are approximately 12,000 public charging points across London. The UK Government provides access to a range of charging point grant funding options to help local authorities, workplaces and landlords fund EV charging infrastructure and to encourage the switch to plug-in vehicles.

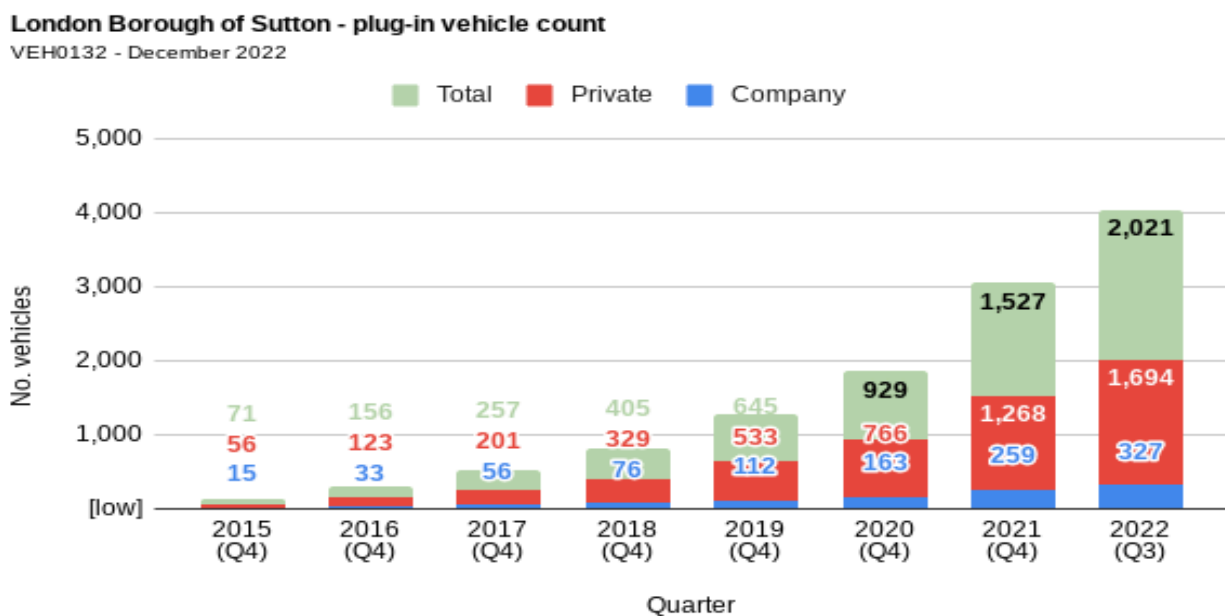
### **London / Sub-regional Context**

4.65. By 2030, TfL estimates there could be between 1 and 1.4 million EVs on London roads, or between 34 percent and 49 percent of London’s total car and van fleet. In December 2021 TfL published a 2030 London EV infrastructure strategy<sup>7</sup> aligned to six thematic principles supporting sustainability, accessibility, social inclusion, viability and accessibility, while ensuring it does not incentivise additional care use. .

### **London Borough of Sutton**

4.66. Department for Transport figures show that the total number of plug-in EVs in Sutton rose from 71 in the last quarter of 2015 to over 2000 by the third quarter of 2022. Of these, 1,694 (83%) were privately owned.

**Figure 4.6: Change in the number of EVs in Sutton (2015 to 2022) (DfT)**



<sup>7</sup> TfL EV Strategy - [London's 2030 electric vehicle infrastructure strategy](#)

4.67. The most conservative prediction of the number of plug-in vehicles in Sutton by 2030, from UK Power Networks (UKPN), indicates that the number of plug-in cars in Sutton will increase to around 26,000, with electric vans predicted to increase to around 900. However, recent predictions from Cenex Insights<sup>8</sup> suggest a figure of up to 37,380 EV cars by 2030, with 36,000 petrol cars and 10,800 diesel cars. The same data for 2040 suggests over 70,000 EV cars with petrol dropping to just over 7,000 and diesel just over 2,000.

### **Charging opportunities**

- 4.68. According to the RAC Foundation's "Standing Still" report<sup>9</sup> published in 2021, an estimated 49% of households in Sutton (over 32,000) have no off-street parking or parking potential, leading to both parking stress and reduced opportunities for home EV charging. This highlights the need to improve opportunities for public charging facilities as well as offering sustainable alternative travel options.
- 4.69. Since 2020, the Council has worked with charging point operators to install on-street charging points on Sutton roads including 115 lamp column charging points on LBS roads (Ubitricity) and 2 Rapid charging points, facilitated by Transport for London (BP Pulse).
- 4.70. There are also 13 fast charging points in council car parks across Sutton. Transport for London has also delivered 8 rapid charging points on their Red Routes within Sutton. Elsewhere there are a growing number of fast or rapid charge points in supermarket car parks and other private venues, as well as rapid and ultra rapid points at many petrol stations in the borough.
- 4.71. Research by Field Dynamics estimates that 68% of the Sutton households without off-street parking are already within a 5 minute walking distance of at least one existing public electric vehicle charging point.

### **Going forward**

- 4.72. Chargepoint solutions need to reflect the needs of local drivers while being appropriate for the location, parking arrangements and demand. On-street residential locations, where it may be preferable to charge overnight, warrant a different type of charging solution to a busy high street or public car park. Options being deployed include:
- Lamp column charging points (4.8kW - 5.5kW) (charge in 8 - 12 hours, depending on battery size)
  - Pavement 'gully' solutions (using residents' home charging point) - a solution to reduce the risks of trailing cables by installing a cable channel across the pavement, to allow residents with no off-street parking to charge their vehicles on street from their own chargepoint.
  - Fast charging points (7kW, 22kW) (charge in 4-6 hours, depending on battery size) - for residential streets and at high street locations where lamp column charging points are not going to be practical

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<sup>8</sup> Cenex Insights: <https://nevis.cenex.co.uk/reports/future-projections>

<sup>9</sup> RAC - Standing Still: [Still standing still](#)



- Rapid and Ultra-Rapid charging points (43/50/100kW+) (charge in 30 minutes, depending on battery size) - essential for the taxi, private hire and fleet drivers who need to charge quickly, but will also benefit residents if they need a very quick charge.
- Rapid / Ultra Rapid charging ‘hubs’ (43/50kW, 100kW+) - small clusters of Rapid/Ultra Rapid charging points which will deliver a very quick charge (typically as low as 15 mins to 80%).

4.73. Whilst the majority of public charging points will be delivered on-street or in car parks, the Council will consider opportunities to deliver charging at Council assets, such as community hubs, libraries and leisure centres. Here a mix of Rapid and fast charging would be ideal to allow residents to get a quick charge while visiting these locations.

### **Estimates of number of electric vehicle charging points required for Sutton by 2030**

4.74. Research on electric vehicle charging infrastructure needs in Greater London, conducted by the International Council on Clean Transportation (ICCT), published in November 2020, estimates that Sutton will need just over 950 slow/fast public charge points and 65 rapid charge points by 2030 to cope with demand.

4.75. More recent predictions published by Cenex Insight provide estimates based on different power output of charging points and take into account the recent growth in ultra-rapid charging points. Taking this analysis together, by 2030 the Council suggests that 1,400 slow/fast (4.8-5.5kw, 7kw and 22kw), 29 rapid (50kw) and 17 ultra-rapid (150kw) public charging points will be required in Sutton. For the slow/fast charging (4.8-5.5kw, 7kw and 22kw), the Council has actually used the 2035 projection, the reason for this is to ensure that the Council doesn't undershoot delivery by 2030.

## **Likely Impacts of Local Plan Growth**

4.76. Transport infrastructure is likely to be affected by the planned growth set out in the new Sutton Local Plan. The challenge for the local plan is to find ways to maximise the shift to more sustainable forms of travel, reducing the impact of the private car, and helping to improve the health and well-being of residents, whilst supporting efforts to tackle climate change and achieve targets such as net zero by 2050.

4.77. Given the data and analysis set out above, the Council expects that challenges and opportunities associated with transport infrastructure will include:

- Acknowledging the pause of the **Sutton Link (Tramlink)** proposals, and working alongside TFL, GLA, and developers to ensure that alternative sustainable transport measures are identified and delivered alongside growth, so that impacts can be mitigated, and Sutton's overall sustainable transport offer improves.
- Sutton Town Centre represents an important focal point for the Council's future plans. Growth, regeneration, improving the retail, leisure, and business offer, improving access, and improving the sustainable transport offer are key priority

areas for the Council. Specifically, resolving the issues associated with the gyratory and improving walking, cycling, and public transport access is critical to creating a modern attractive town centre. Equally, analysing the car parking requirements across the town centre and ensuring that future provision is of the right quality, the right capacity, and in the right location is an important piece of work, and one topic that will be addressed as part of the Council's regeneration plans for sites at St.Nicholas Way, Civic Centre, Gibson Road, Secombe Theatre, Northern Gateway, and others. Specific plans for the gyratory will explore:

- **Redesigning the gyratory** - to make it safer and more accessible for pedestrians and cyclists. It should be noted that the latest proposal for the gyratory is for it to remain as a one-way system that broadly maintains the existing traffic management network.
  - **Bus priority measures** - measures such as bus lanes, bus gates, and bus-only access could be introduced on the Sutton Gyratory to improve the reliability and speed of bus journeys through the junction. Other measures could include signal priority, which gives buses priority at traffic lights, and improved bus stops and shelters.
  - **Improve pedestrian infrastructure** - to create safer and more attractive pedestrian routes to improve connectivity and encourage sustainable travel options. Additional pedestrian crossings could be introduced at key points around the Sutton Gyratory to make it easier and safer for people to cross the road. This could include introducing a pedestrian crossing at the entrance to the St Nicholas Centre shopping centre.
  - **Improve cycle infrastructure** - there is a need to create safer and more attractive cycle routes to improve connectivity and encourage sustainable travel options. Currently proposals show that cycling will primarily be accommodated within a high-quality, bi-directional, off-carriageway cycle track on the 'inside' of the gyratory. This will avoid any potential conflict with bus stops, the need to float them and the additional space that this would require.
  - **Reduce vehicle speeds** - lowering vehicle speeds through the gyratory, and introducing measures such as speed cameras and traffic calming measures, would improve safety for all road users.
  - **Reduce congestion** - the introduction of smart traffic signals and road widening schemes could help to reduce congestion and improve traffic flow, particularly during peak hours.
  - **Improve air quality** - the introduction of low-emission vehicles, including electric and hybrid buses, and the implementation of measures to reduce the number of idling vehicles, would help to improve air quality along the gyratory.
- Development in proximity to Beddington Lane and Beddington village will need to understand individual and cumulative transport impacts, so that the highway network can be improved, and complementary sustainable transport options provided. In particular, this includes understanding the impacts of any

intensification of industrial activity at the Beddington Strategic Industrial Location, and ensuring that any additional HGV and other industrial-related traffic is mitigated, and associated issues linked to noise, air quality, and pollution are minimised.

- Delivering the London Cancer Hub is a corporate priority. As such, understanding how development can help solve the known transport constraints in that location will be crucial to any development schemes being seen to be acceptable. Improving access, enhancing sustainable transport options, and ensuring that increased trips do not cause congestion and negative consequences for the surrounding area will be high priorities when analysing development proposals.
- As part of plans to deliver the London Cancer Hub there is a unique opportunity to capitalise on the £14.1 million investment at Belmont Railway Station and the associated station upgrade including enhanced access and walking / cycling provision. Improving direct connections to the London Cancer Hub, as well as onwards to Sutton Town Centre, will be crucial to maximising these locations as centres for growth and regeneration.
- There is forecast to be a considerable increase in EVs being used within Sutton. This will require a significant uplift in the number of EV charging points provided across the borough. The Council will continue to work closely with UKPN to understand whether there will be an impact on electricity supply as a result of the increased demand from EVs. At present, no significant impact on electricity capacity is expected.

# 5. Flood Risk

## Overview

- 5.1. The National Flood and Coastal Erosion Risk Management (FCERM) Strategy (DEFRA) (2022) sets a core ambition to create climate resilient places by taking the correct planning decisions and investment to ensure resilient infrastructure, environmental improvements and sustainable growth.
- 5.2. The NPPF (2023) requires that planning policies are informed by a strategic flood risk assessment (SFRA) and should manage flood risk from all sources, including fluvial (river), surface water, groundwater and sewer flooding, taking account of advice from the Environment Agency (EA) and other relevant bodies, such as lead local flood authorities (LLFAs). Inappropriate development in flood risk areas must be avoided by directing development away from areas at highest risk and, where development is necessary in such areas, it should be made safe for its lifetime without increasing flood risk elsewhere.
- 5.3. Local Plans are therefore required to apply a sequential, risk-based approach to the location of development - taking into account all sources of flood risk and future climate impacts - so as to avoid, where possible, flood risk to people and property by applying the 'sequential test' and then, if necessary, the 'exception test', and by using opportunities provided by new development to reduce flood risk through the use of nature-based solutions.
- 5.4. For the purposes of this infrastructure statement, flood risk infrastructure is taken to include infrastructure related to the following areas of flood risk: Fluvial (river), surface water, groundwater, and sewer.

Relevant Infrastructure Providers:	Relevant Legislation, Plans, and Policy:
<ul style="list-style-type: none"> <li>● London Borough of Sutton;</li> <li>● Surrey County Council;</li> <li>● GLA;</li> <li>● Sutton and East Surrey Water;</li> <li>● Thames Water; and</li> <li>● Environment Agency.</li> </ul>	<ul style="list-style-type: none"> <li>● National Flood and Coastal Erosion Risk Management Strategy (2022);</li> <li>● National Planning Policy Framework (2023);</li> <li>● Flood Risk and Coastal Change Planning Practice Guidance (2023);</li> <li>● Flood and Water Management Act (2010);</li> <li>● Flood Risk Regulations (2009);</li> <li>● Town and Country Planning Act (1990);</li> <li>● London Plan (2021);</li> <li>● London Regional Flood Risk Appraisal (2018);</li> <li>● Thames Catchment Flood Management Plan (2009);</li> <li>● Thames River Basin District Flood Risk Management Plan (2016);</li> <li>● River Wandle Catchment Plan (2014);</li> <li>● Thames Landscape Strategy;</li> <li>● London Sustainable Drainage Action Plan</li> </ul>

	<p>(2016);</p> <ul style="list-style-type: none"> <li>● South London Waste Plan (2022);</li> <li>● Sutton Local Plan (2018);</li> <li>● Sutton Town Centre Area Action Plan (2009);</li> <li>● Local Flood Risk Management Strategy (2023);</li> <li>● Preliminary Flood Risk Assessment (2011);</li> <li>● Surface Water Management Plan (2018);</li> <li>● Sutton’s Climate and Ecological Emergency Declaration</li> <li>● Sutton’s Environment Strategy 2019- 2025</li> </ul>
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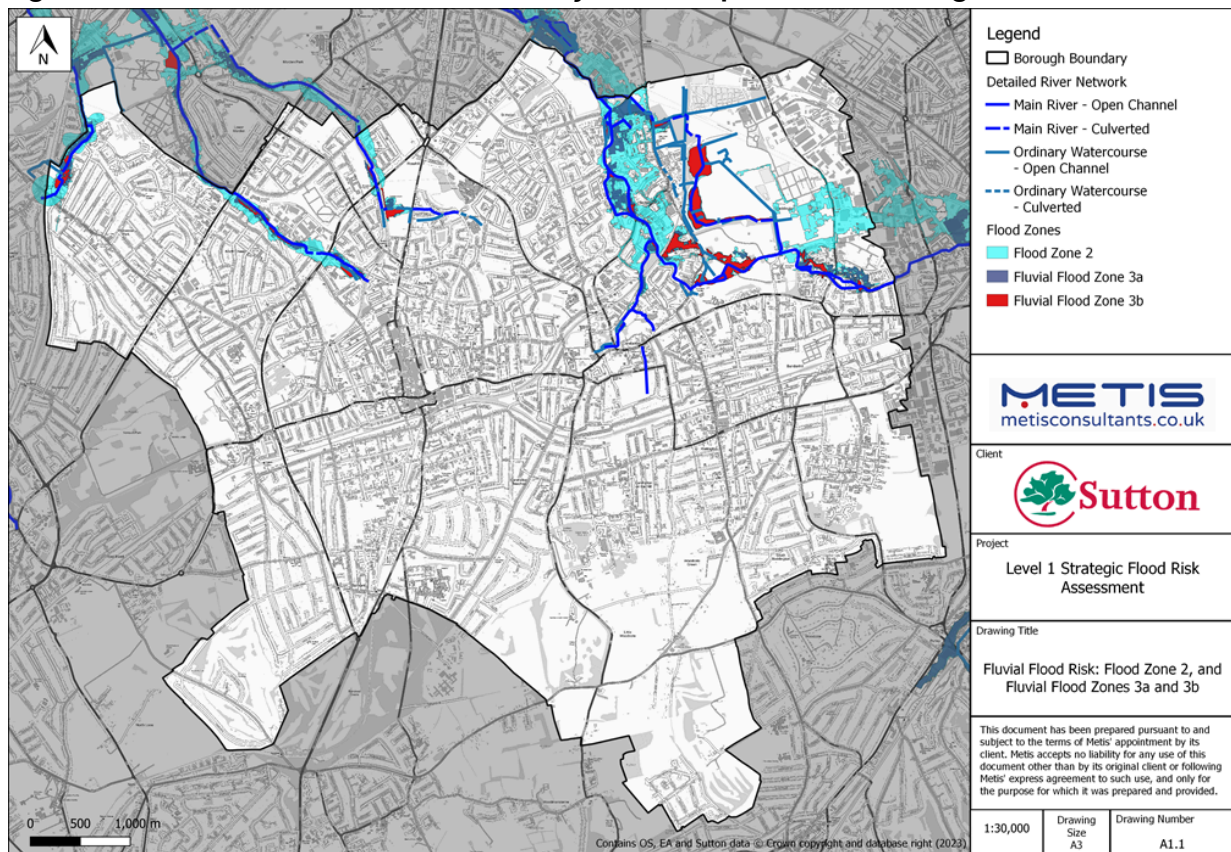
## Baseline of Existing Infrastructure

- 5.5. Sutton’s SFRA Level Report 1 (Metis Ltd, 2023) provides a strategic overview for all sources of flood risk within the borough and has been used as the basis for identifying the Local Plan issues and preferred options set out below and for undertaking the sequential test on potential site allocations as part of the accompanying Sustainability Appraisal (SA) report. It also provides guidance on the content of site specific Flood Risk Assessments, including details of sequential test and exception test requirements. Following consultation on this Issues and Preferred Options document, the Council will prepare a SFRA Level 2, which will look at draft Site Allocations in more detail.

## Fluvial Flooding

- 5.6. Fluvial flooding occurs when a main river exceeds its capacity following prolonged or heavy rainfall. Figure 5.1 shows the risk of fluvial flooding across the borough in terms of the following EA Flood Zones:
- Flood Zone 1 (low risk): Annual probability below 1 in 1,000 yrs (<0.1% Annual Exceedance Probability or AEP);
  - Flood Zone 2 (medium risk): Annual probability between 1 in 100 and 1 in 1,000 yrs (0.1-1.0% AEP);
  - Flood Zone 3a (high risk): Annual probability of 1 in 100 yrs or more (≥1% AEP);
  - Flood Zone 3b (Functional Floodplain): Land at the greatest risk of flooding and where water must flow or be stored during times of flood. Typically, this includes land with an annual probability of flooding of 1 in 30 years or greater (≥3.3% AEP), and land that is designed to flood (e.g. flood attenuation scheme).
- 5.7. While local planning authorities are expected to identify the extent of Flood Zone 3b, the necessary EA modelling is not currently available for the 1 in 30 yr event. The 1 in 20 yr extents have therefore been used to represent Flood Zone 3b in the SFRA.
- 5.8. Figure 5.1 shows that areas at risk of fluvial flooding lie mostly within the Wandle catchment towards the north-east of the borough and adjacent to the Beverley and Pyl Brooks towards the north-west.

**Figure 5.1: Fluvial flood extents for 1 in 100 year event plus climate change in Sutton**



5.9. The estimated number of dwellings at risk of fluvial flooding is set out in Table 5.1 below. This is based on revised Environment Agency modelling undertaken for the Wandle flood risk extents (undefended) taking account of the latest modelling for the Wandle undertaken in May 2015.

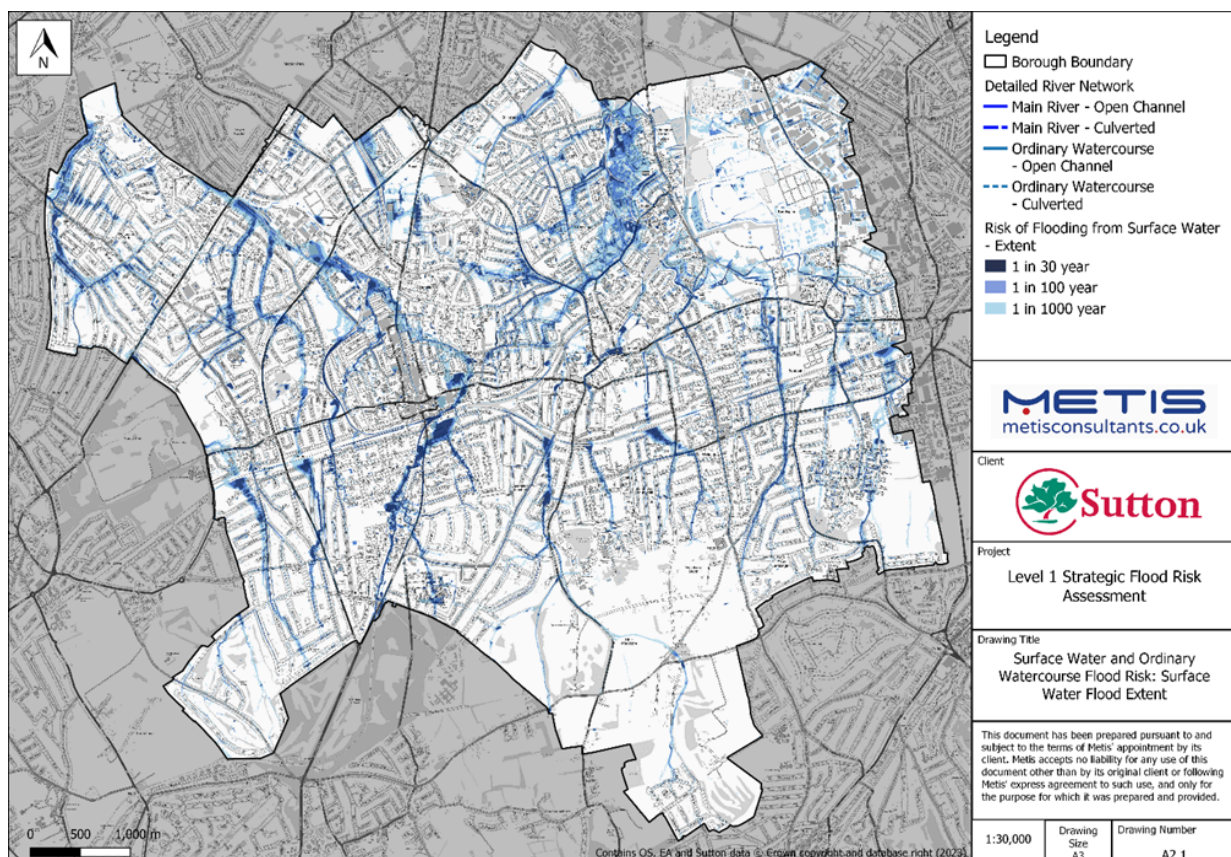
**Table 5.1: Dwellings at risk from fluvial flooding**

EA Flood Zone	Flood Risk	% of borough	No. of Dwellings
Flood Zone 1 (low risk)	Less than 1 in a 1000 annual probability of flooding (<0.1%)	96.3%	76,352
Flood Zone 2 (low risk)	Between 1 in a 100 and 1 in a 1000 annual prob of flooding (1% - 0.1%)	2.4%	1,889
Flood Zone 3a (high risk)	More than 1 in a 100 annual probability of flooding (>1%)	1.0%	822
Flood Zone 3b (fluvial floodplain)	More than 1 in 20 annual probability of flooding (>5% 'defended')	0.2%	198

## Surface Water Flooding

- 5.10. Surface water flooding occurs following heavy rainfall as a result of overland flow or ponding before the runoff enters the surface water drainage network or nearby watercourse. Surface water flooding is exacerbated where the capacity of drainage channels, storage systems and the surface water drainage network become overwhelmed and cannot drain water at a sufficient rate. Wetter winters and more intense storms resulting from climate change will lead to more runoff and more people, properties, and infrastructure at risk of flooding.
- 5.11. The SFRA Level 1 Report notes that the majority of the borough is heavily urbanised and densely populated, with impermeable surfaces and poor infiltration rates in many areas. Areas at a higher risk of surface water flooding include parts of Sutton Town Centre, Hackbridge and Worcester Park. Map 4.2 shows the extent of surface water flood risk across the borough based on the EA's Risk of Flooding from Surface Water (RoFSW) map for the 1 in 30 yr (3.3% AEP); 1 in 100 yr (1% AEP) and 1 in 1,000 yr (0.1% AEP) events. In parallel with the EA's fluvial Flood Zones (see above), the SFRA Level 1 Report defines equivalent flood risk zones for surface water as follows:
- Flood Zone 3a (surface water): EA-modelled surface water flood extents for events with a return period of greater than 1 in 100 years (>1% AEP); and
  - Flood Zone 3b (surface water): EA-modelled surface water flood extents for events with a return period of at least 1 in 30 years ( $\geq 3.3\%$  AEP).

**Figure 5.2: Surface water and ordinary watercourse flood extents in Sutton**



- 5.12. Further maps are included in the SFRA Level 1 Report showing both surface water flood extents and depths for each of the three return periods and the ten surface water catchments and sub-catchments mapped in Sutton's Surface Water Management Plan (SWMP) 2019. The SFRA Level 1 Report recommends that the 1 in 1,000 year (1% AEP) flood depth and extent data from the RoFSW can be used as a proxy for a 1 in 100 year (1% AEP) storm event with climate change.

## Likely Impacts of Local Plan Growth

- 5.13. When it comes to flood risk, and any concern that an increase in development may result in additional properties being subject to flooding, it should be pointed out that the Council is required to apply a sequential, risk-based approach to the location of development - taking into account all sources of flood risk and the current and future impacts of climate change - so as to avoid, where possible, flood risk to people and property by:
- applying the 'sequential test' and then, if necessary, the 'exception test' (see below);
  - safeguarding land from development that is required for current or future flood management; and
  - using opportunities provided by new development and improvements in green infrastructure to reduce the causes and impacts of flooding, maximising the use of nature-based solutions.
- 5.14. The purpose of the sequential test is to steer new development towards areas with the lowest risk of flooding from any source. Development must not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment (SFRA) will provide the basis for applying this test. If it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied.
- 5.15. The need for the exception test to be demonstrated for a particular type of development within a flood risk area will depend on the potential vulnerability of the proposed use according to the Government's flood risk vulnerability classification table. The application of the exception test should be informed either by a SFRA prepared by the local planning authority or site specific flood risk assessment (FRA) submitted by the developer, depending on whether it is a potential site allocation or a planning application.
- 5.16. To pass the exception test, it must be demonstrated that:
- the development would provide wider sustainability benefits to the community that outweigh the flood risk;
  - the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall; and



- both elements of the exception test should be satisfied for development to be allocated or permitted.

5.17. Development should only be permitted in flood risk areas where it can be demonstrated that (a) within the site, the most vulnerable uses are located in areas of lowest flood risk, and (b) the development is appropriately flood resistant and resilient; it incorporates sustainable drainage systems (SuDS), unless there is clear evidence that this would be inappropriate; any residual risk can be safely managed; and safe access and escape routes are included as part of an agreed emergency plan.

5.18. National policy also requires that a site-specific flood risk assessment (FRA) must be prepared for all developments located within Flood Zones 2 (medium risk) or 3 (high risk). An FRA is also required for proposed developments within Flood Zone 1 (low risk) where the site area is greater than 1 ha; the land is identified by the EA as having critical drainage problems; the land is identified in a SFRA as being at increased flood risk in future; the land is subject to other sources of flooding, or where the proposed development would introduce a more vulnerable use.

5.19. The following changes have recently been introduced to the NPPF which have strengthened Government planning policy on flood risk management, including:

- the requirement for Local Plans to consider all sources of flood risk;
- further encouragement for the use of green infrastructure and nature-based solutions within developments to reduce the causes and impacts of flooding;
- the inclusion of an allowance for climate change and the requirement to take account of surface water flood risk as part of the 'design flood';
- defining the 'functional floodplain' (i.e. Flood Zone 3b) as land with a fluvial flood risk greater than 3.3% AEP and not 5% as previously ;
- setting the lifetime of non-residential development at 75 years;
- clearer guidance on the application to the sequential and exceptions tests.

5.20. Further guidance on all aspects of how flood risk should be taken into account for proposed developments located within flood risk areas is set out in the Government's planning practice guidance (PPG) and in EA Standing Advice on preparing a flood risk assessment . The Standing Advice relates to the following categories: minor extensions (under 250 m<sup>2</sup>) located in Flood Zones 2 or 3; 'more vulnerable' developments such as dwellings located in Flood Zone 2; 'less vulnerable' developments located in Flood Zone 2 and 'water compatible' developments in Flood Zone 2.

5.21. As a result of the analysis undertaken by the Council through the recently commissioned SFRA Level 1, and through the additional requirements that have been put in place through national policy, it is not expected that there will be any additional risks to properties as a result of planned growth in the new Sutton Local Plan. Equally, by application of the sequential test and exception test, it is not expected that any new development identified by the new Sutton Local Plan will be in locations of severe flood risk.

## 6. Utilities & Energy

### Overview

- 6.1. Utility and energy infrastructure provision in Sutton is provided by a number of public and private organisations, each with their own business and investment plans for maintaining and upgrading their networks. There are also direct links to governance and oversight by the Mayor of London / GLA, as well as engagement with the London Borough of Sutton.
- 6.2. For the purposes of this infrastructure statement, utilities and energy infrastructure is taken to include the following:
- Water - including water supply, waste water, sewerage and sewage treatment; Electricity; Gas; and Renewables and Low Carbon.

Relevant Infrastructure Providers:	Relevant Legislation, Plans, and Policy:
<ul style="list-style-type: none"> <li>• London Borough of Sutton;</li> <li>• Surrey County Council;</li> <li>• Ofgem;</li> <li>• Sutton and East Surrey Water;</li> <li>• Thames Water;</li> <li>• Environment Agency;</li> <li>• National Grid;</li> <li>• UK Power Networks;</li> <li>• SGN; and</li> <li>• SDEN.</li> </ul>	<ul style="list-style-type: none"> <li>• UKPN's Long Term Development Statement (November 2023)</li> <li>• UKPN's Network Development Plan (May 2024)</li> <li>• UKPN's Network Scenario Headroom Report for SEPN (May 2024)</li> <li>• SEWS's Business Plan 2025 - 2030 (October 2023)</li> <li>• SGN's Long Term Development Statement (October 2023)</li> <li>• SESW's Long Term Delivery Strategy 2025 to 2050 (October 2023)</li> <li>• TW's Business Plan 2025 - 2030 (October 2023)</li> <li>• TW's Long Term Delivery Strategy 2025 to 2050 (October 2023)</li> </ul>

### Baseline of Existing Infrastructure

#### Water supply and wastewater / sewage

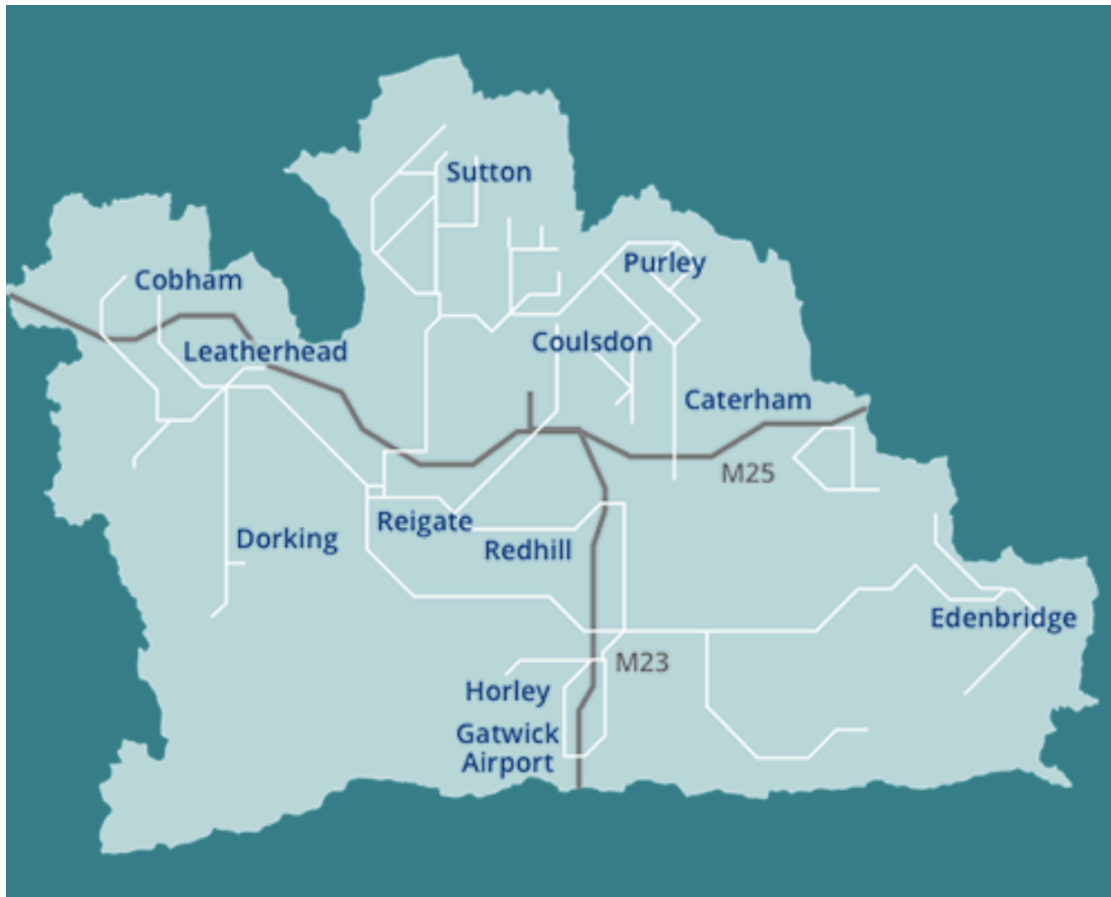
- 6.3. The majority of water supply services in the London Borough of Sutton are provided by Sutton and East Surrey Water (SESW); although Thames Water (TW) serves a small area to the northeast and the northwest of the borough. TW are responsible for wastewater / sewage treatment services in the borough.
- 6.4. The Environment Agency's role is to monitor both SESW's and TW's environmental related activities, including issuing permits for discharge from sewage works, the supply of drinking water, as well as the role of monitoring water quality.

6.5. Both SESW and TW set out business plans every five years. These business plans align to the current regulatory framework under which they operate, which at present, is the Asset Management Plan 8 (AMP8).

### **Sutton and East Surrey Water**

6.6. Figure 6.1 shows the geographical area covered by SESW services, which for Sutton is for water supply only.

**Figure 6.1: SESW's geographical coverage for water supply**



Source: Sutton and South East Water

6.7. SESW's latest business plan covers the period 2025 - 2030, and was published in October 2023<sup>10</sup>. It sets out their investment plans and commitments, which it says will result in water bills rising by 10.5%, an average of £25, between 2025 and 2030, bringing the average water bill to £262 in 2029/30 (before inflation). SESW also published a long term delivery strategy that covers the period 2025 to 2050, which was also published in October 2023<sup>11</sup>.

6.8. SESW operates across six river catchments: the Hogsmill, the Wandle, the Darent, the Eden, the Mole, and Beverley Brook. 85% of the water we supply comes from

<sup>10</sup> Sutton and South East Water - Business Plan (2025 to 2030) (October 2023): [Our business plan 2025 to 2030](#)

<sup>11</sup> Sutton and South East Water - Long-term Delivery Strategy (2025 to 2050) (October 2023): [Long-term delivery strategy 2025 to 2050](#)

underground chalk and greensand sources. Some of these sources support flows in the Hogsmill, Wandle and Darent rivers - all of which are chalk streams. The remaining 15% is taken from the River Eden in Kent and stored in our only raw water reservoir at Bough Beech near Edenbridge. This reservoir supplies customers in the east and south of our area and water can also be transferred to northern areas when needed.

- 6.9. SESW operates eight Water Treatment Works (WTW), including one at Cheam and one at Woodmansterne. It also operates 33 pumping stations and 34 operational service reservoirs and water towers. By 2025, SESW will be able to supply 100% of its customers from more than one treatment works site.
- 6.10. Over the five year period of the plan, SESW expects to spend over £400 million on their supply network. This will include investment to enhance their service in the following areas:
- £24.5 million to install 194,000 smart meters with new digital technology and more targeted help and advice to help customers manage their water use and lower consumption;
  - £10.5 million to drive down leakage, enhance the smart network, and on technology to help better target water mains most in need of replacement;
  - £7 million to make WTWs more resilient and secure;
  - £5.2 million to install UV treatment at two additional water treatment works to protect water quality;
  - £5 million to enhance the environment by improving the quality of water sources, protecting sensitive habitats, using natural features to improve how water is managed in the River Eden catchment and increasing biodiversity; and
  - £3.8 million to replace lead pipes supplying 170 schools, colleges and nurseries.
- 6.11. SESW's plans include water treatment works refurbishment and upgrades, addressing deteriorating raw water quality and the risk of Cryptosporidium contamination in several urban aquifers in the north of their region. SEWS expects to invest over £2.5m to enhance the treatment process at Cheam Wastewater Treatment Works (WTW) by installing new UV treatment to protect drinking water quality.
- 6.12. Recent investments by SESW in Sutton include:
- Upgrading the water network along Crown Road, Sutton; Marian Court, Sutton; Robin Hood Lane, Sutton; and St. James Road, Sutton.
  - Major water mains upgrade work at Langley Park, Sutton. This involves laying approximately 2.4km of 450mm new water main from an existing main in pasture land adjacent to the Telegraph Track in Sutton, and connecting it to an existing main within the grounds of Langley Park Reservoir (Crossways). Once completed the new main will connect How Green and Langley Park. This will allow water from both the treatment works in Woodmansterne and Kenley to support the Cheam area.

## Thames Water

- 6.13. Figure 6.2 shows the geographical area covered by Thames Water’s services, which for Sutton are for water supply and wastewater / sewerage.

**Figure 6.2: Thames Water’s geographical coverage for water supply and wastewater services**

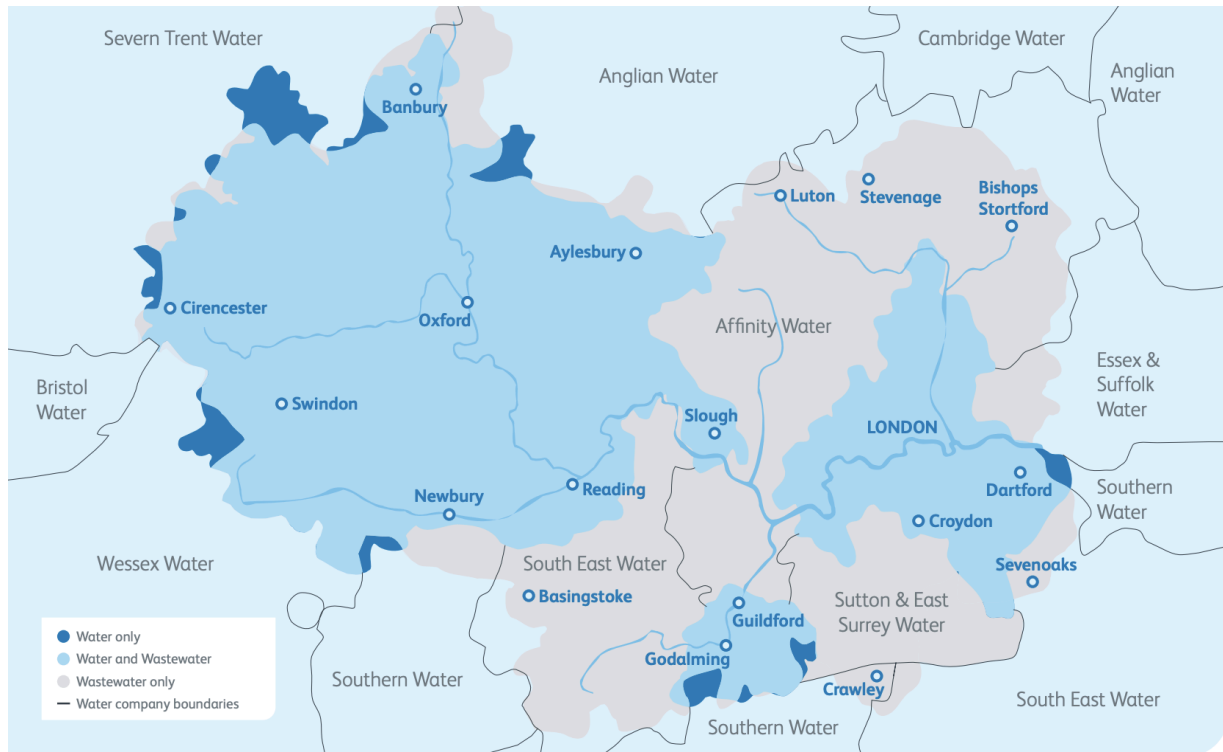


Figure 5.1: Our operational area

Source: Thames Water

- 6.14. TW’s latest business plan covers the period 2025–2030, and was published in October 2023<sup>12</sup>. TW acknowledge that they need to increase the level of investment so that their assets are more resilient in the face of climate change and population growth. It has also recognised that they need to start reversing the decline in the health of their ageing infrastructure (our ‘asset health deficit’).
- 6.15. This decline in health has taken place over decades, as the previous model was to stretch the life of existing assets, repairing rather than replacing. Due to the impact of climate change and population growth putting more pressure on the stretched asset base – maintaining the current level of capital maintenance will not deliver the long-term outcomes required for customers and stakeholders. The poor asset health and asset “deficit” acts as a drag on performance, which in turn impacts financial position through performance penalties, which results in less money going into investment in improvements. The cost of managing the ageing assets and dealing with failures is increasing.

<sup>12</sup> Thames Water - PR24 Our Business Plan 2025–2030 (October 2023): [PR24 - Our Business Plan](#)

- 6.16. At the end of the previous regulatory framework period (AMP7), TW's asset base will have an asset health deficit of £19.3 billion. To maintain this asset health deficit at a stable level, TW concludes that they would need to make an investment of approximately £4.7 billion during AMP8. They expect funding to cover this investment to come from three sources: enhancement cases, cost adjustment claims, and additional funding specifically to start to improve the health of our assets. In combination, the investment to address population growth, the environmental improvement programme, and to tackle some of the asset health deficit amounts to an overall investment programme by TW of approximately £6.6bn for AMP8.
- 6.17. TW only has one Wastewater Treatment Works (WwTW) or Sewage Treatment Works (STW) in the London Borough of Sutton, and this is located at Beddington. The site is adjacent, but outside of the designated Beddington Strategic Industrial Location. TW note that they are planning investment at Beddington STW, including: a biodiversity and conservation project focused on lapwings, and creating the Beddington Farmlands Nature Reserve in partnership with waste management stakeholders.
- 6.18. As noted under the renewables and low carbon section, the Beddington STW also includes energy generation via biogas/biomethane.

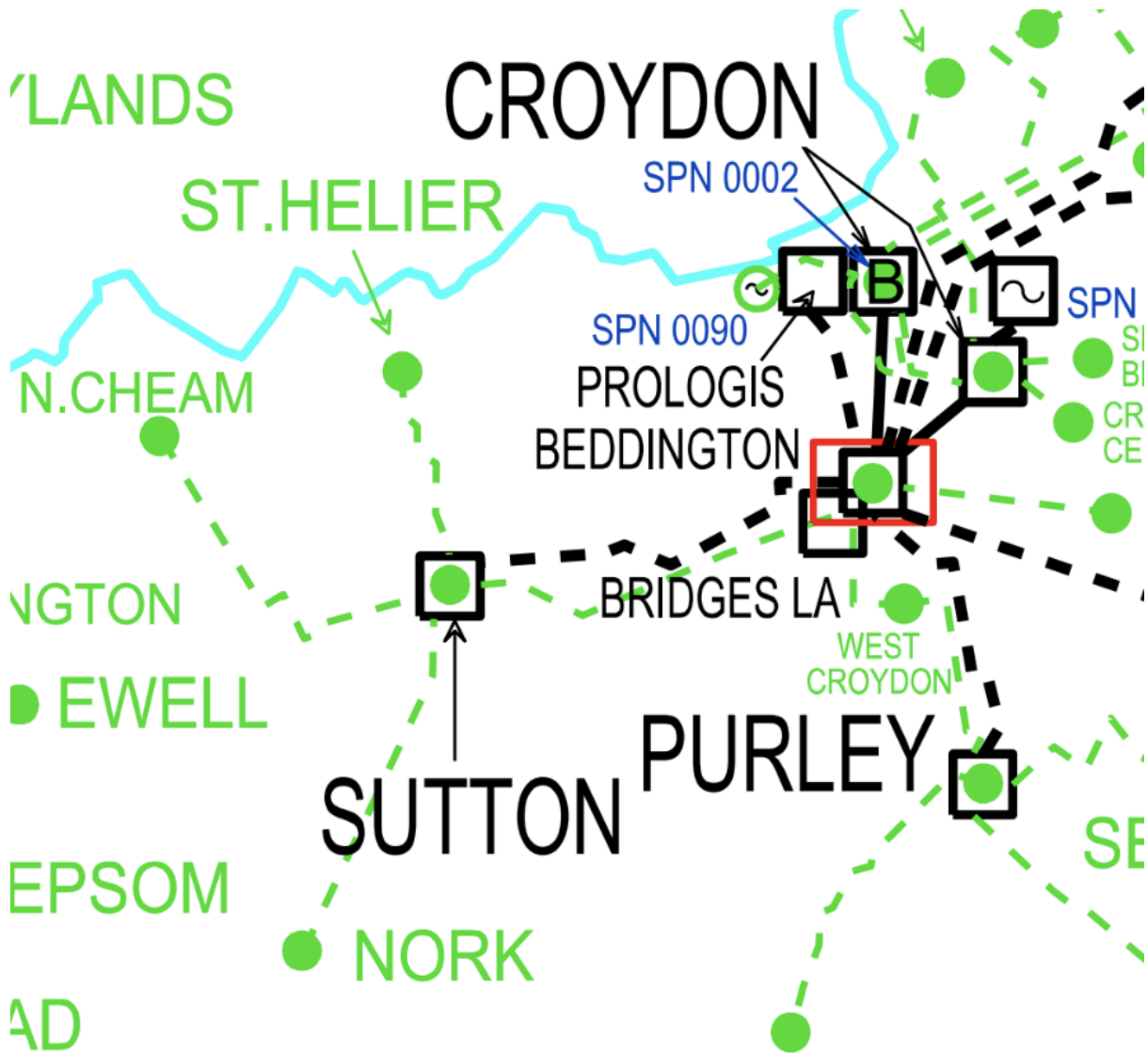
## Electricity

- 6.19. By way of context, at a national-level, it should be noted that National Grid has been through a period of change, having been required to separate its Electricity System Operator (ESO) business from its Transmission Operator (TO) business known as National Grid Electricity Transmission (NGET). The ESO role itself is also changing and will be separated further into a Future System Operator in 2024.

### **Electricity Distribution Network**

- 6.20. The UK's electricity is provided by eight Distribution System Operators (DSOs). The relevant DSO for the London Borough of Sutton is UK Power Networks (UKPN). UKPN actually covers a broader area, including parts of the East of England, South East of England, and London. To serve these distinct geographies, the UKPN network is divided into three sub-regions - Eastern Power Network Ltd (EPN), London Power Networks Ltd (LPN), and South Eastern Power Networks Ltd (SPN). The London Borough of Sutton is located within the SPN sub-region.
- 6.21. Figure 6.3 shows a map of UKPN / SPN's network across the Sutton area, and Figure 6.4 shows a more detailed schematic of how the network provides electrical supply across the borough.

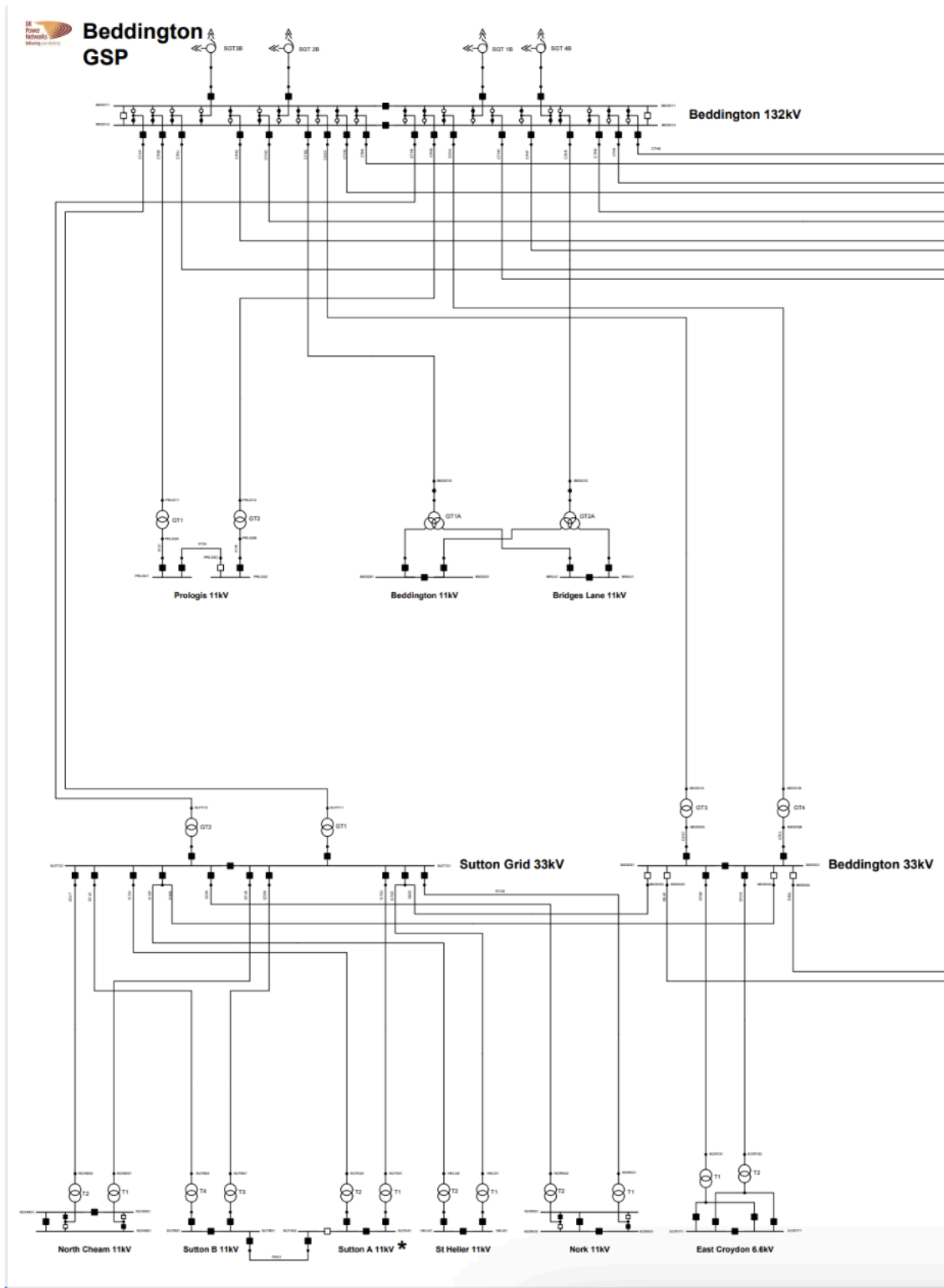
Figure 6.3: UKPN / SPN Network Coverage Diagram (May 2024)



POWER STATION	△	
WIND, SOLAR, BATTERY	⚡ ☀️ 🔋	
NG SUBSTATION	□	
EHV Customer Number	SPN 0000	
SITES	GRID	PRIMARY 11kV
SUBSTATION	□	●
SWITCHING STATION	△	△ △
GENERATION	⊞	⊞
CIRCUITS	OVERHEAD	UNDERGROUND
132kV	—	- - - -
Generator Cables	—	- - - -
33kV	—	- - - -

Source: UKPN - SPN EHV Network Plan (May 2024)

Figure 6.4: UKPN Network Schematic - Network Coverage Across Sutton (May 2024)



Source: UKPN - SPN Schematic Diagrams (May 2024)



- 6.22. In simple terms, the map and schematic identify that there is Grid Supply Point (GSP), Grid Substation (GS), and Primary Substation (PS) apparatus within the borough.
- 6.23. In summary, there is one GSP located at Beddington, where National Grid’s transmission network steps down to UKPN/SEPN’s distribution network. In addition, there are three extra-high voltage GSs at Beddington, Prologis, and Sutton Grid where the network steps down from 132 kilovolts (kV) to either 66kV or 33kV. Alongside the GSs, there are eight PSs where the network steps down again to the high voltage supply of 11kV or 6.6kV.

**Table 6.1: Relationship between Grid Supply Points and Primary Substations in Sutton**

Grid Supply Point	Grid Substation	Grid Substation	Primary Substation
Beddington (400kV/132kV)	Beddington (132kV)	Beddington (33kV)	Beddington (11kV)
			Bridges Lane (11kV)
	Prologis (132kV)		Prologis (11kV) *
	Sutton Grid (132kV)	Sutton Grid (33kV)	Sutton A (11kV)
			Sutton B (11kV)
			Nork (11kV)
			North Cheam (11kV)
			St.Helier (11kV)

\* the Prologis infrastructure is a dedicated customer substation for the energy requirements of the Prologis Park occupiers.

- 6.24. Each DSO is expected to publish a Long Term Development Statement (LTDS) and a Network Development Plan (NDP). UKPN published its latest LTDS in May 2024<sup>13</sup>, and its latest NDP in May 2024<sup>14</sup>. The NDP also includes a Network Development Report (updated every two years) and a Network Scenario Headroom Report (updated annually).
- 6.25. UKPN’s Network Scenario Headroom Report provides an account of generation and demand and overall headroom assessments for all Bulk Supply Points (BSPs) and Primary Substations (PSs) with supply voltages ranging from 11kV to 132kV. The report describes parts of the network requiring intervention in the next five to ten years. The new Network Development Report covers the period from the base year (2022/23) for up to ten years (2032/33) and outlines interventions required to physically upgrade the network or the purchasing of flexibility services to help run the network more efficiently.

<sup>13</sup> UKPN - SPN’s Long Term Development Statement (May 2024): [UKPN - Long Term Development Statement \(May 2024\)](#)

<sup>14</sup> UKPN’s Network Development Report and DFES Network Scenario Headroom Report (March 2024): [Network Development Report and DFES Network Scenario Headroom Report \(March 2024\)](#)

It also confirms developments in the next five years as described in the Long Term Development Statement (May 2024).

- 6.26. UKPN reviews its demand Network Scenario Headroom Report for when substations have negative headroom, as this indicates where UKPN expects to intervene to provide more capacity. This could be required in either the winter or summer season, or both.
- 6.27. UKPN has, based on their “best-view scenario” modelling, provided an assessment of capacity at each of the substations in Sutton, this is set out in Table 6.2 below.

**Table 6.2: “Best-view Scenario” Capacity Assessment at each Primary Substation in Sutton**

Substation Name	Substation Name	Voltage kV	BSP Group	2022	2024	2026	2028	2030	2032
Beddington 11kV	Beddington Local	11	Beddington Total	14.1	14.2	13.0	10.9	9.8	9.2
Beddington 33kV	Beddington 132/33	33	Beddington 132/33	51.6	49.0	49.0	49.0	32.0	29.5
Bridges Lane 11kV	Bridges Lane	11	Sutton Grid	10.2	9.7	8.6	6.9	5.0	2.8
Nork 11kV	Nork	11	Sutton Grid	11.2	11.1	10.5	9.6	8.7	7.6
North Cheam 11kV	North Cheam	11	Sutton Grid	5.8	5.3	4.0	2.3	0.4	-1.7
Prologis 11kV	Prologis 132/11	11	Direct	25.0	25.0	25.0	25.0	25.0	25.0
St Helier 11kV	St Helier	11	Beddington 132/33	0.0	-0.7	-1.6	-3.1	-4.9	-7.0
Sutton A 11kV	Sutton A	11	Sutton Grid	2.4	1.9	1.2	0.1	-0.6	-2.4
Sutton B 11kV	Sutton B	11	Sutton Grid	4.5	4.0	3.0	1.1	-0.6	-2.4
Sutton Grid 33kV	Sutton Grid	33	Sutton Grid	23.5	21.9	17.2	10.2	25.1	19.1

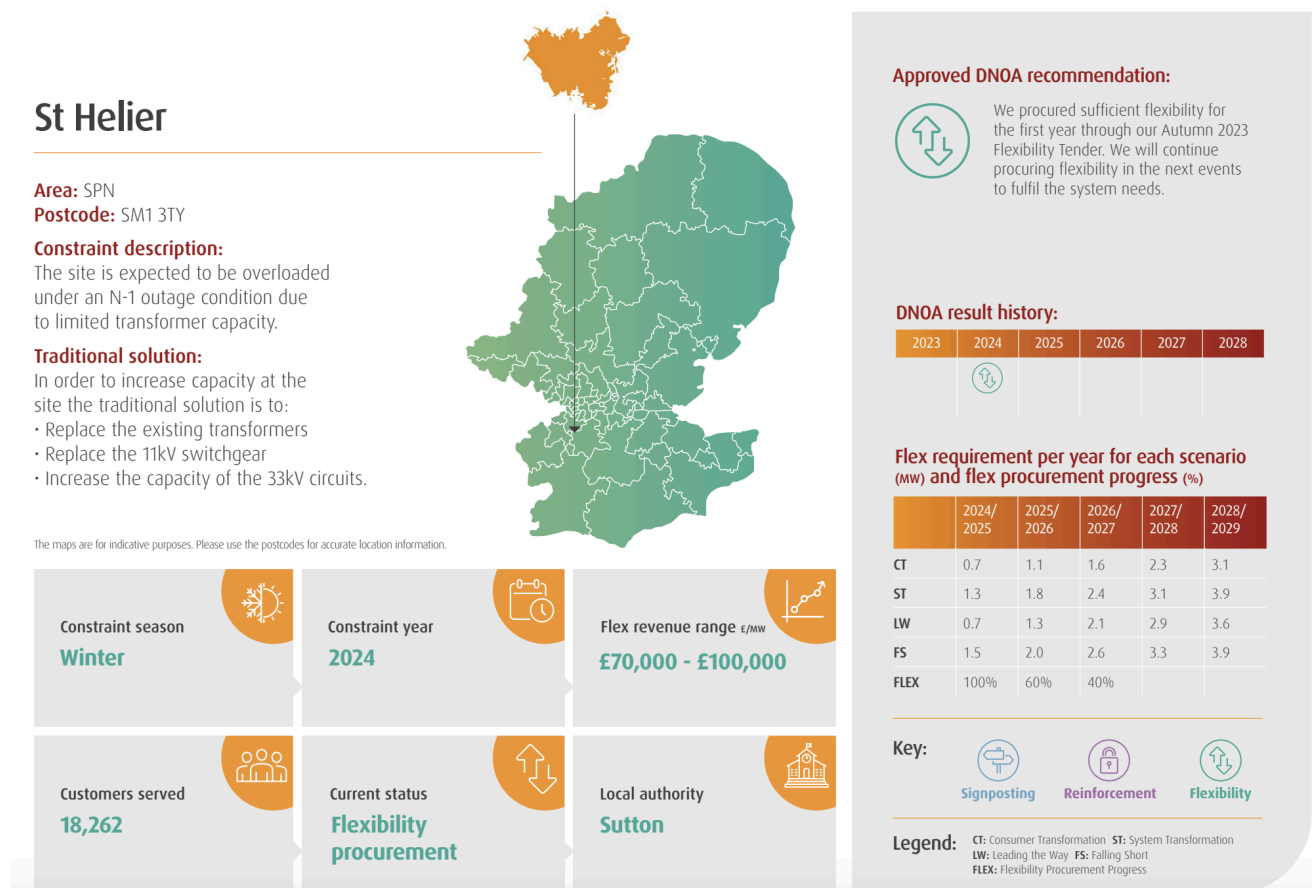
- 6.28. UKPN has identified that four of the Primary Substations in Sutton will require extra capacity in 2032/2033. They are:
- North Cheam 11kV = will require -1.7MW by 2032/2033;
  - St Helier 11kV = will require -7.0MW by 2032/2033;
  - Sutton A 11kV = will require -2.4MW by 2032/2033; and
  - Sutton B 11kV = will require -2.4 MW by 2032/2033.

- 6.29. Negative headroom indicates that there is a capacity issue, however, UKPN takes a flexibility first approach, where they will market-test all suitable sites and identify

whether to provide capacity by an asset-based and/or flexibility solution to deliver the most cost-effective outcome.

- 6.30. The negative headroom figures clearly demonstrates the significance of demand growth occurring, and that this capacity is required in the next 10 years. Where the identified capacity is less than 1MW, this can be readily addressed by operational solutions such as load transfers between sites. Those with single digit MW requirements might be fully or partially addressed by assessing the additional contribution of distributed generation to capacity, before an infrastructure or flexibility solution would be assessed to find our most cost-effective solution. UKPN makes this assessment annually for any site which is at or approaching its capacity, based on the installed generation capacity and its type.
- 6.31. Of the sites identified as potentially requiring a further intervention in the next ten years, UKPN has already moved forward with agreeing interventions to provide capacity at St.Helier. This will be achieved through the procurement of flexibility services, and is programmed for 2024<sup>15</sup>. The details of which are shown in Figure 6.5 below.

**Figure 6.5: Overview of Intervention at St.Helier Primary Substation**



Source: UKPN's Distribution Option Network Assessment (March 2024)

<sup>15</sup> UKPN's Distribution Option Network Assessment (March 2024): <https://media.umbraco.io/uk-power-networks/oscpoyef/ukpn-dnoa-reports-2024.pdf>

- 6.32. UKPN has now fully completed eight rounds of flexibility procurement, of which Tender Round 8 (TR8) in 2023 was based on the load forecasts in the November 2022 LTDS (i.e. the 2022 scenarios prior to the 2023 scenarios presented in this NSHR). Procurement of flexibility services has been secured for the following substations in Sutton:
- Beddington 33kV - Peak Requirement (2.9 MW) - Timescale: 2023 - 2026;
  - St Helier 11kV - Peak Requirement (0.3 MW) - Timescale: 2022 - 2024; and
  - Sutton B 11kV - Peak Requirements (0.6 MW) - Timescale 2022 - 2028.
- 6.33. The Council itself has held discussions with UKPN over power supply at the London Cancer Hub opportunity site. Given this is a large-scale development, and that the intended end-users are expected to have a higher demand for electricity due to the site accommodating laboratory and research & development buildings, there has been initial conversations over providing a dedicated and new primary substation. The need for this infrastructure upgrade will be investigated through the Local Plan-making process and through the specific planning applications that come forward in relation to the site.

## Gas

- 6.34. The UK's gas is provided by eight Gas Distribution Networks (GDNs), which are owned by four different companies. The relevant GDN for the London Borough of Sutton is SGN, who split their network across three Local Distribution Zones (LDZs), of which the London Borough of Sutton is located within the South-East LDZ.
- 6.35. SGN publishes an annual Long Term Development Statement (LTDS), which sets out their methodology for forecasting demand and aligning it with supply. The LTDS is the product of data gathering, analysis and consultations with stakeholders to understand how SGN's business may develop over the next 10 years.
- 6.36. SGN published their latest LTDS in October 2023<sup>16</sup>. It clarifies that the extra demand created by new homes is less than would be generally thought. This is mainly because the proportion built year-on-year is small compared to the number of homes already connected to the network. In addition, their thermal efficiency is much better than existing housing stock, resulting in gas demand at around half that of an average older UK home.
- 6.37. Figure 6.6 shows the forecast annual demand for gas within SGN's network. It shows that there will only be a minor increase in demand of 1.2% per annum to 2032.

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<sup>16</sup> SGN - Long Term Development Statement (October 2023): [SGN Long Term Development Statement 2023](#)

**Figure 6.6: Annual Demand Growth Forecast for Southern LDZs (2012 - 2032)**

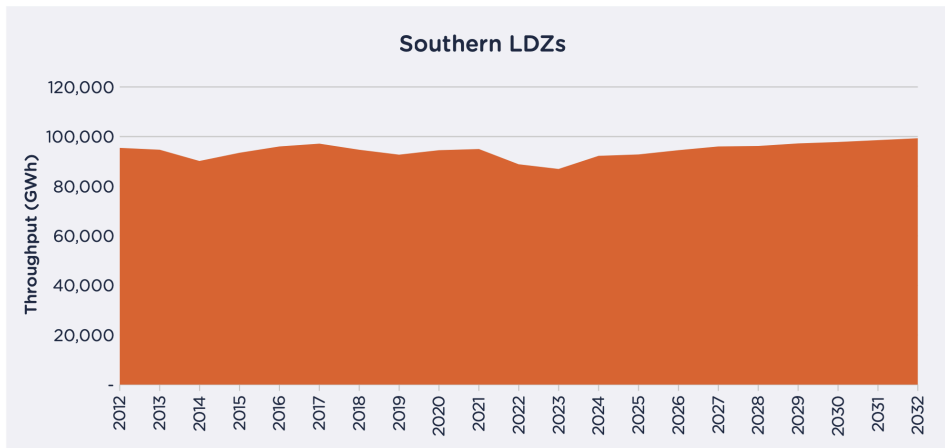


Figure 9: Change in historic and forecast annual demand - Southern LDZs

Average annual change in forecast Annual demand growth (2022-32)			
	SGN	Scotland	Southern
Annual demand growth	1.2%	1.1%	1.2%

Table 1: Change in forecast Annual demand growth (2022 - 32)

Source: SGN's Southern LDZ

6.38. Figure 6.7 also shows the comparison of peak demand in the South East LDZ, confirming that there has been very little change from last year, with flow patterns from existing embedded generation having changed little. SGN's data also confirmed that the South East LDZ has the least embedded generation of all their LDZs, so any changes would make less difference than in other LDZs.

**Figure 6.7: Comparison of Peak Day Demand in the South East LDZ**

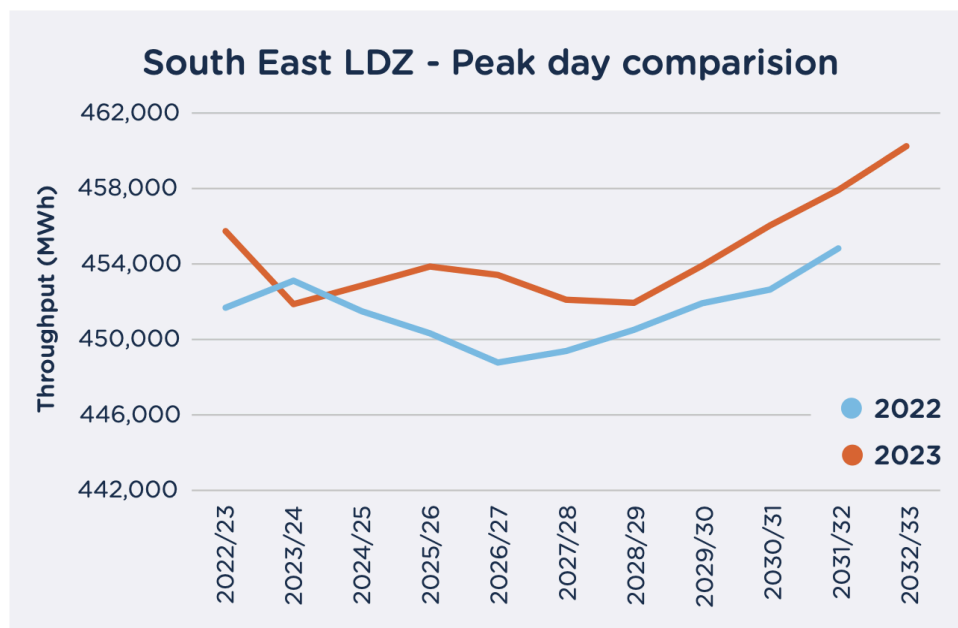


Figure 14: South East LDZ - Peak day comparison

Source: SGN's South East LDZ

## Renewables and low carbon

- 6.39. UKPN provides a data capture of the connected “low carbon technology” that is generating electricity on to their network. The latest data shows the following within the London Borough of Sutton:

### **Photovoltaics (PV)**

- 6.40. PV is generating the following energy in Sutton:
- 359 kW at the Beddington GSP;
  - 736 kW at the Bridges Lane Primary Substation;
  - 702 kW at St.Helier Primary Substation;
  - 608 kW at North Cheam Primary Substation;
  - 665 kW at Sutton A Primary Substation; and
  - 503 kW at Sutton B Primary Substation.

### **Wind**

- 6.41. There are no sites generating wind-related energy in Sutton.

### **Battery Storage**

- 6.42. Battery storage is generating the following energy in Sutton:
- 42 kW at the Beddington GSP;
  - 90 kW at the Bridges Lane Primary Substation;
  - 70 kW at St.Helier Primary Substation;
  - 53 kW at North Cheam Primary Substation;
  - 105 kW at Sutton A Primary Substation; and
  - 55 kW at Sutton B Primary Substation.
- 6.43. There is also the site located at Beddington Corner, which is owned by Bluestone Energy Ltd, where two 240 MW battery energy storage systems will be installed. This capacity has “Agreement to Connect” status via UKPN and is expected to be effective from October 2028.

### **Beddington Energy Recovery Facility (ERF)**

- 6.44. Construction of the Beddington Energy Recovery Facility commenced in 2015, finishing commissioning in 2019. The facility provides the South London Waste Partnership and regional businesses with a safe and cost-effective alternative to landfill.
- 6.45. The ERF has been designed to process around 305,000 tonnes of non-hazardous residual waste a year. The plant results in the landfill diversion of up to 95% of waste delivered to the facility and the generation of up to 210GWh of electricity, which will power the facility itself and supply over 25 MW to the National Grid. This is the equivalent of powering 59,025 homes.

## **BioGas / Biomethane**

- 6.46. Thames Water in partnership with UKPN has established a biogas / biomethane plant at the Beddington WwTW site. The process works by taking the sewage sludge byproduct of the sewage treatment process, separating the solid material from the liquid, and then treating it in heated tanks, known as digesters, to kill bacteria. By heating the sludge, a bio gas is created known as biomethane, which can be used to power engines which are connected to electricity generators. The power generated is used at the TW site first, to offset the amount of energy they have used, the leftover energy is then used by the grid to power homes and businesses.
- 6.47. There is also another biofuel plant operated by Viridor Waste Management, as part of the Beddington Farm Landfill site. This uses biofuel landfill gas to power a gas turbine. The facility generates 7 MW of capacity and is fully connected to UKPN's network via the Beddington GSP / Beddington 132/11KV Primary Substation.

## **Decentralised Energy Networks**

- 6.48. The Council has established a decentralised energy network - the Sutton Decentralised Energy Network (SDEN) from Beddington to the New Mill Quarter in Hackbridge. A decentralised energy network is a method of distributing energy locally to maximise efficiency using sources of energy in that area.
- 6.49. In order to heat homes SDEN currently uses waste heat, which is provided by the existing landfill gas engines located in Beddington. In time, homes will be supplied with heat from the Beddington Energy Recovery Facility (ERF). Heat is transported, in the form of hot water, through highly insulated pipes to your home.
- 6.50. The network offers better resilience compared to conventional heat supplies. When the low-carbon sources of heat are occasionally offline for maintenance, supplies of hot water will be maintained from our backup and top-up boilers.
- 6.51. Work is currently underway to connect the New Mill Quarter site to the ERF) at Beddington Lane. This will use energy that would otherwise go to waste. We will also source energy from local landfill gas engines.

## **Likely Impacts of Local Plan Growth**

### Water

- 6.52. SESW and TW have acknowledged that consumer bills will increase over the next five years to help mitigate existing financial pressures, and help fund infrastructure investment and improvements. That said, there are no identified shortfalls or gaps in existing provision, and planned upgrades should provide additional capacity and resilience to the networks, as well as complementary investment in biodiversity and environmental improvements.

## Electricity

- 6.53. UKPN has identified four primary substations in Sutton where intervention is required to match supply to demand. However, UKPN takes a flexibility first approach, where they identify whether to provide capacity by an asset-based and/or flexibility solution to deliver the most cost-effective outcome. At present, solutions to any negative headroom in supply can be provided through flexibility rather than physical infrastructure investment.
- 6.54. As such, demand associated with growth set out in the new Sutton Local Plan is not expected to result in any additional supply pressures on the network.
- 6.55. Discussions are ongoing as to the requirements for a new primary substation to meet the specific demands at the London Cancer Hub opportunity site. This will be confirmed through the next stages of the Local Plan-making process and the progress of each individual planning application at the site.

## Gas

- 6.56. For the gas distribution network there appear to be no infrastructure issues affecting supply. As noted by SGN, the addition of new homes does not have a significant effect on demand or supply. There may be challenges relating to an ageing gas network and the fact that gas pipes can be located at a greater depth than other utilities and when replaced the old apparatus is removed which can create disruption and result in repairs to highways. In highly sensitive traffic areas, there can be difficulties accessing.

## Renewables and low carbon

- 6.57. Generating capacity is improving within Sutton, and the plans for additional battery energy storage systems are positive. Sutton is well-placed to accommodate more battery storage facilities given the location of its SILs.
- 6.58. For SDEN, the connection to the ERF at Beddington represents the next important step in terms of establishing a greater presence and it being seen as a mature form of supply. Further connections to locations such as Sutton Town Centre and the London Cancer Hub are being discussed with all relevant stakeholders.



# 7. Digital and Communications

## Overview

- 7.1. Digital and communication infrastructure is as vital to a modern society and high value economy as any of the traditional utilities, such as gas and electricity. Provision in Sutton is provided by a number of public and private organisations, each with their own business and investment plans for maintaining and upgrading their networks. There are also direct links to governance and oversight by the Mayor of London / GLA, as well as engagement with the London Borough of Sutton.
- 7.2. For the purposes of this infrastructure statement, digital and communications infrastructure is taken to include the following:
- Broadband; and Mobile technology - e.g. 4/5/6G.

Relevant Infrastructure Providers:	Relevant Legislation, Plans, and Policy:
<ul style="list-style-type: none"> <li>• London Borough of Sutton;</li> <li>• Ofcom;</li> <li>• Openreach;</li> <li>• Broadband Providers;</li> <li>• Alternative Providers - e.g. Community Fibre / Hyperoptic etc;</li> <li>• Three;</li> <li>• Vodafone;</li> <li>• EE; and</li> <li>• O2.</li> </ul>	<ul style="list-style-type: none"> <li>• Digital Strategy for Sutton &amp; Kingston (218 - 2021);</li> <li>• House of Commons Research Briefing - 5G in the UK (March 2024);</li> <li>• Three - Check my coverage;</li> <li>• Vodafone - Check my coverage;</li> <li>• EE - Check my coverage;</li> <li>• O2 - Check my coverage;</li> <li>• ThinkBroadband.com - UK Broadband Coverage &amp; Speedtest Result Maps; and</li> <li>• Openreach - Ultrafast Full Fibre Broadband Build Plans.</li> </ul>

## Baseline of Existing Infrastructure

### Fixed broadband

- 7.3. In simple terms, broadband provision in the UK falls within three categories: Standard, superfast and ultrafast, which denote different broadband speeds. These are:
- Standard broadband has download speeds of less than 30 Megabits per second (Mbps);
  - Superfast broadband has download speeds between 30 Mbps and 300 Mbps; and
  - Ultrafast broadband has download speeds of greater than 300 Mbps.
- 7.4. Again, in very simple terms, there are also two main methods by which broadband services are provided to homes and businesses, this is shown in Figure 7.1 below, they are:

- 1. Fibre to the Cabinet (FTTC)** - can provide superfast broadband connections that run along fibre optic cables from the telephone exchange to a roadside cabinet. Standard copper telephone lines then deliver broadband from the cabinet to properties in the area.

Calls and connections from the cabinets are distributed to individual premises by standard copper phone lines, which transmit data slower than fibre optic cables. This part of the connection is known as the 'last mile' (even if it's less than a mile between the cabinet and your property), and the further you are from the cabinet, the slower your broadband will run along the less-efficient copper wires.

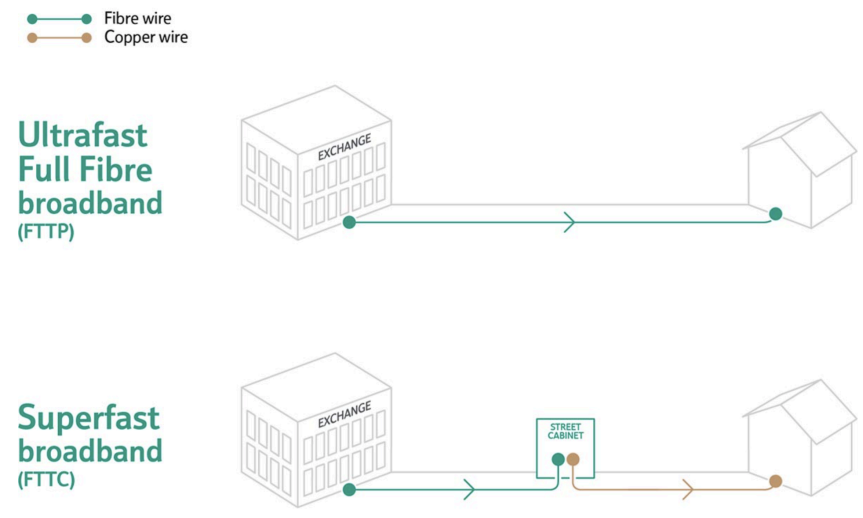
An FTTC connection generally offers download speeds between 40 Mbps and 80 Mbps and upload speeds between 2 Mbps and 20 Mbps. Speeds will depend on the distance between the premises and the exchange, the quality of modem and router, and the number of people sharing the connection. In principle, the connection will be faster the closer a premise is to the exchange, and the fewer people that are connected to the network.

- 2. Fibre to the Premises (FTTP)** - is when fibre optic cables from your local internet exchange — a physical location where network providers transmit internet data — are connected directly to your premises. This is instead of using traditional copper cables. Fibre optic cables offer much higher and more consistent speeds compared to copper cables and FTTC.

FTTP is capable of providing quicker internet options. As it's an end-to-end service, there's no need for the broadband to pass through a cabinet. Fibre optic cables are also much more resilient than copper, so they won't break down over time. They are specifically designed for carrying internet data, which makes them exceptionally effective. On the other hand, copper cables were originally created for landline services and were later adapted to transmit broadband.

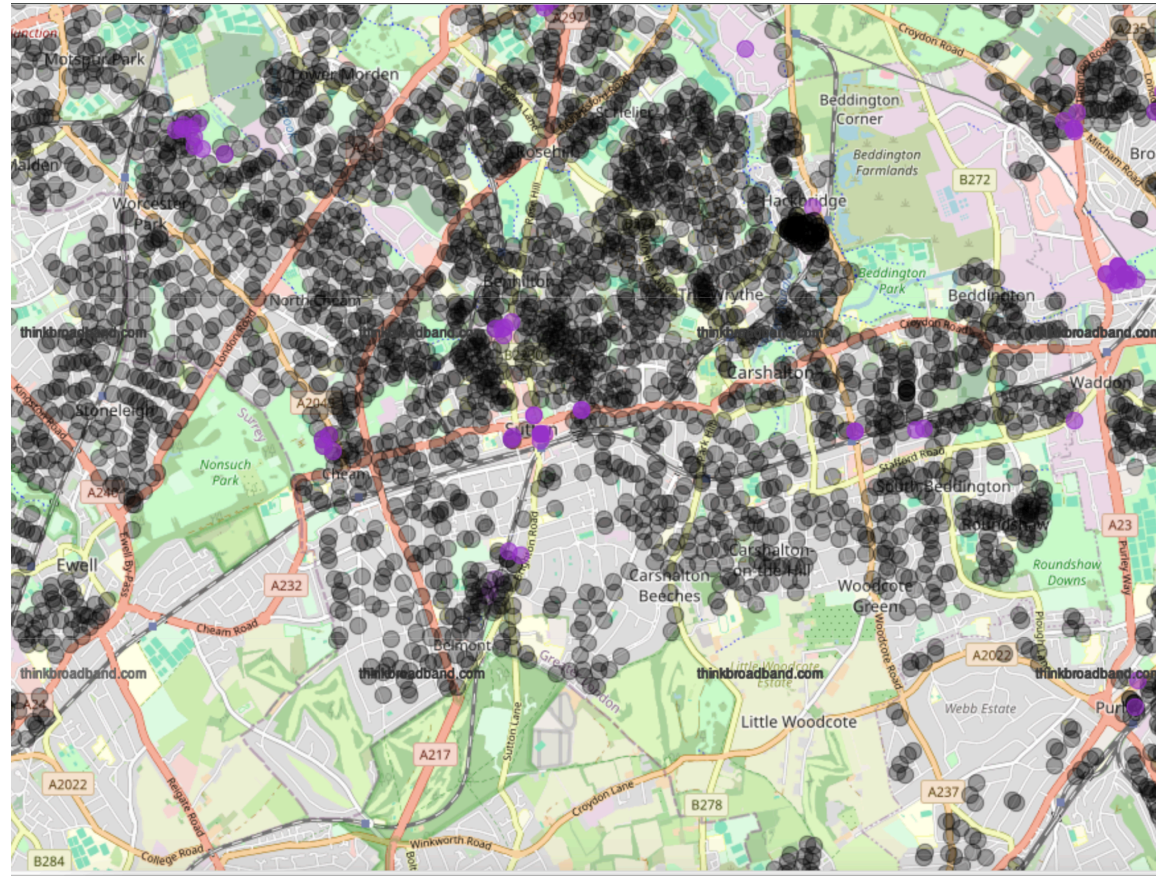
FTTP broadband can offer download speeds of up to 1 Gbps or 1000 Mbps. While this is currently the maximum speed for ultra-fast FTTP connection, most fibre optic providers offer FTTP broadband with download speeds of between 250 and 500 Mbps.

**Figure 7.1: Comparison of provision of FTTC and FTTP**



7.5. According to ThinkBroadband.com - the latest coverage data shows that 98.2% of England has provision for superfast broadband (30 Mbps and faster), with 65.7% of England having provision for FTTP (and therefore ultrafast broadband). Figure 7.2 below shows the FTTP coverage in Sutton. This data is drawn from ThinkBroadband.com's mapping software, and was accessed on the 9th May 2024.

**Figure 7.2: Coverage of FTTP in London Borough of Sutton**

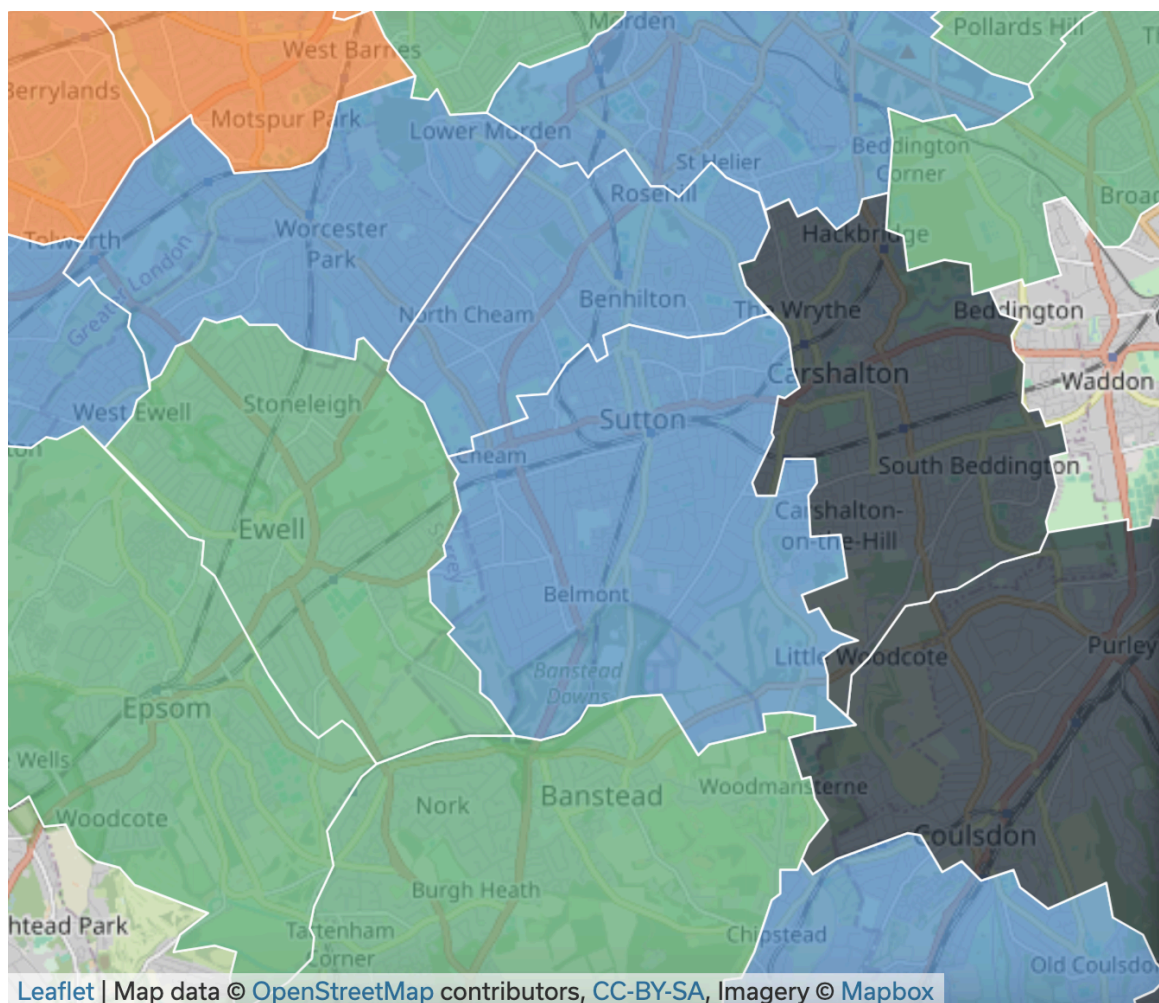


Leaflet | © OpenStreetMap contributors, Points © 2012 LINZ, Data © thinkbroadband.com, © thinkbroadband © 2023

Source: ThinkBroadband.com (Accessed 9th May 2024)

- 7.6. Despite FTTP not being as widespread as FTTC, Openreach has announced plans to make FTTP available to 85% of the country by December 2026. To achieve this goal, fibre optic cables will need to be installed to 25 million homes and businesses by this date. Openreach has split the UK into 5,600 areas or ‘exchanges’ and plans to connect these exchanges to FTTP broadband in the coming years.
- 7.7. A review of Openreach’s FTTP build plans using their map, is shown in Figure 6.3 below. This data is updated at least once every three months. The figure shows that Openreach are currently delivering upgrades to services within the majority of the borough, although areas to the east (including parts of Beddington, Carshalton, and Hackbridge) are part of their future plans, with a timetable that is undecided.

**Figure 7.3: Openreach’s FTTP roll-out programme - showing the London Borough of Sutton**



Key	
<span style="color: green;">■</span>	We've finished the main part of our build
<span style="color: blue;">■</span>	We're building in this exchange
<span style="color: orange;">■</span>	We'll be building soon, with services available within 12 months
<span style="color: black;">■</span>	We'll be building in the future
<span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span>	This exchange isn't in our major build yet

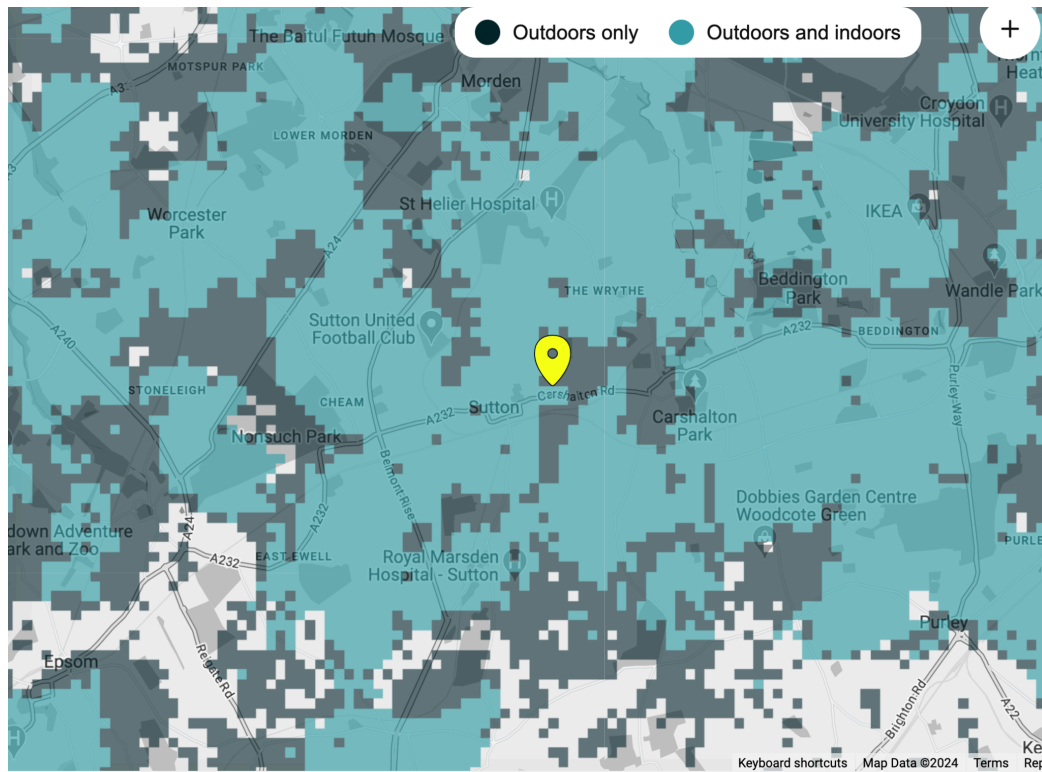
Source: Openreach

## Mobile Technology

### **5G Coverage**

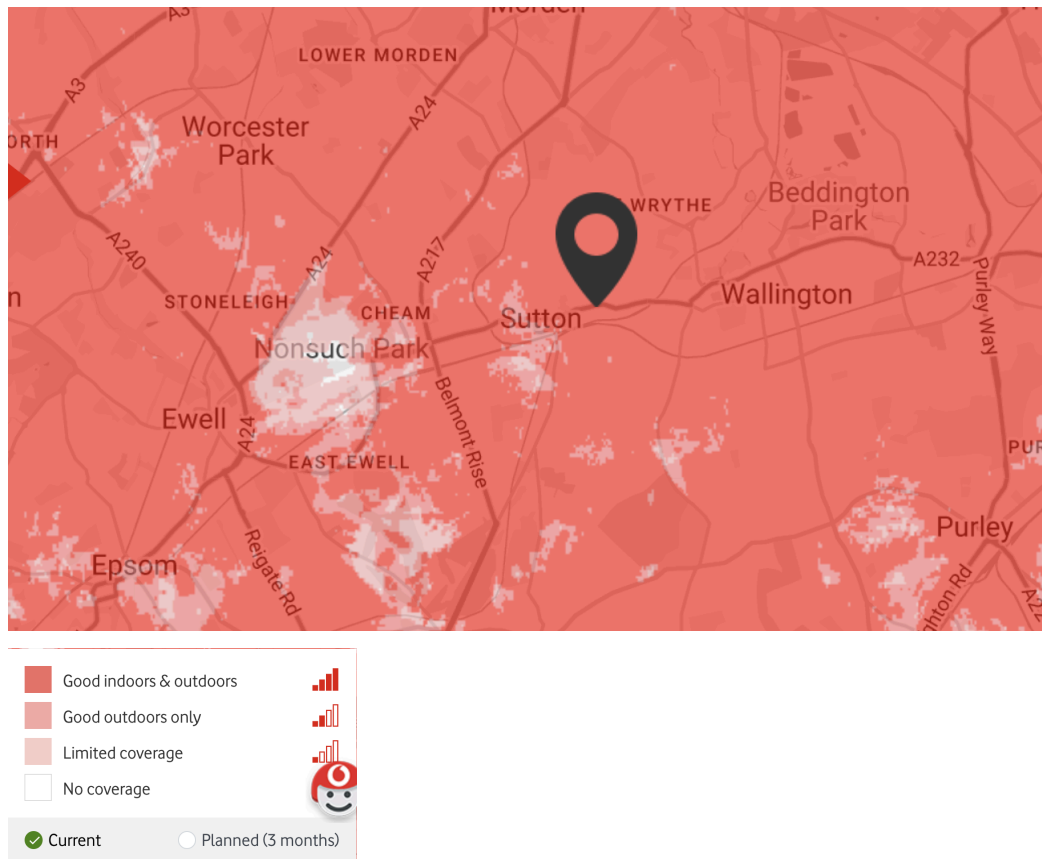
- 7.8. Information from the Department for Culture, Media, and Sport (DCMS) clarifies that 5G mobile technology equates to greater than 1000 Mb/s (1 Gb/s) connections, which enables faster data transfer, the utilisation of ultra High Definition and 3D video, the application of Smart Home technology, results in low-latency responsiveness, and facilitates the 'Internet of Things'.
- 7.9. DCMS confirms that the roll-out of 5G is the natural next step in progressing our society's digital journey; and that the increased connectivity and capacity offered by 5G is opening up the potential for new, innovative services for individuals and industry. It states that the UK will continue its rollout of 5G to ensure everyone benefits from the opportunities of tomorrow's technology, with the aim for the majority of the population to have access to a 5G signal by 2027.
- 7.10. A recent report to the House of Commons highlights that 5G is primarily being rolled-out by private companies mobile network operators. These are EE, O2, Vodafone and Three. Ofcom, the telecoms regulator, estimated that in September 2023, 85% to 93% of UK premises could get 5G coverage outdoors from at least one operator.
- 7.11. 5G networks are initially being built on top of legacy 4G equipment. This is called 'non-standalone' 5G. While it can deliver enhanced mobile broadband, the more advanced uses envisioned for 5G will require 'standalone' networks. Deployment of standalone 5G, which utilises dedicated 5G equipment in all parts of the network, is at an early stage.
- 7.12. Government's target is for "all populated areas" in the UK, including rural communities, to have standalone 5G coverage by 2030. The government's broad strategy for the 5G roll-out was set out in the 2018 Future Telecoms Infrastructure Review. The review opted for a market-led approach to deploying next generation digital infrastructure (5G and gigabit broadband). Since then, policy focus has been on:
- 7.13. The figures below show the extent of 5G coverage in Sutton by each of the four operators. It is clear that on the whole coverage within the borough is good, however, there are blank spots for coverage indoors, and in the case of O2, there are significant parts of the borough where they are not yet providing 5G coverage.

**Figure 7.4: EE - 5G Coverage (Indoor and Outdoor)**



Source: EE Coverage Map

**Figure 7.5: Vodafone - 5G Coverage (Indoor and Outdoor)**



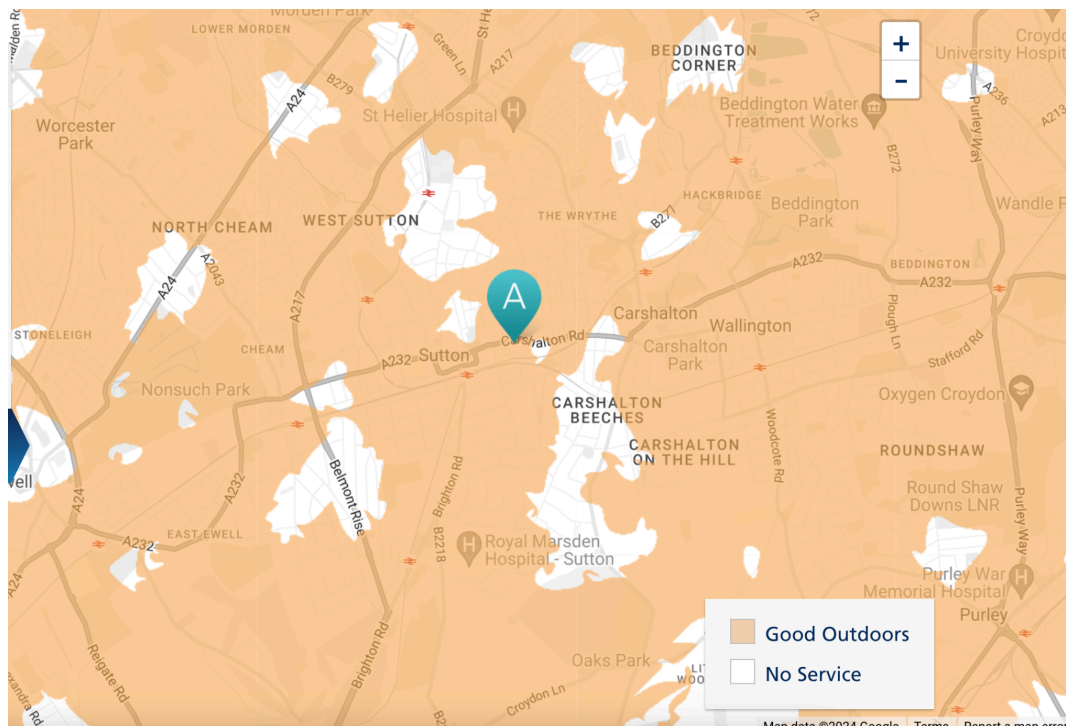
Source: Vodafone Coverage Map

**Figure 7.6: Three - 5G Coverage (Indoor and Outdoor)**



Source: Three Coverage Map

**Figure 7.7: O2 - 5G Coverage (Indoor and Outdoor)**



Source: Three Coverage Map

## Likely Impacts of Local Plan Growth

### Fixed Broadband

- 7.14. The roll-out of FTTP is primarily driven by private companies, and in particular Openreach. As noted, their stated intention is to make FTTP available to 85% of the country by December 2026. Progress is being made to improve roll-out in Sutton, with the majority of the borough having works that are underway, although areas to the east (including parts of Beddington, Carshalton, and Hackbridge) which are part of their future plans, with a timetable that is undecided.
- 7.15. Whilst ideally all of the borough would have immediate access to FTTP, it is not considered that this represents a direct infrastructure shortfall. Given the availability of superfast broadband through FTTC, it is not expected that broadband provision would negatively impact on plans for growth, or the delivery of homes and jobs as part of the new Sutton Local Plan.
- 7.16. The Sutton Local Plan review will include a policy on utilities and digital infrastructure that provides additional criteria for ensuring that new development delivered in the borough has access to FTTP as standard and be available on first occupation of any premises.

### Mobile Technology

- 7.17. 5G roll-out is also in the hands of private companies, and primarily the four main mobile technology operators. Government policy (national and local) is focused on facilitating the delivery of additional 5G infrastructure, for example by reforming planning and land access rules; supporting competition and investment; enabling trials to demonstrate how 5G can be used in different sectors; and releasing additional wavelength spectrum, which enables mobile operators to offer more and better services.
- 7.18. Whilst the data shows that there are some blank-spots 5G coverage within Sutton, this is not seen as a direct infrastructure shortfall that would negatively impact on plans for growth, or the delivery of homes and jobs as part of the new Sutton Local Plan.
- 7.19. The Sutton Local Plan review will include a policy on utilities and digital infrastructure that provides additional criteria for the siting, scale, and design of any 5G telecommunications apparatus.



# 8. Education

## Overview

- 8.1. Education infrastructure provision in Sutton has an national and regional reputation underpinned by consistency, excellent academic performance, and Ofsted ratings.
- 8.2. For the purposes of this infrastructure statement, education infrastructure is taken to include the following:
  - Pre-school, primary, secondary, special education, and post-16 education.

<b>Relevant Infrastructure Providers:</b> <ul style="list-style-type: none"><li>● Academy Providers;</li><li>● Greater London Authority;</li><li>● London Borough of Sutton;</li><li>● Surrey County Council;</li><li>● Reigate &amp; Banstead District Council;</li><li>● Epsom &amp; Ewell District Council;</li><li>and</li><li>● Cognus.</li></ul>	<b>Relevant Legislation, Plans and Policy:</b> <ul style="list-style-type: none"><li>● Children and Families Act (2014);</li><li>● SEND and Alternative Provision Review;</li><li>● Draft Ambitious for SEND and Alternative Provision in Sutton 2024/27 (going to committee in September);</li><li>● Ambitious for Sutton Corporate Plan 2022-2027;</li><li>● The Sutton Plan;</li><li>● Sutton Attendance Strategy;</li><li>● Educating Children with Emotional, Wellbeing and Health Related Needs who cannot Attend School 2024-2025;</li><li>● Sutton Learning Disability Strategy;</li><li>● The Sutton Health and Care Plan 2019-2024;</li><li>● Sutton’s Helping Early Strategy 2020 -2023;</li><li>● SWL ICB Mental Health Strategy;</li><li>● SEND and AP Places Commissioning Strategy;</li><li>● SEND Joint Commissioning Strategy 2024-2027;</li><li>● Sutton Strategic Needs Assessment 2023.</li></ul>
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# Baseline of Existing Infrastructure

## Overview

**Table 8.1: List of the type and name of schools in Sutton**

School Type	Name of School
Community Nursery Schools	Federation of Thomas Wall Nursery Spencer Nursery
Community and Foundation Primary Schools	Culvers House Primary School Devonshire Primary School Dorchester Primary School Foresters Primary School Hackbridge Primary School High View Primary School Muschamp Primary School Nonsuch Primary School
Community Infants School	Beddington Infants' School Robin Hood Infants' School (linked to Federation of Thomas Wall Nursery) Stanley Park Infants' and Junior School
Academies (Primary)	Abbey Primary School Avenue Primary Academy Bandon Hill Primary School Barrow Hedges Primary School Beddington Park Academy Brookfield Primary School Cheam Common Infants Academy Cheam Common Junior Academy Cheam Fields Primary Academy Cheam Park Farm Primary Academy Green Wrythe Primary School Harris Junior Academy Carshalton Manor Park Primary Academy Rushy Meadow Primary Academy Tweeddale Primary School Victor Seymour Infants' School Wallington Primary Academy Westbourne Primary School Wood Field Primary School
Voluntary Aided (Primary Schools)	All Saints Benhilton CE Primary School All Saints Carshalton CE Primary School Holy Trinity C of E Junior School St Cecilia's Catholic Primary School St Dunstan's C of E Primary School St Elphege's Catholic Infant School St Mary's Catholic Nursery and Infants School
Secondary Schools (Academy and Voluntary Aided)	Carshalton Boys Sports College Carshalton High School for Girls

	<p>Cheam High School  Glenthorne High School  Greenshaw High School  Nonsuch High School for Girls  Oaks Park High  Overton Grange School  St Philomena's Catholic High School for Girls (VA)  Sutton Grammar School for Boys  The John Fisher School (VA)  Wallington County Grammar School  Wallington High School for Girls  Wilson's School</p>
<p>Selective Schools  Places at these schools are allocated based on a test.</p>	<p>Nonsuch High School for Girls  Sutton Grammar School  Wallington County Grammar School  Wallington High School for Girls  Wilson's School</p>

8.3. In addition there are several independent schools in Sutton adding to the educational offer in the borough. These attract people into the borough and include :

- Collingwood School;
- Homefield Preparatory;
- Seaton House; and
- Sutton High School GDST.

## Context

8.4. The Council, as Education Authority, has a statutory responsibility to ensure that there are sufficient school places in the borough. This covers early years, primary and secondary school places. The Council, in partnership with schools from across the borough, has been successful in meeting its responsibilities whilst at the same time ensuring a high percentage of parents are offered a school of choice.

8.5. The Council has gone through a period of creating a significant number of additional places being created at both primary schools and secondary schools in the borough. This was in response to the previous year's high birth rates. As a result for primary schools, since 2018, the Council has delivered a total of 420 new primary school places across the borough, including building a new school at Hackbridge Primary School, which provides two forms of entry.

8.6. For secondary schools, to meet the demand for places, the Council initiated the expansion of 10 secondary schools. Phase 1 and Phase 2 of this expansion plan provided spaces during the period 2015 and 2016. Since 2020, capital works have been undertaken at a number of schools to facilitate temporary additional classes. Some schools agreed to open additional classes without capital works being needed. Two secondary school sites, which were identified within the adopted Sutton Local Plan (2018) have progressed, these are:

- **Former Sutton Hospital** (part of site allocation LCH 1) - which has become the **Harris Academy**, and was completed in 2019. The site provides 1,275 new secondary school places.
- **Rose Hill, All Weather Pitch** part of the Site S98 was granted planning consent for 8 forms of entry (11-19 year olds). However, this permission is no longer being implemented (as another secondary school is no longer needed). Instead, permission for SEN provision only was granted in 2024.

8.7. Looking over a longer term timeframe shows that the Council has significantly increased school place capacity in the borough. Table 8.2 sets out the overall increase at both primary and secondary schools since 2009.

**Table 8.2: Overall Primary and Secondary School expansion since 2009**

School Expansion	Number of Extra Places
Primary School Expansion since 2009	<b>4,445</b>
Secondary School Expansion since 2015	<b>2,760</b>
Temporary Secondary School Expansion 2020 to 2028	<b>2,162</b>

8.8. A specific breakdown of the figures for school expansion are set out in Table 8.3 to Table 8.5 below.

**Table 8.3: Primary schools that have expanded since 2009**<sup>17</sup>

School Name	Year	Number of extra places
All Saints Benhilton	2012	175
All Saints Carshalton	2012	175
Avenue Primary	2011	210
Bandon Hill – Woodfield	2013	840
Barrow Hedges Primary	2009	210
Beddington Park Primary	2011	210
Brookfield Primary	2009	210
Cheam Common Infants	2012	90
Cheam Common Junior	2016	45
Cheam Park Farm Infants	2015	120
Cheam Park Farm Junior	2018	60
Devonshire Primary	2011	210

<sup>17</sup> Sutton's school expansion programme: [School Expansion Programme - Sutton Council](#)

Dorchester Primary	2011	210
Hackbridge Primary	2009	210
Hackbridge Primary (New School built 2018)	2018/19	210
Manor Park	2017	210
Muschamp Primary	2011	210
St Elphege's Infants	2012	90
St Elphege's Junior	2015	120
St Mary's Infants	2012	90
St Mary's Junior	2015	120
Wallington Primary Academy* (Expanded in 2019)	2012 2019	120 210
Westbourne Primary School	2018	90
<b>TOTAL</b>	-	<b>4,445</b>

\* Amy Johnson Primary became part of Wallington Academy in 2019

- 8.9. The majority of the additional primary school spaces created during this period have been taken up by children and young people in the borough and by new pupils moving into new housing developments.

**Table 8.4: Permanent Additional Spaces created at Secondary Schools Locally**

School Name	Year	No. of extra places
Carshalton High School for Girls	2015	150
Carshalton Boys Sports College	2015	150
Glenthorne	2015	135
Greenshaw High School	2016	300
Harris Academy	2019	1,275
Nonsuch High School for Girls	2015	150
Overton Grange	2016	150
St Philomenas	2016	150
Sutton Grammar School	2015	75
The John Fisher	2016	150
Wallington County Grammar School	2016	75
<b>TOTAL</b>		<b>2,760</b>

**Table 8.5: Temporary Additional Spaces created at Secondary Schools Locally**

School Name	Years	No. of extra places	Capital works undertaken?
Carshalton High School for Girls	2020, 2022 - 2028	210	Yes
Carshalton Boys Sports College	2020, 2022 - 2028	150	No
Glenthorne	2020 - 2023	172	Yes
Cheam High School	2021 - 2027	120	No
Overton Grange *	2020 - 2027	240	Minor
St Philomenas	2023	30	Yes
Oaks Park High School	2020 - 2027	340	Yes
<b>TOTAL</b>		<b>2162</b>	

\* 210 places were already 'physically' available as the school reduced its published admission number by 30 prior to these additional classes being offered

- 8.10. However, in the context of pupil place planning and understanding both current and future school place capacity, and any requirement for additional schools, it is important to reflect on what the latest demographic data is showing and in particular the projections relating to birth rates.
- 8.11. The Council uses the Office for National Statistics (ONS) demographic projections relating to births when reviewing the provision of education facilities. This data is assessed to establish if facilities have capacity to accommodate educational needs in the borough.
- 8.12. The latest data from ONS shows that there has been an overall decline in birth rates in the borough, and that the number of births in Sutton has fallen since the Local Plan was adopted in 2018. This also reflects a similar trend occurring nationally and regionally.

**Table 8.6: Birth Rate per annum in Sutton (2015 - 2020)**

Year	Birth Rate in Sutton
2015	2,764
2016	2,741
2017	2,642
2018	2,472
2019	2,555
2020	2,350

Change	-414
--------	------

- 8.13. Looking at a 10-year period from 2011 to 2021 shows that the birth rate fell by 13.3%. This decline in births means there will be a corresponding reduction in the demand for school places. In addition, GLA data as detailed in Suttons' Strategic Needs Assessment 2023, shows that over the next decade net migration of children and young people into Sutton is also likely to decline.
- 8.14. This data is in stark contrast to the previous data used to inform the Adopted Sutton Local Plan, where there had been a background of an increasing birth rate. For comparison, between 2001 to 2011 the birth rate increased by 32%, resulting in more school places being delivered in the borough.

## Likely Impacts of Local Plan Growth

- 8.15. As noted, ONS demographic projections linked to birth rates are used when reviewing the provision of education facilities. This data is assessed to establish if facilities have capacity to accommodate educational needs in the borough.
- 8.16. School spaces are principally planned at **Year R** (for primary school places) and at **Year 7** (for secondary school places). To understand the number of school places that may be required, over the medium term projections are made. Issues considered in medium term forecasts are birth rates, inward/out migration which appears to be decreasing according to recent trends, changes in the spaces coming forward as children and young people move to the independent sector, cross border movements and birth rates.
- 8.17. In recent years, there has been net migration out of London, and out of Sutton. And, as noted, births have also been falling. Each year, the Council produces a set of pupil forecasts, these are set out below.
- 8.18. In school place planning, demand and capacity are defined in two ways - the physical built capacity of the school, and the Published Admission Number (PAN). PAN is a figure set by the school that states the actual number of places available. Table 8.7 to Table 8.10 set out the current profile of capacity and demand in Reception, Primary, and Secondary Schools.

### Primary Schools

- 8.19. There are approximately 400 surplus primary school spaces at present (as of the 2023/24 academic year), across all year groups. This is subject to change in future years. This demand for past primary school places has created a demand at secondary school level for additional places.
- 8.20. Table 8.7 sets out a projection of possible demand for Reception (Year R) school places through to 2029/2030, and compares this to the PAN. The data shows that the projection figure is declining year-on-year through to 2029/2030. The reduction in demand between 2024/2025 and 2029/230 is 228 places (or 10.2%). Given the PAN

figure is set to remain stable through this period, there is expected to be headroom in primary school capacity, and therefore no requirement for any forms of entry throughout this period.

**Table 8.7: Reception Demand Profile Information, DfE School Capacity Return 2023**

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
<b>Projection for Year R</b>	2,228	2,165	2,124	2,075	2,034	2,000
<b>With 2% unfilled</b>	2,273	2,208	2,166	2,117	2,075	2,040
<b>Permanent PAN (Published Admission Numbers)</b>	2,602	2,572	2,520	2,520	2,520	2,520
<b>Additional Need in Forms of Entry (FE)</b>	0	0	0	0	0	0

## Secondary Schools

- 8.21. Table 8.8 sets out a projection of possible demand for Year 7 school places through to 2029/2030, and compares this to the PAN. The data shows that the projection figure fluctuates over time, but the overall trend is for a reduction in demand through to 2029/2030. The reduction in demand between 2024/2025 and 2029/2030 is 218 places (or 6.4%). Whilst the PAN figure is set to also reduce over time, there is expected to be headroom in secondary school capacity, and therefore no requirement for any forms of entry throughout this period.
- 8.22. Sutton as a local area is generally an importer of pupils from neighbouring local authority areas, particularly at secondary school level, given the high proportion of selective school places available. As the level of surplus capacity grows within these neighbouring boroughs, it is anticipated the demand on Sutton area school places for out of borough children will fall. As a result the pupil projections above, may over-forecast pupil numbers.

**Table 8.8: Year 7 Demand Profile**

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
<b>Projection for Year 7</b>	3,415	3,385	3,463	3,419	3,320	3,197
<b>Permanent PAN (Published Admission Numbers)</b>	3,441	3,441	3,471	3,441	3,311	3,281
<b>Need in form of Entry (FE)</b>	0	0	0	0	0	0

\*This table identifies the capacity at Year 7 in the borough's secondary schools.

## Special Educational Needs School Provision



8.23. Primary and secondary Special Educational Needs School Provision is required in the borough. To date the following SEN school provision in Sutton is as follows:

**Table 8.9: Existing SEN/SEND schools**

<b>SEND School</b>	<b>Number of capacity /pupils</b>	<b>Independent or State Funded</b>
Brookways School London (7-17 yrs)	80/68	Independent
Carew Academy (7-16)	254/254	State
Greenholm School (11-20 yrs)	120/119	Independent
Lavender Lodge School (4-12 yrs)	65/65	Independent
Linden Bridge School Worcester Park (4-19 yrs)	140	Independent
Sherwood Park School (2-19 yrs)	180/180	State
The Anchor School (5-11 yrs)	15	Independent
The Limes College (5-16 yrs)	180/180	State
The Link School (4-19 yrs)	152/152	State
Wandle Valley Academy (5-16 yrs)	80/83	State
Sutton Tuition And Reintegration Service	75/75	State

**Table 8.10: Existing SEN/SEND Specialist Resourced Provision**

<b>SEND Specialist Resourced Provision</b>	<b>Number of places</b>
Muschamp Primary School Opportunity Base	52
Avenue Primary Opportunity Base	60
Foresters Primary Opportunity Base	42
Woodfield Primary Base (Oakfield)	42
Green Wrythe Primary Base (Rainbows)	56
Greenshaw Secondary Base	25
Glenthorne Secondary Base	24
Cheam High PEP (post-16)	8
Oaks Park High School Base (Horizons)	65
Rushy Meadow High School Base	11 (not full - 6 on roll)
Overton Grange High School Base	7

- 8.24. All these schools currently have full school places with the exception of Rushy Meadows.
- 8.25. The Council is currently building a new SEND school at Sheen Way Playing Fields, Wallington. This new facility will provide 246 school places for children and young people aged 5 to 19 years old. The facility will be called Carew Academy, children currently at the existing Carew Academy site will move over to the new site when it opens in 2025. In addition, a new SEND Free School on the All-Weather Pitch and Part of the Tennis Centre at Rosehill Recreation Ground is being progressed. The new Angel Hill Free School will offer 96 places; planning consent has been granted, and the school is due to open September 2025.
- 8.26. Table 8.10 above demonstrates that there is a demand for SEND school places have been filled with the exception of Brookways School in London with a remaining 12 places, Greenholm School with 1 place remaining and Rushy Meadows with 5 places.
- 8.27. Sutton's draft SEND and AP Strategy 2024/27 makes the commitment under its priorities for the next 3 years to strengthen access to education for vulnerable pupils. Priority 3 - states the Council will deliver sufficient high quality school places by increasing the number of commissioned specialist (bases in mainstream schools and special schools) school places in Borough - avoiding the additional costs of non maintained or independent provision, particularly where this is outside the Borough. This also aligns with Sutton Council's [SEND commissioning strategy](#).
- 8.28. In line with this infrastructure requirement the Local Plan will support the provision of additional SEND school places either through school expansion or repurposing existing school sites. The Council will keep the need for a SEND school under review in case it is necessary to find an additional site during the plan period.

## Adult Learning and Higher Education

- 8.29. The law requires that all young people in England continue in education or training until at least their 18th birthday. The Council, together with a number of external providers, offers a wide range of adult, community and further/higher education courses that help people back into work. They also enable volunteering, the development of skills, and better long-term for residents. The two main institutions offering adult learning and further/higher education courses in the borough are Sutton College and Carshalton College.

### **Sutton College**

- 8.30. This is the main provider of adult education and training in the London Borough of Sutton, offering over 1,000 part-time courses in the day and evening. It offers courses from four locations in the borough:
- St Nicholas Way, Sutton.
  - Woodcote Road, Wallington.
  - Carshalton College (evening centre) Nightingale Road, Carshalton.

- 660 London Road, North Cheam.

8.31. The Council is bringing forward the Civic Centre site for redevelopment. As part of these plans the Council is considering moving Sutton College, directly onto the High Street into a Council owned building 246-254 High Street.

### **Carshalton College**

8.32. Carshalton College has been an education provider in the London Borough of Sutton for 60 years. The college offers a wide range of adult and further/higher education courses for students: full time, access and part time, apprenticeships, undergraduate, and supported learning.

### **Orchard Hill College (Specialist post-16 Institution)**

8.33. Orchard Hill College has established two new sites in the Borough reusing existing old buildings. The first is located off Wallington centre by the Library opposite Sainsbury's, Wallington Old Town Hall. The second site due to open next year is the former Sutton Life Centre. This building is currently being refurbished. The space is being reconfigured to provide a new SEND school with classrooms being created and redecorated. The Library will be retained in the building. There are also proposals to operate a new SEND Family Hub on site.

## Conclusion

- 8.34. Since the last Local Plan was adopted there has been a reduction in demand for primary school places across the borough. This is a result of the declining birth rate and people migrating out of the borough. In 2016 birth rates peaked resulting in 2,741 births, the number of births fell in 2016 to 2,642 births, this figure has declined every year since. Migration levels have also shown a pattern of movement outside of the borough, affecting demand for school places. In the period 2020-2021 there were high levels of migration, both in and out of the borough compared to the average over the previous five years, but more people migrated out than in<sup>18</sup>.
- 8.35. The Education Service has made a commitment to increase SEND places across schools and specialist schools. The delivery of Angel Hill Secondary SEND School will create options and choices for parents and students leaving Oakfield Primary SEND and Rainbow (Green Wrythe) primary schools. The existing SEND school provision at Sherwood Park secondary school is at capacity.
- 8.36. There is a continued commitment to creating high quality education facilities for all students studying in the borough.

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<sup>18</sup> Sutton's Strategic Needs Assessment Borough Profile (2023)

# 9. Healthcare

## Overview

- 9.1. The Sutton Strategic Needs Assessment (2023) identifies that Sutton is a relatively healthy borough, but health inequalities mean that some people experience poorer health than others. These health inequalities are unfair and avoidable differences in health across the population and between different groups within society. These include how long people are likely to live, the health conditions they may experience and the care that is available to them. Reducing health inequalities remains a national and local priority.
- 9.2. Across south-west London there is a focus on addressing health inequalities and priorities based on a ‘Core20-PLUS5’ model<sup>19</sup>. This is a national approach to inform action to reduce healthcare inequalities at both national and system level. The approach, which initially focussed on healthcare inequalities experienced by adults, has now been adapted to also apply to children and young people. The approach defines a target population – the ‘Core20PLUS’ – and identifies ‘5’ focus clinical areas requiring accelerated improvement.
- 9.3. This approach is also supported by a consistent policy ambition to increase levels of care in the community, away from an acute setting, through integrated neighbourhood teams; improving access for patients and delivering tailored services closer to patients’ homes, with a greater focus on prevention.
- 9.4. For the purposes of this infrastructure statement, healthcare infrastructure is taken to include the following:
  - primary care (including GPs) and secondary care.

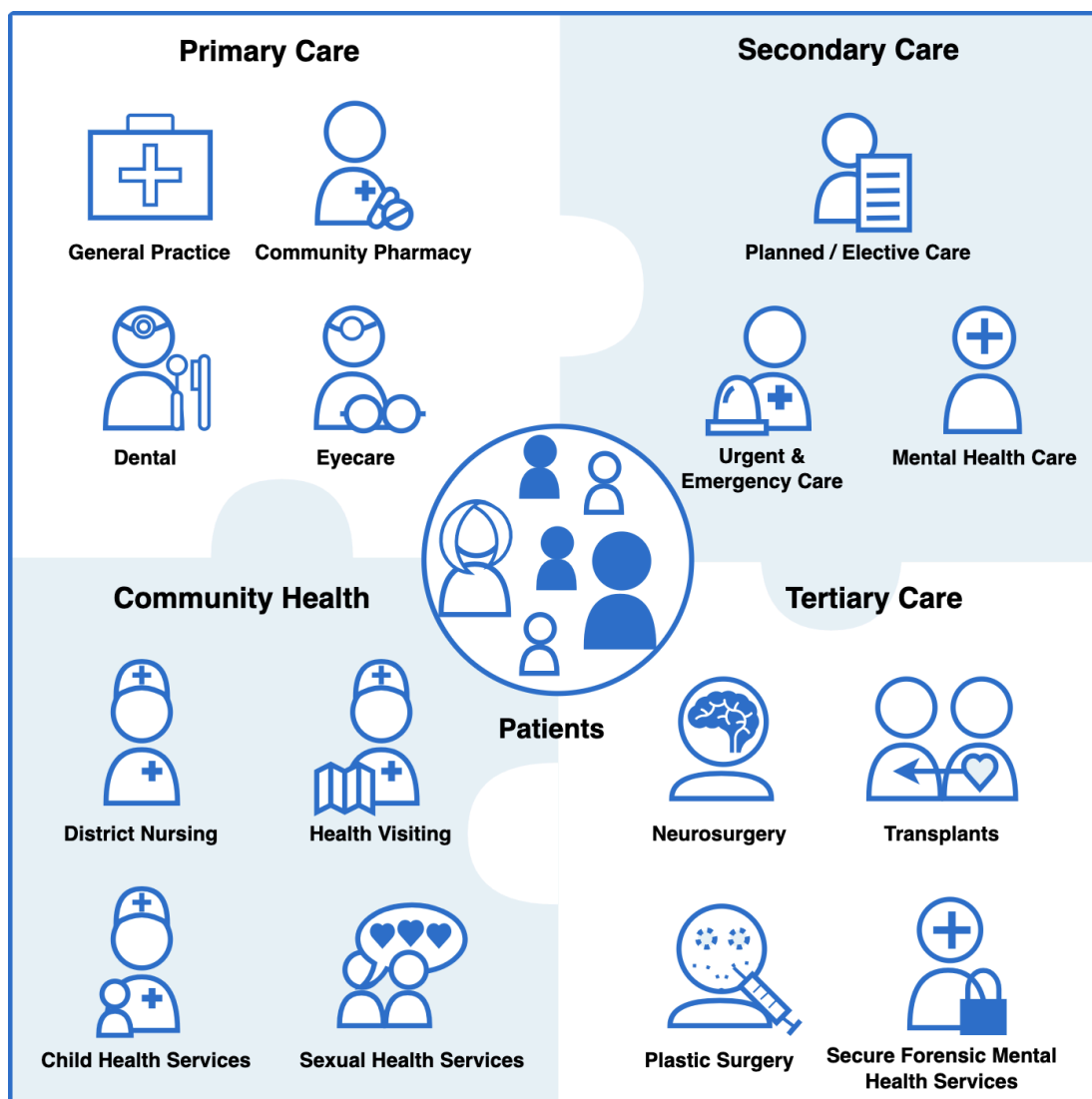
Relevant Infrastructure Providers:	Relevant Legislation, Plans, and Policy:
<ul style="list-style-type: none"> <li>● South West London Integrated Care Partnership/Board</li> <li>● Sutton Primary Care Networks (PCNs): Carshalton PCN, Central Sutton PCN, Cheam &amp; South Sutton PCN, and Wallington PCN</li> <li>● Epsom and St Helier University Hospitals NHS Trust</li> <li>● South West London and St George’s Mental Health NHS</li> <li>● The Royal Marsden NHS Foundation Trust</li> <li>● London Borough of Sutton</li> </ul>	<ul style="list-style-type: none"> <li>● Health and Care Act 2022</li> <li>● NHS Health Infrastructure Plan</li> <li>● NHS England Long Term Plan</li> <li>● NHS South West London Joint Forward Plan 2023 - 2028. A five-year plan for the NHS in South West London</li> <li>● South West London Integrated Care Partnership Strategy 2023-28</li> <li>● Sutton Health and Care Plan 2022</li> <li>● SWL NHS Infrastructure Strategy 2024</li> </ul>

<sup>19</sup> Core20PLUS5 – an approach to reducing healthcare inequalities: [NHS England » Core20PLUS5 \(adults\) – an approach to reducing healthcare inequalities](#)

## Baseline of Existing Infrastructure

- 9.5. Planning for health infrastructure is complex and involves multiple organisations working together. In recent years, there has been a move towards greater collaboration between organisations to improve health. There is an increased focus on digital infrastructure to help the National Health Service (NHS) make more effective use of existing health facilities and treatments and to improve sustainability, and a greater emphasis on achieving net zero within agreed timeframes.
- 9.6. In terms of physical infrastructure, most people’s experience of healthcare is usually with **primary care**, which includes GP services, pharmacies, dentists and optometry services, and **secondary care**, which usually takes place at hospitals and other institutions and includes planned / elective care and urgent / emergency care. The NHS characterises the healthcare ‘ecosystem’ as also including tertiary care (such as plastic surgery) and community healthcare (including health visitations and sexual healthcare). Figure 9.1 below shows how the various parts of the healthcare service fit together.

**Figure 9.1: The Healthcare System in the UK**



Source: NHS

- 9.7. The Health and Care Act 2022 introduced Integrated Care Systems (ICSs) which are partnerships that bring together NHS organisations, local authorities and others to take collective responsibility for planning healthcare provision, improving health and reducing inequalities across geographical areas. These have replaced the Clinical Commissioning Groups. ICSs are made up of two components:
- I. Integrated Care Boards - the statutory NHS organisation responsible for planning and funding most NHS services in the area; and
  - II. Integrated Care Partnerships - the statutory committee that brings together a broad set of partners to develop a health and care strategy for the area.

## Overview of the Healthcare Estate in Sutton

- 9.8. The South West London Integrated Care System (SWLICS) was created in 2022, covering six south west London boroughs: Croydon, Kingston, Merton, Sutton, Richmond, and Wandsworth.
- 9.9. The South West London Integrated Care Board (ICB) is the statutory NHS organisation responsible for planning and funding most NHS services in the six boroughs. The South West London Integrated Care Partnership (ICP) is a committee that brings together organisations to reduce health inequalities and improve the care, health and well-being of people in the six boroughs. Some responsibilities and budgets are delegated to borough level.
- 9.10. Within Sutton there are **four Primary Care Networks (PCNs)** which bring together GP practices with community, mental health, social care, pharmacy, hospital and voluntary services in their local areas. The PCNs are: **Carshalton, Central Sutton, Cheam & South Sutton, and Wallington.**
- 9.11. Epsom and St Helier University Hospitals NHS Trust and the Royal Marsden Hospital NHS Foundation Trust are key acute and specialist care providers. South West London St George's Mental Health services are based in Cheam Resource Centre, Jubilee Health Centre and St Helier Hospital.
- 9.12. Figure 9.2 provides an overview of the existing primary and secondary care healthcare services in Sutton (as at July 2024).

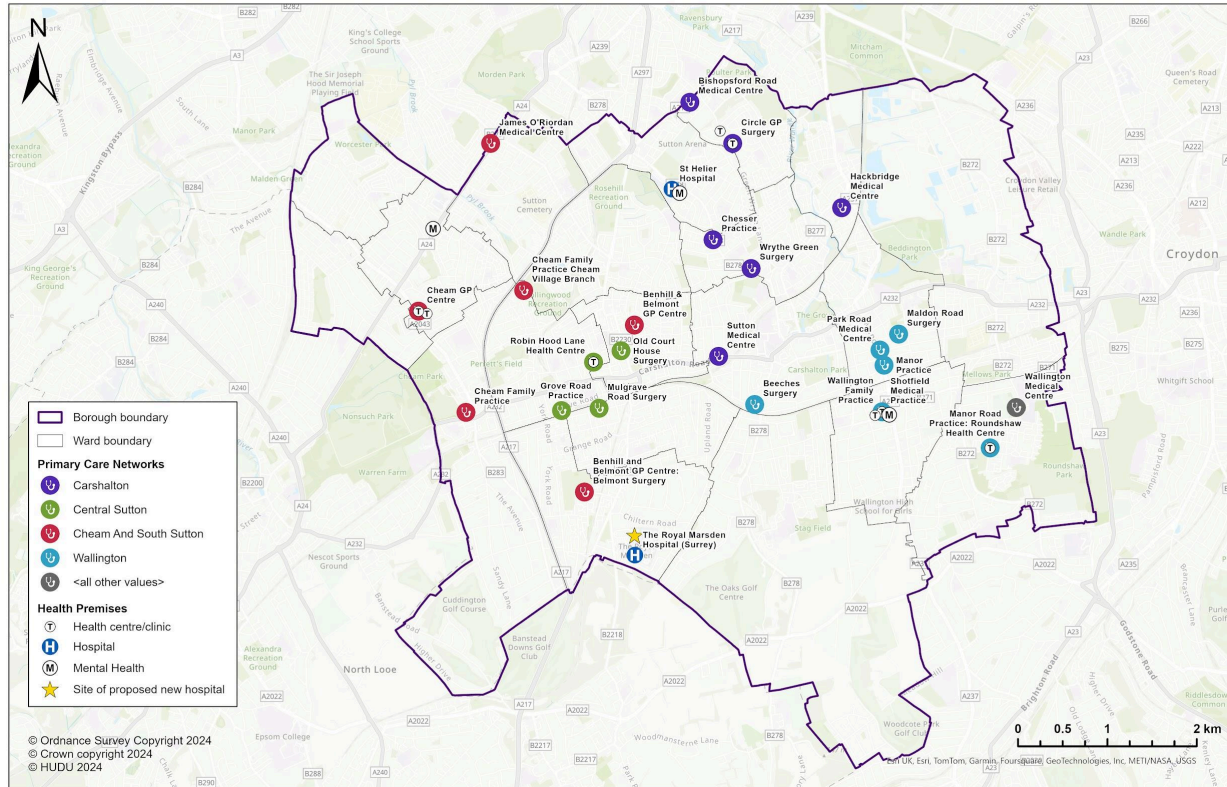
**Figure 9.2: Map of Primary and Secondary Healthcare Services in Sutton (July 2024)**

**Sutton Primary Care Networks**

HUDU | July 2024



London Healthy Urban Development Unit



Source: Healthy Urban Development Unit (HUDU), originally from SHAPE/SWLICB (July 2024)

9.13. Some of the issues faced within the healthcare estate include building conditions (particularly St Helier Hospital), and poor functional suitability in some of the primary care estate. SWLICS has confirmed that there has been recent investment in the estate, with projects including:

- Hackbridge Medical Centre on Spinning Wheel Way;
- Belmont GP Centre branch at Hardegray Close; and
- Oak Cancer Centre, Royal Marsden.

9.14. South West London ICB has agreed a new NHS Infrastructure Strategy for the South West London ICS to enable the SWL Joint Forward Plan 2023-28 and ICP Strategy 2023-28. The strategy sets out the importance of health infrastructure in serving the needs of local populations and a vision for the future, cutting across the physical estate, use of digital technology, the NHS’ net zero ambitions and how we support infrastructure workforce to deliver, including:

- **Smarter, better health and care infrastructure** - NHS infrastructure should be person-centred, serving the needs of all users and supporting delivery of quality care. It should be the right size in the right place, treating people as close to home as possible, and provide the right setting in the right condition. The estate

and digital infrastructure should enable integration and collaboration between health and care services to deliver joined up care for the population.

- **Stronger, greener buildings** - providing a physical environment that enhances positive user and staff experience and improves health outcomes across all settings. Buildings that are safe, well maintained and resilient, future proofed and adaptable to change. Our infrastructure should support a net zero NHS by 2040 and all buildings should be energy efficient.
- **Fairer efficient use of resources** - ensuring infrastructure is optimised to delivery clinical services required, levelled up to provide a consistent offering across SWL and configured to support access to services that tackles health inequalities. The NHS will work with ICS partners and One Public Estate to ensure we are getting value for money for the public sector as a whole and supporting the financial sustainability of the health and care system. We will harness the role of the NHS as an anchor institution for growth and community cohesion.

9.15. The Council will continue to liaise directly with SWLICS and take account of the SWL NHS Infrastructure Strategy 2024.

## Primary Care¶

9.16. The four PCNs are spread across 24 sites (including branch sites):

- Carshalton – seven practices / sites;
- Central Sutton – four practices / sites;
- Cheam and South Sutton – four practices / six sites; and
- Wallington – six practices / seven sites.

9.17. Primary care development work continues to focus on the growing maturity and capacity of the PCNs, establishment of at-scale, appointment of Additional Roles Reimbursement Scheme [ARRS] roles, integrated services, and improving clinical outcomes and access for patients.

9.18. PCN Estates plans in Sutton are needed to support development and delivery of services that meet the needs of the local community and the work of integrated neighbourhood teams. Appropriate estate and capacity are integral to the planning and delivery of the transformational changes, and form part of the enablement and support of integrated services in community, and primary care, service improvement and development.

9.19. High-level capacity planning has been undertaken across the four Sutton PCNs to understand how much capacity is potentially available and the impact future population growth will have on their ability to deliver core services. Findings identified where there are shortfalls in estates capacity to meet demand within the PCN footprints.



- 9.20. The ICB will work with providers to improve utilisation and digital capability and support new ways of working, such as virtual consultations.

## Likely Impacts of Local Plan Growth

### Approach to Assessment

- 9.21. The approach to primary care assessment has been using a national benchmark of one full-time GP per 1,800 patients<sup>20</sup>. However, primary care is changing with a wider range of clinicians and many more people living with one or more long term conditions. There have also been changes in infection control impacts on space requirements as well as the increasing importance, and use, of digital infrastructure.
- 9.22. As well as considering metrics for how growth and population change may affect the demand for GP services, it is also important to remember that creating any new healthcare facility goes beyond a pure assessment via town planning and local plan-making. The process involves multiple organisations working together. The ICS takes collective responsibility for planning healthcare provision, improving health and reducing inequalities, but at the same time it must be acknowledged that GPs remain as independent contractors, which means they operate GP surgeries with a considerable degree of independence.

### **The NHS London Healthy Urban Development Unit (HUDU)**

- 9.23. The HUDU model forecasts the additional health demand that will result from new residential development. The model has been consistently used across London, and is referenced in Chapter 11 of the London Plan (2021) as part of understanding the funding and delivery of infrastructure across the capital.
- 9.24. The model makes some assumptions about the housing mix to forecast additional population generated by housing development. population forecasts were then used to calculate the healthcare outputs in terms of floorspace and capital/revenue cost outputs for:
- Acute healthcare (elective inpatient beds/non-elective inpatient beds/day case beds)
  - Mental healthcare (mental health beds)
  - Intermediate (rehabilitation/aftercare) healthcare (intermediate beds and day spaces)
  - Primary healthcare (number of clinical rooms)
- 9.25. The HUDU Model does not include outpatients, A&E and the London Ambulance Service.

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<sup>20</sup> Homes England - New Homes fact sheet 4: New homes and healthcare facilities (November 2023): [Fact sheet 4: New homes and healthcare facilities - GOV.UK](#)

- 9.26. HUDU has undertaken more recent analysis of additional space requirements for the different growth scenarios in the plan over a 15 year period, with needs ranging from approximately **3,000 sq.m. to 5,500 sq.m. of healthcare space.**

## Healthcare Projects

- 9.27. A series of projects to provide new or improve, refurbish and enhance the primary care and secondary care estate within the borough are being developed.
- 9.28. The BYFH (Building Your Future Hospital) programme represents the largest healthcare capital project in the local area since St Helier Hospital was built in the 1930's. The central capital funds run into the hundreds of millions and represent a huge investment vehicle in the NHS locally to enable ESTH to transform its services. RMH also has further developments planned for the Sutton site estate, following the opening of its Oak Cancer Centre. All partners have capital programmes for their estate which aim to help Sutton's people to start well, live well and age well, aid integration of health and care services, meet the Sutton Local Plan, and meet the organisational objectives of partners.
- 9.29. The ICB commissioned a review of Primary Care Estates needs in the borough and will be working up plans to address shortfalls in space and capacity planning, with an emphasis on improving utilisation of existing buildings, targeted investment and enhanced digital infrastructure.
- 9.30. The successful funding and delivery of additional health infrastructure and capacity alongside the changing and growing population will need to account for sub-regional level NHS budgets facilitated through SWLICS; and also the ability of partners to work together to engage directly with development applications and provide an evidence-based assessment of how developments are impacting on healthcare provision, in order to open-up discussions on whether planning obligations can be secured for development proposals.

## Conclusion

- 9.31. The Council will support the provision of facilities to meet the accommodation needs for additional health infrastructure to serve the general increase in population across the borough, particularly in areas of deprivation. The Council has identified a range of potential sites and areas where health facilities could be located. The Council recognises that development of sites is dependent on NHS funding and priorities may change.
- 9.32. Based on the current understanding of healthcare infrastructure provision in Sutton, and the analysis of the likely impact of planned growth, the Council (in collaboration with SWLICS / NHS / HUDU) expects the following infrastructure issues to be addressed as part of delivering the new Sutton Local Plan:
1. New health/primary care facilities within Sutton Town Centre, including potential sites at the St Nicholas Centre / Civic Centre / Secombe Theatre site(s) - where evidenced and as required;

2. There is currently a deficit of primary care 'consultation space' across Sutton, based on high-level capacity and demographic analysis. Planned further growth will require suitable healthcare provision that may not be possible to deliver within the footprint of existing premises.
3. Improvement and enhancement of provision at existing primary care facilities, where the ICB has evidence of strategic need, aligned to health priorities and growth;
4. At locations in 'high street' premises in Sutton Town Centre, District Centres, and Local Centres (Class E premises), where evidenced and as required; and
5. Redevelopment at St Helier Hospital site as part of the hospital refurbishment and following the relocation of some services to a new specialist emergency care hospital at the London Cancer Hub site;
6. In addition, the Council supports the ambitions for the overall London Cancer Hub site as a health and life-science campus. This includes:
  - a. proposals for major laboratory, research & development, and office space focused on cancer research and human healthcare on land leased by the Council;
  - b. a new build Specialist Emergency Care Hospital; and
  - c. development of the Royal Marsden and Institute of Cancer Research as centres of medical excellence in providing cancer care, research facilities, and associated activities.

9.33. The Council will also continue to explore options and possibilities for further provision in Cheam / North Cheam; as part of the Council's estate regeneration (Benhill, Elm Grove, Chaucer, Collingwood and Sutton Court estates); and as part of the development on the former B&Q site. Any provision in these locations will be secured through direct engagement with the NHS / SWLICS, and the landowners / developers bringing forward specific sites.

# 10. Emergency Services

## Overview

- 10.1. Emergency service infrastructure provision in Sutton stems from the London-wide organisations of the Metropolitan Police Service, the London Fire Brigade, and the London Ambulance Service NHS Trust. Each of these organisations has a national if not global reputation for service delivery. Each organisation also has direct links to partnership arrangements with the Mayor of London and the London Borough of Sutton, and specifically with individual teams within the Council
- 10.2. For the purposes of this infrastructure statement, emergency services infrastructure is taken to include the following:
  - Police, fire, and ambulance services.

<p><b>Relevant Infrastructure Providers:</b></p> <ul style="list-style-type: none"> <li>• London Borough of Sutton;</li> <li>• Metropolitan Police Service;</li> <li>• London Fire Brigade;</li> <li>• London Ambulance Service NHS Trust; and</li> <li>• Greater London Authority.</li> </ul>	<p><b>Relevant Legislation, Plans, and Policy:</b></p> <ul style="list-style-type: none"> <li>• Police and Crime Plan for London (2022 - 2025);</li> <li>• The Met’s Direction: Our Strategy (2018-2025);</li> <li>• A New Met for London (2023-2025);</li> <li>• Safer Sutton Partnership Community Safety Strategy (2021-24);</li> <li>• Your London Fire Brigade (2023–2029);</li> <li>• London Fire Brigade Delivery Plan (2023 - 2029);</li> <li>• London Fire Brigade Estate Strategy (2024 - 2029);</li> <li>• Sutton - Borough Risk Management Plan 2023; and</li> <li>• London Ambulance Service: Our Strategy (2023-2028).</li> </ul>
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## Baseline of Existing Infrastructure

### Police

- 10.3. Since 2016, the Metropolitan Police Service (MPS) has moved away from the previous 32-borough model to a system of 12 larger Basic Command Units (BCUs). The BCUs deliver the same core functions and have thematic rather than geographic leadership. Generally speaking, each BCU is led by a BCU Commander (at the rank of Chief Superintendent) and each BCU operates with five strands. These strands are: ‘HQ’, ‘Emergency Response’, ‘Neighbourhoods’, ‘Local Investigations’, and ‘Public Protection’ teams.

- 10.4. The Police Reform and Social Responsibility Act 2011 established a Police and Crime Commissioner (PCC) for each police force area across England and Wales. The Mayor of London heads the Mayor's Office for Policing and Crime (MOPAC) and acts in a similar way to the Police and Crime Commissioners elsewhere in England. In this role, the Mayor must draft, consult on, and issue a Police and Crime Plan within the financial year in which they are elected. The Police and Crime Plan for London (2022 - 2025) was published in March 2022, and sets out the Mayor's priorities and objectives for:
- how he will oversee the performance of the MPS;
  - agreeing London's annual policing budget; and
  - funding crime prevention work and commission services to support victims of crime<sup>21</sup>.
- 10.5. The MPS also produces its own strategy, which sets out their long-term operational priorities. The latest version "*The Met's Direction: Our Strategy 2018-2025*" was published in 2018<sup>22</sup>. The MPS also produces a three-year rolling business plan, the latest covering the period 2021 to 2024<sup>23</sup>. Activities in the strategy and business plan reflect the strategic policing objectives contained in the Mayor's Police and Crime Plan.
- 10.6. The MPS' vision is for it to be the most trusted police service in the world. To achieve this, they have set out three operational priorities:
- **Focus on what matters most to Londoners** - violent crime, including knife crime and violence against women and girls, is a key concern and tackling it is a priority in order to protect Londoners.
  - **Mobilise partners and public** - safety requires action beyond the police service and the MPS will continue to work with partners and communities to help keep them safe and support them in preventing crime.
  - **Achieve the best outcomes in the pursuit of justice and in support of victims** - with a fundamental responsibility to bring offenders to justice and ensure that victims of crime receive the support they need from us and from others.
- 10.7. Achieving these operational priorities will be done through improving the MPS' internal capabilities, with a focus on four enabling priorities:
- **Seize the opportunities of data and digital tech to become a world leader in policing** - to harness data and use technology to our advantage in the pursuit of criminals, rising to the challenges of a fast-moving data-driven digital age.
  - **Care for each other, work as a team, and be an attractive place to work** - ensuring that people are well-led, well equipped and well-supported, championing difference and diversity of thought to create an environment where we all thrive.

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<sup>21</sup> London's Police and Crime Plan 2022-25: [London's Police and Crime Plan 2022-25](#)

<sup>22</sup> The Met's Direction: Our Strategy 2018-2025: [The Met's Direction: Our Strategy 2018-2025](#)

<sup>23</sup> Metropolitan Police Service Business Plan 2021-24: [Metropolitan Police Service - Business Plan 2021-24](#)

- **Learn from experience, from others, and constantly strive to improve** - to develop a culture of learning, listening to feedback, sharing ideas and insight with others and empowering people to be innovative.
- **Be recognised as a responsible, exemplary and ethical organisation** - to be effective, efficient and offer value for money; and to play our part in the city's sustainability, being recognised for our integrity, transparency and professionalism.

10.8. More recently, the MPS has published the document "A New Met for London 2023-2025", which aims to set a more strategic future direction for the police force, with a focus on reform centred on three themes:

- **Community crime-fighting** - to cut crime, rebuild trust and restore our bond with communities.
- **Culture change** - to embed the values of policing by consent and build a strong culture focused on delivering for London, maintaining high standards and learning from others.
- **Fixing our foundations** - to set up our people to succeed - to organise and deploy our people better, and give them the training, equipment and tools they need to cut crime.

10.9. Sutton is included within the South Area BCU, along with the boroughs of Bromley and Croydon. As noted, the BCU has five operational strands, a key element of which is the Safer Neighbourhood Team(s). There are 20 Safer Neighbourhood Teams operating in Sutton, these are:

- |                                      |                                 |
|--------------------------------------|---------------------------------|
| ● Beddington                         | ● Stonecot                      |
| ● Belmont                            | ● Sutton Central                |
| ● Carshalton Central                 | ● Sutton North                  |
| ● Carshalton South and<br>Clockhouse | ● Sutton South                  |
| ● Cheam                              | ● Sutton West and East<br>Cheam |
| ● Hackbridge                         | ● The Wrythe                    |
| ● North Cheam                        | ● Wallington North              |
| ● South Beddington and<br>Roundshaw  | ● Wallington South              |
| ● St Helier East                     | ● Worcester Park North          |
| ● St Helier West                     | ● Worcester Park South          |

10.10. Alongside the operation of the BCU, the police and local authorities (and other stakeholders) can establish a statutory Community Safety Partnership (CSP). In Sutton, this is the Safer Sutton Partnership Board (SSPB). The community safety team stemming from the partnership is known as the Safer Sutton Partnership Service, which was established between the Council and MPS in 2005. The Council's community safety team is based within Sutton Police Station. This allows for strong partnership working, through a building of relationships with a range of police teams

including Safer Neighbourhood Teams, Schools and Youth Engagement teams, and Anti-Social Behaviour officers. The SSPB's latest community safety strategy is the "Safer Sutton Partnership Community Safety Strategy 2021-24", published in December 2020<sup>24</sup>.

10.11. In terms of data, statistics, and crime reporting - Sutton's data reflects that it is generally a very safe borough. Headline statistics (2021 data) include:

- Total Notifiable Offences (TNO) decreased by -7.8%, slightly lower than for London -13.6%..
- The majority of volume crimes saw decreases, the exceptions being Theft of Motor Vehicle (+12.6%) and Theft of Mobile Phone (+29.6%). For both of these crimes, the London average was a decrease of around -10%.
- Several violence crime types saw increases. In most cases these were in line with what was seen across London, though Knife Crime and Sexual Offences have seen increases far greater than is being experienced elsewhere:
  - Knife Crime increased by 7.6%. Although this equates to less than one additional offence per month, this is against the London trend where all other boroughs saw decreases.
  - Total Violence Against a Person increased by 3.9%. This is similar to the London increase of 5.4%.
  - Sexual Offences increased by 35.2%. Although all boroughs saw an increase and Sutton remains the 3rd lowest borough for volume of offences, this was the largest percentage increase of any borough. Rape Offences specifically increased at a much greater percentage than was seen across London.
- All boroughs have seen increases in ASB calls. For Sutton this was +9.6% which was the 4th smallest increase of any London borough. There were an average of 13 ASB calls made to Police per day in Sutton.
- The majority of London boroughs have seen an increase in reported hate crime. Sutton has seen an increase of 8.1% compared to 20.7% for London. For 2021 Sutton was the 4th lowest borough for volume of hate crime offences being reported, the same as 2019. Although numbers are still relatively low, there have been considerable increases in reports of sexual orientation, transgender and disability hate crime.

10.12. Sutton Central and St Helier were among the top wards across the majority of crime types. Additionally, Belmont was a high contributing ward across all volume crime types, while Wandle Valley was a high contributing ward across all violence against women and girls crime types.

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<sup>24</sup> Safer Sutton Partnership Community Safety Strategy 2021-24: [Safer Sutton Partnership Community Safety Strategy Priorities 2021-24](#)

## Fire and Rescue

- 10.13. London Fire Brigade (LFB) is a significant organisation within London and is the busiest fire and rescue service in the country. Under the Policing and Crime Act 2017, the London Fire and Emergency Planning Authority (LFEPA) was abolished and replaced by the London Fire Commissioner (LFC). The LFC has overall responsibility for how the LFB delivers the fire and rescue service in London. All formal decisions about the LFB are approved by the LFC. Some decisions must also be approved by the Mayor or Deputy Mayor of London. This includes approval of the LFB's annual budget, and the Community Risk Management Plan (CRMP), which sets out the LFB's plan for protecting London.
- 10.14. In January 2023, the LFB published its CRMP titled "*Your London Fire Brigade 2023–2029*", along with a "*Delivery Plan 2023 - 2029*"<sup>2526</sup>. The CRMP sets out the LFB's definition and understanding of risk, setting out people-orientated risks, day-to-day risks, extraordinary risks; as well as identifying emerging and future risks - each of these risks are rated/graded and mapped. To best respond to the identified risks, the LFB has established an approach based on six service areas: Prevention, Protection, Response, Preparedness, Recovery, and Engagement.
- 10.15. In terms of identifying London's emerging and future risks, the LFB has set out four categories of emerging risk:
- **sustainability and climate change** - which includes issues associated with urban wildfires, severe drought, urban flooding; and the use of alternative fuels;
  - **health, security, and resilience** - which includes issues associated with air quality, and terrorism and resilience;
  - **a changing built environment** - which includes issues associated with building safety, modern methods of construction, building materials, and tall buildings; and
  - **population change** - which includes issues associated with new homes, changing neighbourhoods, and alterations to infrastructure.
- 10.16. In response, the CRMP sets out a strategy which is based on four pillars, eight commitments, and six services. The CRMP also sets out how the strategy will be funded, by outlining an annual budget of around £450 million, with funds drawn mainly from a combination of business rates, council tax receipts and government grant funding.
- 10.17. Accompanying the CRMP, the LFB has also published an Estate Strategy 2024 - 2029, this was finalised in March 2024<sup>27</sup>. The strategy outlines that there the LFB estate comprises 107 operational sites located throughout London, 103 of which are fire

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<sup>25</sup> Community Risk Management Plan - Your London Fire Brigade 2023–2029: [Your London Fire Brigade 2023–2029](#)

<sup>26</sup> Community Risk Management Plan - Delivery Plan 2023–2029: [London Fire Brigade Delivery Plan 2023 - 2029](#)

<sup>27</sup> London Fire Brigade Estate Strategy 2024 - 2029: [LFB Estate Strategy 2024-2029](#)



stations (including one river station). It also highlights that the requirements of the estate are constantly evolving in response to service delivery needs, expectations for provision of an inclusive workplace, environmental sustainability, and given the fact that the average age of the estate is around 60 years old - the need for adaptation and investment as well as maintenance to meet the needs of a 21st century fire and rescue service.

- 10.18. In terms of assets in Sutton, LFB's "*Sutton - Borough Risk Management Plan 2023*" confirms that there are two fire stations in the borough, one at 43 St Dunstons Hill, Sutton SM1 2JX, and the other at 19 Belmont Road, Wallington, SM6 8TE<sup>28</sup>.
- 10.19. The Sutton risk management plan also identifies that there are locationally-specific issues facing LFB within the borough, which include:
- **Complex changing built environments with 'special risks'** - which the LFB identifies as something which is not common and would require additional or specialist pre-planning and response. Some of these include, but are not limited to Royal Marsden Hospital, St Helier Hospital, Highdown prison, and Downview prison. Incidents in these facilities/areas have the potential to trigger a complex chain of events that require a more complex and multi-agency response, potentially causing greater disruption to the surrounding areas and communities
  - **Flooding** - including from the River Wandle, surface water flooding, impacts on basement properties, and the potential overwhelming of drainage infrastructure.
  - **Fires involving lithium-ion technology** - including those batteries found in e-bikes/scooters are envisaged to continue to increase within Sutton, impacting both residential and commercial premises.
- 10.20. In terms of LFB's Assessment of Risk (AoR), it identified the highest risk property types in Sutton, these are purpose built flats/maisonettes, and houses in single occupancy.
- 10.21. In terms of statistics, the risk management plan highlights that the LFB attended 2,309 incidents in Sutton, between the period 01/01/22 – 01/01/23. Of this total:
- 338 incidents were fire related. There were 0 fire deaths and 6 injuries from fire;
  - 767 were 'special services' (non-fire related), with 9 related deaths and 87 injuries;
  - 1,204 were false alarms;
  - 9 deaths from all incidents; and
  - 93 injuries from all incidents.
- 10.22. LFB note that they have seen an increase of fatalities and injuries for special service categories. This may be attributable to them assisting other agencies in effecting entry/exit and assisting other agencies as part of the Collapsed Behind Locked Door

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<sup>28</sup> Sutton - Borough Risk Management Plan 2023: [Sutton Borough Risk Management Plan | London Fire Brigade](#)

(CBLD) project. This is a product of the London Blue Light Collaboration group. It was created to improve the response for casualties who were reported to have collapsed behind a locked door in need of rescue, enabling access for the ambulance service to deliver medical care and transportation. The London Fire Brigade has a range of forced entry equipment (FEE) across all stations that can assist the LAS (London Ambulance Service) in response to CBLD incidents.

10.23. In terms of asset management and investment, the LFB's most recent Estates Capital Investment Programme (ECIP) shows the following planned asset replacements / improvements for Sutton Fire Station and Wallington Fire Station:

- Sutton Fire Station - roofing upgrades, appliance bay doors, shower / washroom upgrades, and the installation of waterless urinals; and
- Wallington Fire Station - the installation of waterless urinals.

## Ambulance Service

10.24. Since 2019, the London Ambulance Service NHS Trust (LAS) has set out a reform agenda that aims to transform its estate to meet future needs. The vision, which covers ambulance stations, training centres and other facilities, builds on the recommendations of the national 2018 Carter Review, which highlighted the variation in the number of operational sites ambulance trusts run and scope to increase quality and reduce costs by rationalising their estate.

10.25. The original vision detailed how LAS planned to modernise their estate by replacing the existing 68 stations with a network of approximately 18 state-of-the-art Ambulance Deployment Centre (ADC), operating under a new 'Hub and Spoke' model.

10.26. ADCs, which would be supported by strategically located standby points and rest and refreshment posts for staff and volunteers, would aim to have ambulance 'make ready' and light vehicle maintenance facilities, modern management, administrative, training and wellbeing facilities available to crews at the start and end of their shift.

10.27. In understanding the benefits of this model, it is really important to understand that healthcare is not provided directly from ambulance stations. As a fully mobile service whose dispatch methodology allocates the most appropriate resources to each and every incident, the majority of incidents attended by LAS are dispatched from hospitals, strategic standby points or other locations once clinicians have finished care and treatment of their previous patient.

10.28. This means that at the start of a shift our crews will collect their vehicle from the station and travel to various standby points or to patients directly in the area - the locations of which are dictated by modelled patient demand. Often crews will therefore only return to the ambulance station again at the end of their shift.

10.29. At the same time, the LAS is responding to the fact that they have steadily moved beyond what might be thought of as the traditional ambulance service that just takes sick people to hospital. Increasingly, the LAS represents a highly-skilled multi-faceted

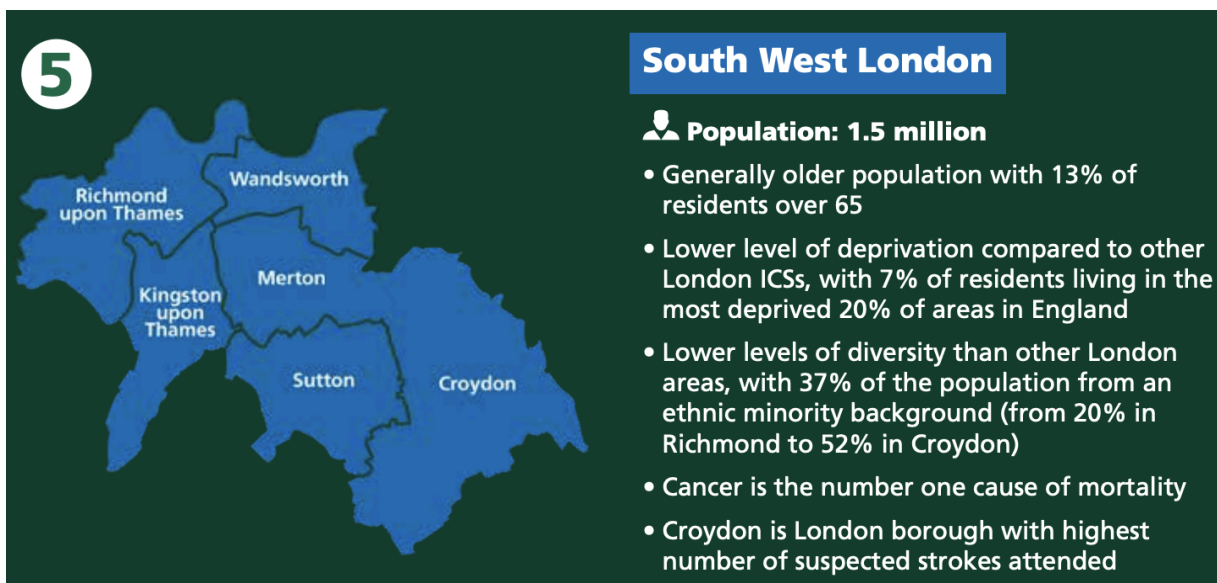
workforce able to deliver a huge range of emergency and urgent care assessments and treatments both on scene and on the phone.

10.30. LAS has produced a five-year strategy “*London Ambulance Service: Our Strategy 2023-2028*” to help shape future service delivery<sup>29</sup>. The strategy is based on three ‘missions’:

- **Our care** – delivering outstanding emergency and urgent care whenever and wherever needed.
- **Our organisation** – being an increasingly inclusive, well-led and highly skilled organisation people are proud to work for.
- **Our London** – using our unique pan-London position to contribute to improving the health of the capital.

10.31. Sutton sits within the South West London Integrated Care Service area, along with Croydon, Kingston upon Thames, Richmond upon Thames, and Merton. Located within Sutton there is a ‘Group Main Station’ at St.Helier Hospital, along with a ‘station’ in Sutton Town Centre.

**Figure 10.1: London Ambulance Service - South West London Area**



Source: London Ambulance Service

## Likely Impacts of Local Plan Growth

10.32. No direct infrastructure issues associated with MPS, FBS, or LAS. Given each organisations’ operational model and their engagement with the local community to limit incidents and reduce the need for direct action, there is not expected to be any direct effect on service delivery as a result of planned growth within the Sutton Local Plan.

<sup>29</sup> London Ambulance Service: Our Strategy 2023-2028: [London Ambulance Service: Our Strategy 2023-2028 \(Full\)](#)

- 10.33. The majority of datasets relating to crime, safety, protection, care, support, resilience, response, education and engagement are trending in the right direction. Broadly, Sutton remains a safe, relatively crime-free borough where incidents of fire and the need for rescue, along with levels of care, ambulance response times, and positive health effects, are amongst the best in London.
- 10.34. At time of writing, none of the tangible assets associated with each organisation - for example: stations, buildings, vehicles, ancillary offices, or equipment are expected to be lost as part of known strategies or estate redevelopment plans.
- 10.35. The Council, both directly via stakeholder involvement on various boards (including the SSPB) and indirectly through consultation on matters such as the local plan, will continue to engage with representatives from each organisation as the local plan advances through the plan-making process.

# 11. Green & Blue Infrastructure

## Overview

- 11.1. Blue and green infrastructure is an essential component in helping to create sustainable and resilient places, and is as important as traditional (grey) infrastructure, such as roads and railways.
- 11.2. Blue and green infrastructure represents a catch-all term for inter-related networks of parks, green spaces, open spaces, gardens, woodlands, rivers and wetlands, as well as urban greening features such as street trees and green roofs.
- 11.3. For the purposes of this infrastructure statement, blue and green infrastructure is taken to include the following:
- Biodiversity, green spaces, open spaces, registered parks and gardens, waterways, canals, and priority habitats.
- 11.4. As discussed in relation to other forms of infrastructure, blue and green infrastructure is ‘cross-cutting’ and has links to matters associated with active travel, climate change, net zero carbon, biodiversity net gain, health and well-being, and achieving sustainable patterns of housing and economic growth. All development takes place within a wider environment and green infrastructure should be an integral element and not an ‘add-on’, with its economic and social value recognised.

<b>Relevant Infrastructure Providers:</b>	<b>Relevant Legislation, Plans, and Policy:</b>
<ul style="list-style-type: none"><li>• Greater London Authority;</li><li>• London Borough of Sutton;</li><li>• South East Rivers Trust (SERT)</li></ul>	<ul style="list-style-type: none"><li>• National Planning Policy Framework (2023)</li><li>• London Plan (2021)</li><li>• Sutton Local Plan (2018 - 2036)</li><li>• Sutton Parks and Open Spaces Strategy (2020-2025)</li><li>• Sutton Biodiversity Strategy (2020-2025)</li><li>• Green Space Information for Greater London (2023)</li></ul>

## Baseline of Existing Infrastructure

### Open spaces and greenspaces

- 11.5. The Council has published the Sutton Parks and Open Spaces Strategy (2020-2025)<sup>30</sup>. It provides a comprehensive summary of the character and typology of Sutton's parks, open spaces, greenspaces, waterways, and other open space and greenspace assets.
- 11.6. The strategy sets out the Council's eight objectives for ensuring the long term management and enhancement of key assets in the borough. It also provides specific reviews and assessments of habitats, including: Chalk Grasslands, Woodland and Scrub, Rivers and Wetlands, and Parks and Greenspaces. It also provides specific appendices relating to Green Infrastructure & Biodiversity Net Gain, and Geology of Sutton and Sites of Importance for Nature Conservation.
- 11.7. In preparing the new Sutton Local Plan, the Council has re-examined open spaces and greenspaces, as well as other key green and blue infrastructure assets. This is set out in Appendix 5 to the draft Sutton Local Plan (July 2024). The Appendix sets out the size and extent, along with maps showing the location of the following assets:
- Green Belt;
  - Metropolitan Open Land;
  - Metropolitan Green Chain;
  - Public Open Space;
  - Urban Green Space;
  - Council Allotments; and
  - Green Spaces Safeguarded for the Wandle Valley Regional Park.
- 11.8. Alongside the recording of the size and location of the assets, the Appendix also sets out analysis of the following issues:
- Deficiency in Access to Parks; and
  - Areas of Play and Open Space Access by Ward.
- 11.9. The latest review through the drafting of the new Sutton Local Plan has highlighted a series of amendments, changes, and revisions to the various assets. In summary, this includes:
- Slight revisions to the extent of the Green Belt, including a minor boundary change to the Woodcote Green Belt - The Pastures;
  - Minor alterations to the extent of Metropolitan Open Land, including six proposed additions to Metropolitan Open Land;

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<sup>30</sup> Sutton Parks and Open Spaces Strategy (2020 - 2025):  
<https://moderngov.sutton.gov.uk/documents/s69219/7a%20POSS%20v4%20Draft%20Final%20Version%20as%20at%205.12.19%20-%20Google%20Docs.pdf>

- Five potential deletions from Green Belt and / or Metropolitan Open Land, linked to potential development sites that have been submitted as part of the Council's 'Call for Sites' exercise in preparing the new draft Sutton Local Plan;
- A series of minor revisions to the scale and extent of Public Open Spaces, as well as the proposed deletion of one existing Public Open Space, and the designation of one new Public Open Space (at Sheen Way Open Space);
- Minor alterations to Urban Green Spaces, including the deletion of three existing Urban Green Spaces; and
- Minor alterations to the designated Allotments, including the deletion of one existing non-statutory Allotment (at Woodend).

11.10. The review of the Sutton Local Plan also sets out data on access to open space. This is based on an analysis of the quantity of open space when compared against population for each ward in the borough. It provides a figure for the amount of open space per 1,000 people, and allows for a comparison against the relative average throughout the whole borough. Table 11.1 shows the analysis.

**Table 11.1: Quantity of Open Space per Ward Area in Sutton**

Ward Committee Area	Area of Unrestricted Open Space	Population (2021 Census)	Amount of open Space per 1000 population	Amount of Open Space Above or Below Borough Average
<b>Beddington and Wallington (162.07 ha)</b>				
Beddington	70.85	11,068	6.40	+3.93
South Beddington & Roundshaw	67.98	10,914	6.23	+3.76
Wallington North	22.08	12,236	1.80	-0.67
Wallington South	1.18	11,049	0.11	-2.36
<b>Carshalton and Clockhouse (108.61 ha)</b>				
Carshalton Central	27.84	11,538	2.41	-0.06
Carshalton South & Clockhouse	80.77	9,960	8.11	+5.64
<b>North Cheam, Stonecot and Worcester Park (61.22 ha)</b>				
North Cheam	4.27	11,160	0.38	-2.09
Stonecot	27.25	8,279	3.29	+0.82
Worcester Park North	17.59	8,424	2.09	-0.38
Worcester Park South	12.11	7,071	1.71	-0.76
<b>Hackbridge, St Helier and The Wrythe (87.83 ha)</b>				
Hackbridge	11.76	6,577	1.79	-0.68
St Helier East	34.97	8,556	4.09	+1.62
St Helier West	23.47	12,178	1.93	-0.54
The Wrythe	17.63	10,938	1.61	-0.86
<b>Sutton Local (56.37 ha)</b>				
Sutton Central	7.70	12,566	0.61	-1.86
Sutton North	38.19	11,296	3.38	+0.91
Sutton West & East Cheam	10.48	10,907	0.96	-1.51
<b>Sutton South, Cheam and Belmont (42.09 ha)</b>				

Belmont	13.45	11,864	1.13	-1.34
Cheam	27.09	10,810	2.51	+0.04
Sutton South	1.55	12,247	0.13	-2.34
<b>Borough Total</b>	<b>518.19</b>	<b>209,639</b>	<b>2.47</b>	

## Biodiversity / Biodiversity Net Gain

- 11.11. The Council has also published the Sutton Biodiversity Strategy (2020-2025), which integrates with the Parks and Open Spaces Strategy 2020-2025<sup>31</sup>.
- 11.12. Sutton’s Biodiversity Strategy is a plan of action to ensure that plants, animals and ecosystems are conserved, protected and enhanced and that progress is tracked, using measurable targets. The strategy is composed of four plans for high priority habitats and a plan for Green Infrastructure and Biodiversity Net Gain that set out in detail the actions the Council will take. The focus is on the same habitats identified in the Open Spaces Strategy, they are:
- Chalk Grasslands;
  - Woodland and Scrubs;
  - Rivers & Wetlands;
  - Parks & Green Spaces; and
  - Green Infrastructure & Biodiversity Net Gain
- 11.13. The selection of priority habitats and species for action is based upon robust ecological principles and baseline information derived from national and regional guidance; such as habitats for which the UK has international obligations, habitats at risk and areas important for key species.
- 11.14. The strategy introduces a process called Biodiversity Net Gain, a process designed to ensure that every new development improves Sutton’s environment for plants, animals and ecosystems, by either delivering those improvements on the development site, or by paying for improvements elsewhere within the borough. The process has been nationally mandated for all Local Planning Authorities, but Sutton is the first London Borough to adopt this way to evaluate biodiversity during the planning process.
- 11.15. Ahead of the national scheme roll out, the strategy allowed Sutton to develop a ‘biodiversity tariff’, for when developments impact negatively on biodiversity but are unable to deliver Biodiversity Net Gain within the development site. This tariff value is currently set at c.£94,000 per ‘biodiversity unit’ per hectare.
- 11.16. Sutton has several important habitats, including the chalk spring fed River Wandle, the Beverley Brook and Pyl Brook. Chalk rivers are national priority habitats and support a rich diversity of species. Other key habitats include chalk grasslands, semi-natural woodland and wetlands. Sutton is home to a number of rare species such as the small blue butterfly, the flowering plant greater yellow rattle and stag beetles. Table 11.2 provides a breakdown of habitat types across the borough based on research

<sup>31</sup> Sutton Biodiversity Strategy (2020-2025):  
<https://www.sutton.gov.uk/documents/d/guest/biodiversity-strategy-2020-2025-1>



undertaken by Greenspace Information for Greater London (GiGL) on behalf of the Council as part of a BNG pilot project undertaken in October 2023.

11.17. The Biodiversity Action Plan, which accompanies the strategy, identifies a series of targets:

- The creation of one hectare of new woodland;
- The enhancement of two hectares of woodland at Queen Mary's Woodland and Roundshaw Woods;
- The creation two hectares of new chalk grassland; and
- The enhancement of 12 hectares of chalk grassland.

11.18. In addition, the action plans commits the Council to preparing a Local Nature Recovery Plan for Sutton.

**Table 11.2: Breakdown of Habitat Types in Sutton**

Habitat Type	ha	%	Habitat Type	ha	%
Arable and horticulture	45.4	1.0%	Lowland dry acid grassland	34.5	0.8%
Broadleaved mixed & yew woodland	160.9	3.6%	Lowland meadows	2.0	0.04%
Built linear features	564.0	12.6%	Modified grassland	338.7	7.6%
Built-up areas and gardens	2,469.7	55.4%	Untranslatable habitat	126.7	2.8%
Coniferous woodland	1.21	0.03%	Unknown terrestrial veg	171.4	3.8%
Dense scrub	26.4	0.6%	Other lowland deciduous woodland	8	
Fen marsh and swamp	0.32	0.01%	Other lowland deciduous woodland	1.5	0.03%
Grassland	84.5	1.9%	Other neutral grassland	375.1	8.4%
Intensive orchards	0.1	0%	Other woodland; mixed	20.6	0.5%
Lowland calcareous grassland	6.5	0.2%	Rivers and streams	15.6	0.4%
Lowland dry acid grassland	34.5	0.8%	Standing open water/canal	17.6	0.4%
			<b>Total</b>	<b>4,461.5 ha</b>	

Source: Green Space Information for Greater London 2023 on behalf of LB Sutton October 2023

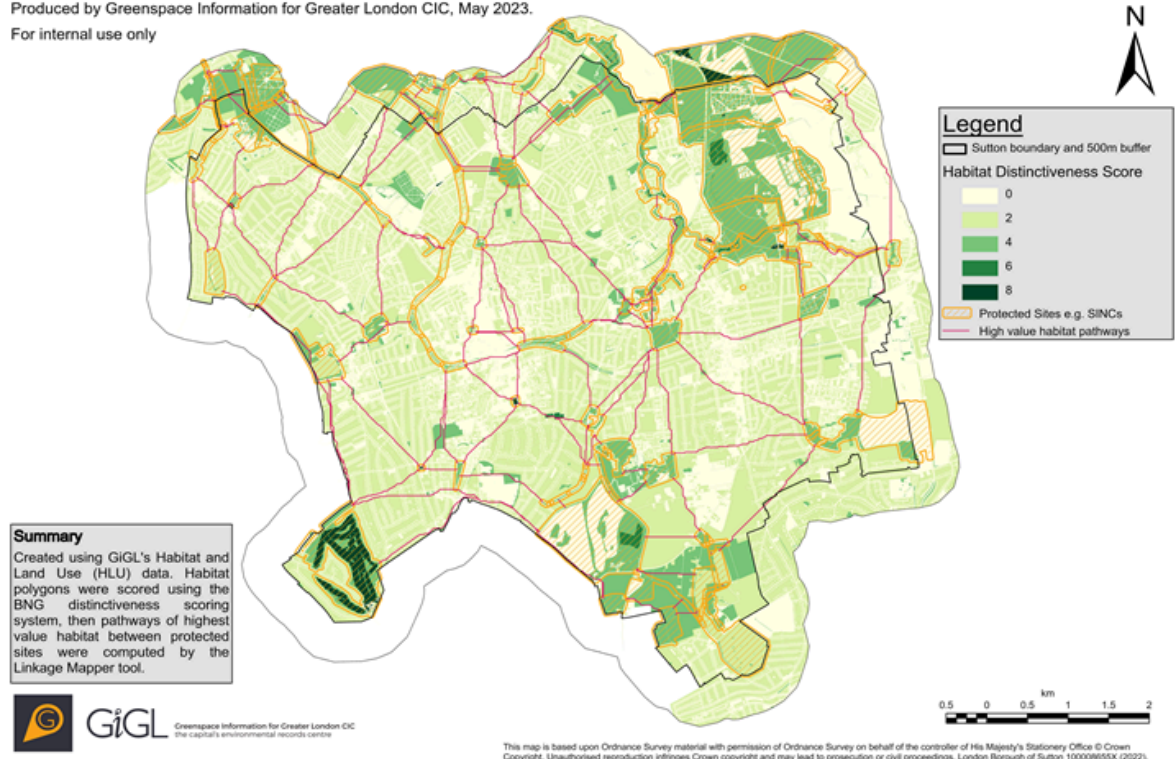
11.19. The following figures provide an overview of the ecological networks within Sutton, as well as more detailed depictions of the Chalk Grasslands, Woodland and Scrubs, Rivers & Wetlands, and Parks & Green Spaces habitats.

**Figure 11.1: Ecological Network Map for Sutton**

**An Ecological Network Map for Sutton: High Value Habitat Pathways Between Protected Sites**

Produced by Greenspace Information for Greater London CIC, May 2023.

For internal use only



**Figure 11.2: Chalk Grassland habitats in Sutton**

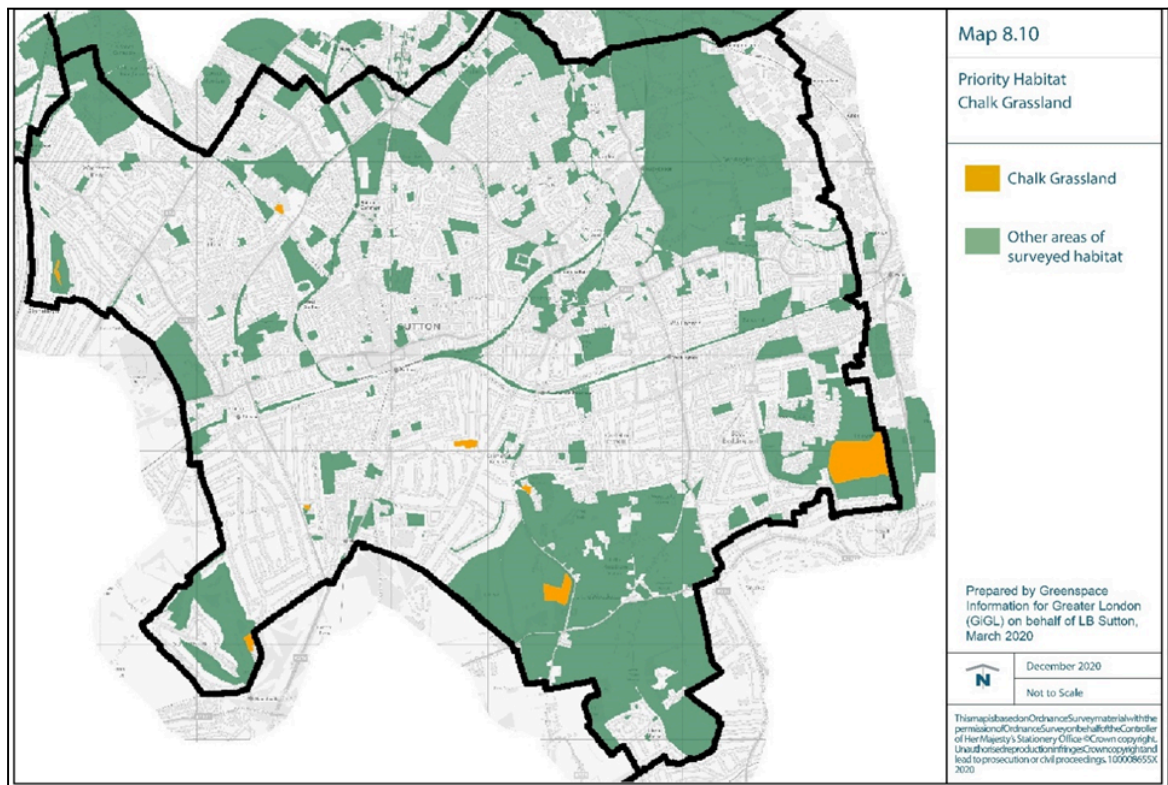


Figure 11.3: Woodland Scrub habitats in Sutton

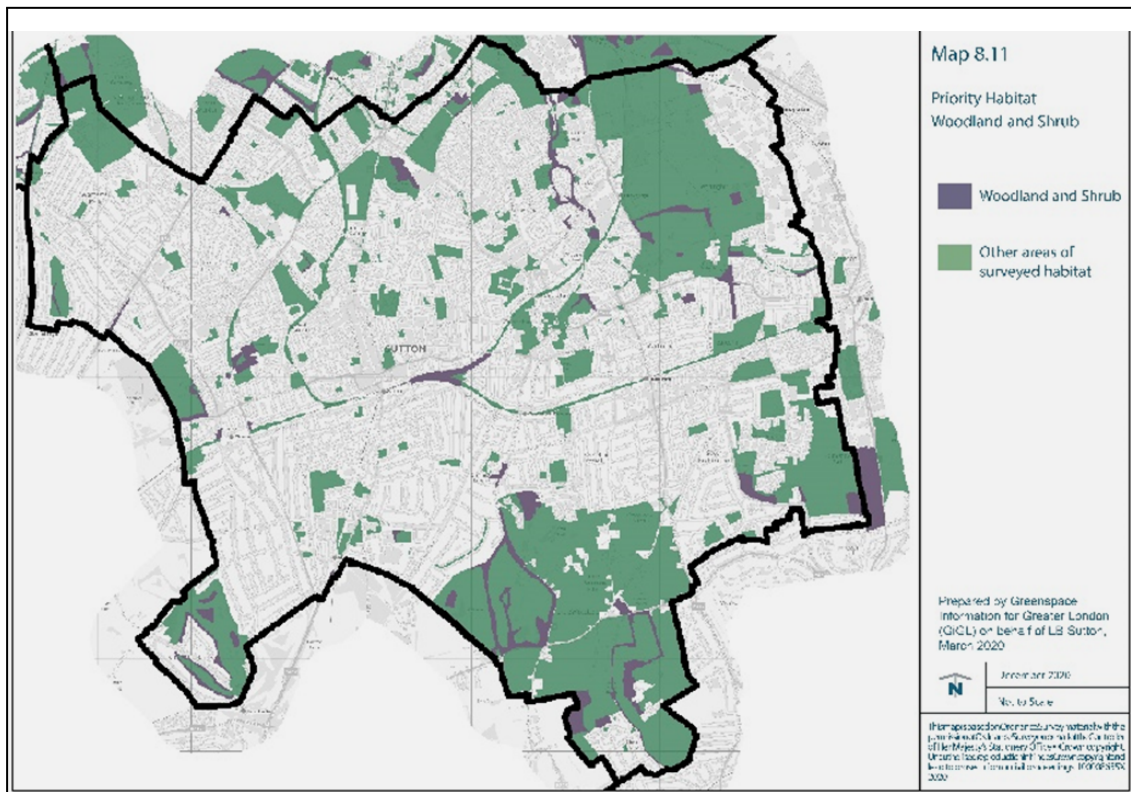
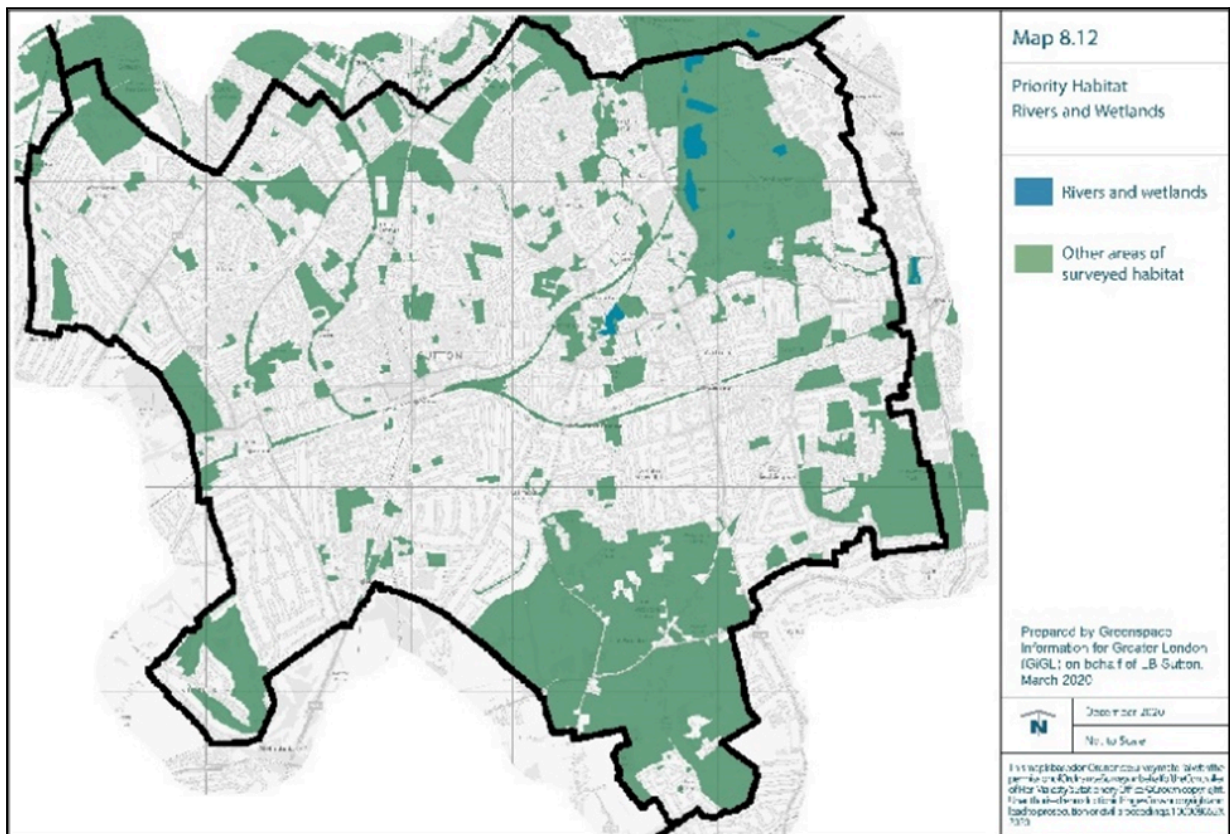
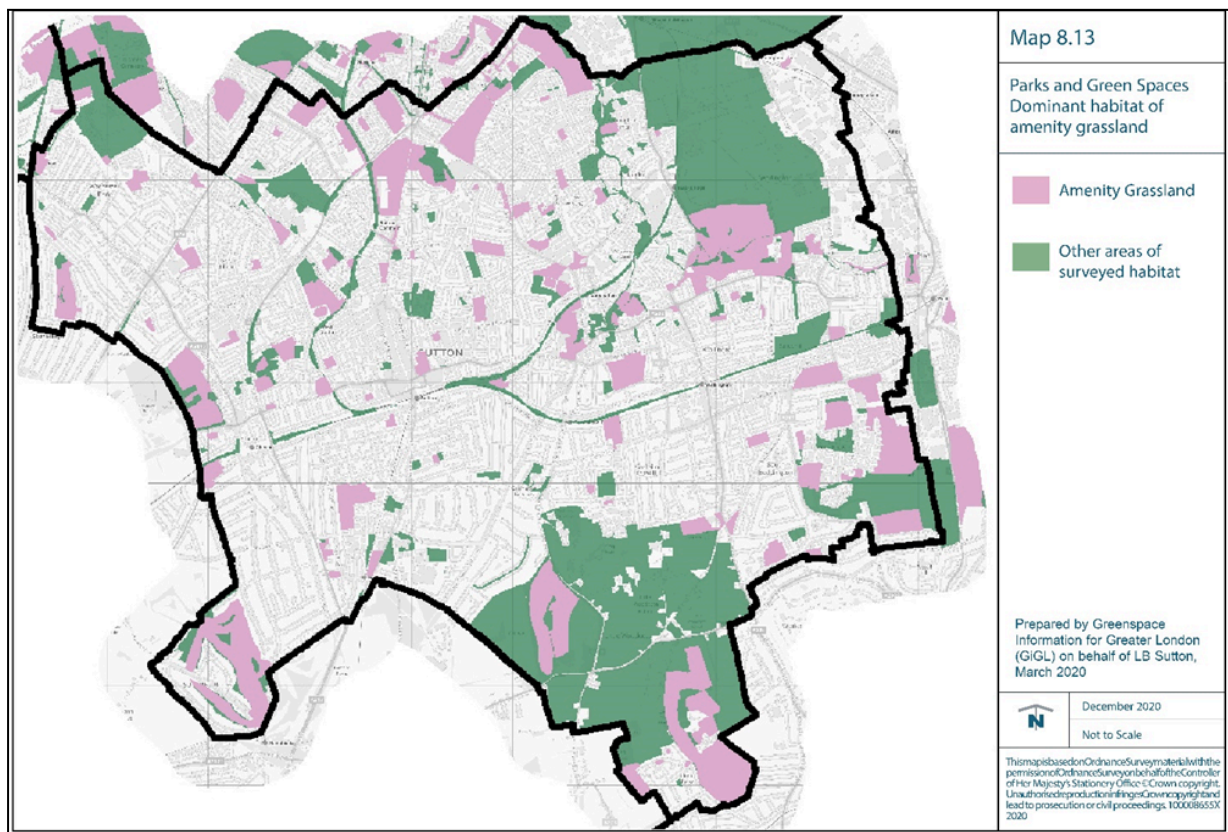


Figure 11.4: Rivers and Wetland habitats in Sutton



**Figure 11.5: Park and Garden habitats in Sutton**

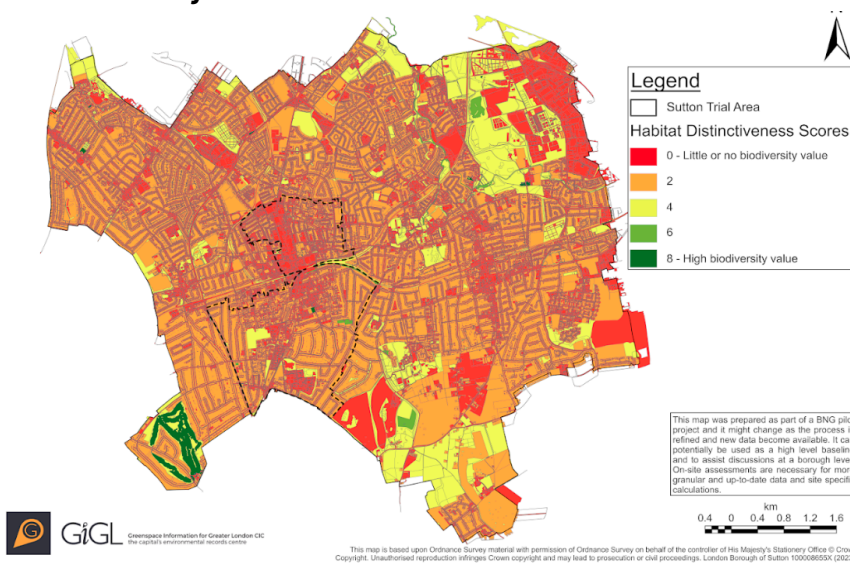


- 11.20. As noted above, the Council was proactive in establishing BNG requirements within the borough. However, subsequently the Environment Act 2021 sets out an overarching ambition to halt species decline by 2030 and increase species abundance by the end of 2042.
- 11.21. One of the Act's key provisions is the introduction of mandatory BNG under which the majority of new developments must deliver at least a 10% net gain on the existing site baseline value for biodiversity, either on-site or off-site, or by buying statutory biodiversity credits as a last resort. BNG came into force from February 2024 for major developments and from April 2024 for smaller sites.
- 11.22. Accordingly, the NPPF requires that proposed developments should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to climate impacts. Local Plans should promote the conservation, restoration and enhancement of priority habitats and ecological networks and pursue wider opportunities for securing measurable net gains.
- 11.23. In February 2024, the Government finalised the secondary legislation providing details of how BNG will operate accompanied by updated planning practice guidelines and guidelines for developers, including the preparation of BNG plans to the statutory biodiversity metric and credits. The Biodiversity Metric has been developed by Natural England in order to provide ecologists, developers, planners with a means of

assessing changes in biodiversity value brought about by development or changes in land management. The Statutory Metric is mandatory for all developments, with some exceptions.

- 11.24. In preparation for the introduction of mandatory BNG from February 2024, the Council has worked with Green Space Information for Greater London (GiGL) and other partners to develop a better understanding of existing habitat types and biodiversity value across the borough, in terms of the extent, distinctiveness, condition, strategic significance and biodiversity units associated with each habitat.
- 11.25. A pilot project was undertaken for the purpose of creating a high-level baseline for the whole borough as part of the Local Plan evidence base and to inform wider discussions on how BNG should be implemented in Sutton. However, on-site habitat assessments undertaken by appropriately qualified ecologists will still be necessary in order to generate more granular and up to date baseline information for specific sites.
- 11.26. This evidence base is a starting point for undertaking site-specific calculations and setting biodiversity targets for individual development sites (including emerging Local Plan site allocation) and possibly for wider areas of growth based on the Statutory Metric.
- 11.27. Working alongside the GLA and other London Boroughs, the Council has been involved in a BNG Pilot Project to map habitat distinctiveness and biodiversity value. Figure 11.6 shows the initial results of the pilot project.
- 11.28. Key habitats across the borough, their distinctiveness, their condition and their associated biodiversity units are set out in Table 11.3. Total biodiversity units for the 4,461 hectares surveyed are calculated as 7,556 as of October 2023. However, it is expected that this baseline information will change over time as new data becomes available.

**Figure 11.6: Sutton BNG Pilot Project with Ground Truthing - Habitat distinctiveness and biodiversity value**



Source: Greenspace Information for Greater London (GiGL) on behalf of the Council (October 2023)

**Table 11.3: Habitat distinctiveness, condition and biodiversity units in Sutton (GiGL)**

Habitat Type	ha	%	Distinctiveness	Condition	Strategic Significance	Biodiversity Units
Arable and horticulture	45.4	1.0%	2	2	1	181.15
Broadleaf mixed and yew woodland	160.9	3.6%	4	2	1	1,286.27
Built linear features	564.0	0%	0	2	1	0.00
Built-up areas and gardens	2,469.7	55.4%	0	2	1	0.00
Coniferous woodland	1.21	0.03%	2	2	1	4.87
Dense scrub	26.4	0.6%	4	2	1	211.25
Fen marsh and swamp	0.32	0.01%	8	2	1	4.69
Grassland	84.5	1.9%	2	2	1	338.03
Intensive orchards	0.1	0%	2	2	1	0.36
Lowland calcareous grassld	6.5	0.2%	6	2	1	78.28
Lowland dry acid grassland	34.5	0.8%	8	2	1	552.17
Lowland meadows	2.0	0.04%	8	2	1	31.66
Modified grassland	338.7	7.6%	2	2	1	1354.97
Untranslatable habitat	126.7	2.8%	0	2	1	0.00
Unknown terrestrial veg	171.5	3.8%	0	2	1	0.00
Other lowland deciduous woodland	1.5	0.03	6	2	1	18.47
Other neutral grassland	375.1	8.4%	4	2	1	3000.91
Other woodland; mixed	20.6	0.5%	4	2	1	164.85
Rivers and streams	15.6	0.4%	6	2	1	187.71
Standing open water/stream	17.6	0.4%	4	2	1	140.78
<b>Total</b>	<b>4,461</b>	<b>100%</b>				<b>7556.42</b>

Source: Green Space Information for Greater London 2023 on half of LB Sutton October 2023

## Likely Impacts of Local Plan Growth

- 11.29. The Council has a good evidence base on the quantity and quality of biodiversity, open spaces, greenspaces, registered parks and gardens, waterways, canals, and priority habitats.
- 11.30. At a strategic level, the scale of future planned growth within the borough is not expected to result in significant negative effects on blue or green infrastructure in the borough. However, residential and commercial development has the potential to negatively impact on certain assets unless policies provide criteria and safeguards to ensure impacts are appropriately mitigated.
- 11.31. Both the existing and proposed Sutton Local Plan policies provide an effective framework to ensure that impacts are understood and mitigation is delivered. The emerging approach to ensuring that impacts on biodiversity are managed, and that BNG is realised, are expected to be particularly effective in increasing the quantity and quality of provision in the borough.

- 11.32. In seeking to promote BNG, priority habitats and urban greening across the borough, and in accordance with the national biodiversity net gain mandate, the aims of the new draft Sutton Local Plan are that all development proposals must demonstrate at least the targeted percentage net gain in biodiversity value based on the Statutory Metric, subject to certain exemptions.
- 11.33. Sutton Town Centre has been identified as a location where significant intervention and improvements are required to raise the quantity and quality of blue and green infrastructure provision, to improve the quality of place and the quality of life for residents. It will also be the focus for the greatest amount of residential and economic development. As such, a more targeted approach will be required to ensure that sustainable development can be realised and impacts mitigated. The identified acute deficiencies in biodiversity within the town centre will mean it will be a focus for action and intervention related to BNG.

# 12. Playing Pitches, Outdoor Sports, Indoor and Built Facilities, Community, and Cultural Facilities

## Overview

- 12.1. The outdoor spaces, sports, leisure, and community facilities, and general cultural offering in Sutton is what helps complement the other physical forms of infrastructure and helps build a high quality of place that shapes the overall level of quality of life in the borough. Sport, leisure, community, and cultural facilities are usually a mix of public and private spaces, and sometimes owned by institutions (for example, schools, or the Council itself).
- 12.2. For the purposes of this infrastructure statement, the types of facility and activities is taken to include the following:
- playing pitches, outdoor sports, indoor and built facilities, community, and cultural facilities, community halls, libraries, and cemeteries/cremation facilities.

<p><b>Relevant Infrastructure Providers:</b></p> <ul style="list-style-type: none"> <li>• London Borough of Sutton;</li> <li>• Department for Media, Culture, and Sport;</li> <li>• Greater London Authority;</li> <li>• Sport England;</li> <li>• Primary and Secondary Schools;</li> <li>• Third-sector providers;</li> <li>• The Football Association;</li> <li>• The Rugby Football Union;</li> <li>• England Hockey;</li> <li>• Lawn Tennis Association;</li> </ul>	<p><b>Relevant Legislation, Plans, and Policy:</b></p> <ul style="list-style-type: none"> <li>• Department of Media Culture and Sport - Get Active: A Strategy for the Future of Sport and Physical Activity (2023)</li> <li>• Sport England - Uniting the Movement: Our 10-year vision to transform lives and communities through sport (2021-2031)</li> <li>• National Planning Policy Framework (2021)</li> <li>• The FA: National Football Facilities Strategy (2018-28)</li> <li>• The FA: Survive. Revive. Thrive. (2020-24)</li> <li>• The FA: Time for Change Strategy (2020-24)</li> <li>• The Rugby Football Union Strategy (2021-onwards)</li> <li>• England Hockey (EH) - A Nation Where Hockey Matters (2013)</li> <li>• England Hockey Strategy</li> </ul>
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## Baseline of Existing Infrastructure

### Playing Pitches, Outdoor Sports, Indoor and Built Facilities

- 12.3. The Council has commissioned a Playing Pitch & Outdoor Sport Strategy - Winter Assessment Report (March 2024), and an Indoor and Built Facilities Needs Assessment and Strategy (March 2024). These studies provide a supply and demand assessment of playing pitch and outdoor sport facilities, and indoor built facilities across Sutton. The assessments are currently still in draft form and have yet to be fully signed off by the Council, but the draft analysis provides a helpful frame of reference for infrastructure needs. The assessments are expected to be finalised later in 2024, and the infrastructure requirements will be incorporated into the next version of the Infrastructure Delivery Plan (IDP) that will accompany the draft Sutton Local Plan that will be prepared as part of the Regulation 19 consultation, expected in early 2025.
- 12.4. For playing pitch sports, the assessment is delivered in accordance with Sport England's Playing Pitch Strategy (PPS) Guidance; and the indoor and built facilities needs assessment is based on the Sport England Sport England Assessing Needs and Opportunities Guide (ANOG) for indoor and outdoor sports facilities.
- 12.5. The PPOSS encompasses all relevant facilities regardless of ownership and management. The following sports are included within the scope:
- Football (including Little League football);
  - Rugby union;
  - Hockey;
  - Cricket;
  - Tennis (including Padel tennis and pickleball);
  - Netball;
  - Bowls;
  - Pétanque;
  - Croquet;
  - Athletics; and
  - Golf.
- 12.6. In addition, other grass pitch sports are also included where supply and/or demand is identified, with this covering baseball/softball and Irish games. Similarly, a recreational spaces section is featured to account for less formal outdoor sport activity, with this capturing facilities such as multi-use games areas (MUGAs), basketball courts, parkour, skateparks, outdoor gyms and BMX tracks. A bespoke section for third generation turf (3G) pitches is also included within this report. This is relevant to several sports, predominantly football but also rugby union. It is separated from other sections due to its multi-sport nature.
- 12.7. The Indoor And Built Facilities Needs Assessment looks at the following:
- Sport Halls;
  - Swimming Pools;
  - Health and Fitness;
  - Squash;
  - Indoor Bowls;
  - Indoor Tennis;
  - Gymnastics, Cheerleading and Trampolining;
  - Indoor Athletics;
  - Combat Sports; and
  - Community & Village Halls.

## Football

### **Football – supply and demand summary**

- In total, 41 pitches display some level of actual spare capacity across 14 sites, equating to 34.5 match equivalent sessions, whilst 11 pitches are overplayed across seven sites by a total of 21.5 match equivalent sessions.
- There is a current and future shortfall of adult and youth 11v11 provision, whilst supply is seemingly sufficient for youth 9v9, mini 7v7 and mini 5v5 demand.

### **Football – supply summary**

- The audit identifies a total of 105 football pitches across 33 sites in Sutton, with 92 pitches are available at some level for community use across 24 sites.
- Only 11 adult pitches are provided, which does not equate to the level of demand that exists and leads to many teams using the incorrect pitch type (youth 11v11).
- There are currently no disused football sites identified in Sutton, although there are three sites that are still in use recreationally that previously provided formal football pitches.
- The main operators are the Council, with 71 pitches (68%), whilst the remaining sites are managed by clubs (17%) or education providers (15%).
- In total, 24 community available pitches assessed as good quality, 34 as standard quality and 33 as poor quality.
- A total of seven sites are identified as being serviced by poor quality ancillary provision, whilst four have no changing facilities.

### **Football - demand summary**

- A total of 186 affiliated teams across 24 clubs are identified as playing regular, competitive matches on football pitches within Sutton, consisting of 32 senior men's, three senior women's, 83 youth boys', 11 youth girls' and 57 mini soccer teams.
- Total membership across the affiliated teams amounts to 2,205.
- There are also four little leagues operating in Sutton, with 130 teams additional captured consisting of 34 youth 11v11 teams, 33 youth 9v9 teams, 38 mini 7v7 teams and 25 mini 5v5 teams.
- There 17 teams otherwise based in Sutton currently travel outside of the Borough to fulfil match requirements, with this consisting of two adult, six youth 11v11, six youth 9v9 and three mini 7v7 teams.
- Just one team is identified as importing demand into Sutton for its match demand, with Crystal Palace Women's FC's first team travelling to Sutton United Football Club.
- 35% of responding clubs indicate that they could field more teams if they had access to more pitches, which represents a high level of latent demand.
- Team generation rates predict an increase amounting to one adult, one youth 11v11, one youth 9v9 and one mini 7v7 team, whilst 10 clubs and one little league have aspirations to grow by a total of 69 teams.

- 12.8. In conclusion, there is currently a shortfall of provision to meet demand for adult and youth 11v11 football in Sutton, whereas supply is sufficient to cater for the remaining playing formats. A resolution is therefore required to eradicate the deficits that exist.
- 12.9. Notwithstanding the above, it should be noted that the level of shortfall identified is relatively small, especially when assessed against most other local authorities nationally. As such, the work required to adequately meet demand is comparatively

minimal, although there could be increased pressures should future demand exceed current predictions (e.g., through club aspirations).

## 3G pitches

### **3G – supply and demand summary**

- There is a large potential shortfall of 6.25 full size 3G pitches to meet football training demand, meaning that there is a clear need to increase provision.
- In addition, the pitch at Carshalton Athletic Football Club will reach the end of its 10-year recommended lifespan by 2025 and thus will require resurfacing in the near future to ensure that shortfalls do not increase.
- Away from football, no 3G requirements have been identified.

### **3G – supply summary**

- There is currently one full size 3G pitch in Sutton, located at Carshalton Athletic Football Club.
- The pitch is serviced by sports lighting and is available for community use.
- In addition, there are 26 smaller size 3G pitches identified across eight sites, with only two of these unavailable for community use.
- The full size 3G pitch in at Carshalton Athletic Football Club is relatively accessible in terms of its opening hours, although it must be noted that a considerable degree of capacity is taken up by the operators of the site.
- The pitch is on the FA register for competitive matches, as is the smaller sized pitch at Croygas Sports Club.
- The full size pitch at Carshalton Athletic Football Club is assessed as standard quality, whilst two of the smaller size pitches are good quality, 14 are standard quality and the remaining 10 are poor quality.
- The ancillary facilities at Carshalton Athletic Football Club are considered to be poor quality.

### **3G – demand summary**

- With only one full size 3G pitch in Sutton offering community use, the provision is considered to be at capacity at peak times.
- For midweek and weekend usage, the pitch is predominately utilised by Carshalton FC, whilst AFC Wimbledon Women also use the pitch on Sunday afternoons for its matches (imported demand).
- The pitch is accessed by 33 teams for matches, which represents a large amount for a single pitch.
- For football, 38% of clubs that responded to consultation (representing 96 teams) report that they require additional access to 3G provision, which represents a high proportion of unmet demand.
- Three football clubs currently export training demand outside of Sutton due to a lack of provision within the Borough.
- No other sports demand based in Sutton utilises a 3G pitch for either match or training demand.

12.10. In conclusion, for football, with only one full size 3G pitch currently available for community use, and with capacity limited on this supply when access is most required, there is a clear need to increase provision. With the FA model suggesting that there is a shortfall of over six pitches to meet training requirements, priority should be placed on the creation of new provision. In addition, the full size pitch at Carshalton Athletic

Football Club will reach the end of its 10-year recommended lifespan by 2025 and thus will require resurfacing in the near future to maximise its quality. If the pitch becomes poor quality it will have a significant impact on both match play and training demand. Away from football, no 3G requirements have been identified.

## Rugby

### **Rugby union – supply and demand summary**

- Of the pitches identified as having potential spare capacity, none are considered to have actual spare capacity at peak time for an increased demand.
- One pitch is identified as being overplayed in Sutton, with this relating to the sports-lit pitch at Poulter Park.
- Overall, there is a current and future shortfall of rugby union pitch capacity in Sutton, although this is a relatively minimal deficit that could be overcome through better utilising the existing stock.

### **Rugby union – supply summary**

- There are 15 grass rugby union pitches identified in Sutton across five sites, with 12 pitches available for community use across three sites.
- Both clubs in Sutton rent use of Poulter Park from the Council.
- Of pitches which are available for community use, eight are standard quality, whilst the remaining four are poor quality, including those at Poulter Park.
- One sports-lit pitch is provided at Poulter Park which can accommodate training demand.
- The ancillary facilities at Poulter Park are deemed to be poor quality, with the clubhouse facility regarded as outdated and not fit for purpose.

### **Rugby union – demand summary**

- There are two rugby clubs based in Sutton providing a total of just three teams.
- Mitcham & Carshalton RFC fields two senior teams, whilst London Stags RFC fields one.
- Mitcham & Carshalton RFC reports a decrease in participation in recent years, citing the loss of its senior women's team.
- Both clubs train on the sports-lit pitch at Poulter Park, with this equating to three match equivalent sessions of demand each week.
- Both London Stags and Mitcham & Carshalton rugby clubs' also field one touch team each, using the pitches at Poulter Park for such activity.
- In addition, camogie, Gaelic football and hurling activity takes place at Poulter Park via Croydon Camogie Club, Round Towers GAA Club and Sean Treacy London GAA respectively.
- There is no known exported or imported rugby union demand relating to Sutton.
- Only Mitcham & Carshalton RFC reports latent demand, expressing that if the Club was privy to a higher standard of ancillary facilities and access to gym facilities, it would attract a higher number of new playing members.
- Team generation rates predict no additional teams, whilst Mitcham & Carshalton RFC expresses aspirational future demand of one senior men's and one senior women's team.

- 12.11. In conclusion, there is a current and future shortfall of rugby union pitch capacity in Sutton. That being said, this is a relatively minimal deficit that could be overcome through better utilising the existing stock, rather than there being a need for increased provision. As an example, improving the sports-lit pitch at Poulter Park to good quality would be sufficient to accommodate current demand levels, whilst adding sports

lighting and improving quality to a second pitch could have the same effect via the transfer of some activity.

- 12.12. Based on the above, whilst there is a shortfall identified, it is clear that improving the existing provision at Poulter Park would result in all demand being adequately accommodated. This, however, not only applies to the pitches but also to the ancillary facilities.

## Hockey

### **Hockey – supply and demand summary**

- With no full size hockey suitable pitches in Sutton and with no club demand identified, it is considered that no action is required in relation to hockey
- Any localised demand needs to be signposted to clubs and sites in neighbouring local authorities so that all residents that wish to play can do so.
- It is possible in the future that Purley HC identifies a site for the provision of a pitch within the Borough, with need to be closely monitored due to the impact it will have on supply and demand in the area.

### **Hockey – supply summary**

- There are currently no full size hockey suitable AGPs within Sutton.
- There are six smaller sized hockey suitable pitches, with four available for community use and three serviced by sports lighting.
- None of the smaller sized pitches are currently used or are suitable for purposeful hockey demand due to their size, lack of availability and/or lack of sports lighting.
- At Sutton Sports Village, a disused full size hockey suitable AGP exists and has been out of use since 2009.

### **Hockey – demand summary**

- There are currently no hockey clubs playing competitive hockey within Sutton, although there are three on the border which likely cater for Sutton-based demand.
- Cheam HC plays its matches at Nonsuch High School in Epsom & Ewell and is satisfied with this arrangement; however, the Club uses the clubhouse facilities at Cheam Sports Club in Sutton.
- Purley Walcountians HC play its matches and trains exclusively at Walcountians Sports Club, in Reigate & Banstead, via a long-term lease agreement.
- Purley HC plays at various venues across Croydon; however, it utilises the clubhouse facilities at Purley Sports Club in Sutton and has a long-standing aspiration to develop a pitch at the site despite this being considered unlikely.

- 12.13. In conclusion, with no full size hockey suitable pitches in Sutton and with all club demand currently being adequately serviced outside of the Borough, it is considered that no action in relation to hockey is required. That being said, it is imperative that any localised demand is signposted to clubs and sites in neighbouring local authorities so that all residents that wish to play can do so.
- 12.14. Notwithstanding the above, despite having no overarching requirement based on only fielding one team, it is possible in the future that Purley HC identifies a site for the provision of a pitch within the Borough, with this likely to be self-funded. Should this occur, it will have an impact on supply and demand, not only in the Borough but also in

neighbouring authorities where demand is currently exported to. This should therefore be closely monitored.

Parks and Recreation - including Multi-use games areas (MUGAs), basketball courts, parkour facilities, skateparks, outdoor gyms, and BMX tracks

#### **Recreational spaces - supply and demand summary**

- There is a good supply of MUGAs in Sutton, although quality should be improved, sports lighting could be installed, and there are provision gaps in the Cheam, Sutton Central and Woodcote Green areas that could be filled.
- There is a good supply of basketball courts in Sutton, although there are clear quality issues that should be overcome to better accommodate existing usage and to encourage higher levels of demand.
- There is a good supply of Parkour provision in Sutton, although additional provision could be created away from the north to ensure that all demand can be adequately met.
- Supply of skatepark provision is broadly good within Sutton; however, there is potentially a need for further provision, particularly in the south-west area of the Borough as this is currently unprovided for.
- There is a good supply of outdoor gym facilities in Sutton and the quality is generally sufficient to adequately accommodate demand where provision is in place.
- With only one BMX facility in Sutton, it is likely that there will be unmet demand for activity, particularly away from the northern area of the Borough.

#### **Recreational spaces – supply summary**

- There are 23 MUGAs across Sutton, 15 of which are available for community use.
- Four MUGAs are assessed as good quality, eight as standard quality and 11 as poor quality.
- In addition to the basketball markings within the identified MUGAs, there are three additional basketball spaces, with these being at Belmont Park, Collingwood Road Recreation Ground and Roundshaw Park.
- There are two parkour facilities identified in Sutton, at Royston Park and Watercress Park.
- There are seven formal skatepark facilities currently provided in Sutton, with two assessed as good quality, two as standard quality and two as poor quality.
- In total, 20 outdoor gym facilities are currently identified across Sutton, with 10 assessed as good, eight as standard and only two as poor.
- There is a one pump track in Sutton, located at Rosehill Park West; it is assessed as good quality due to its smooth tarmac surface and no signs of unofficial use or damage.

#### **Recreational spaces - demand summary**

- Demand levels for use of the included recreational spaces is difficult to determine given that usage is generally informal and unmonitored, with all provision open access.
- For MUGAs and basketball courts, anecdotal evidence suggests that provision is relatively well used, although it is likely to be more limited than it could be due to none of the facilities being serviced by sports lighting.
- Data from Active Lives highlights likely demand for Parkour, skateboarding and BMX activity.
- Where areas are not serviced by provision within a 700-metre catchment area, it is likely that demand is not being adequately accommodated.

12.15. In conclusion, with only one BMX facility in Sutton, it is likely that there will be some degree of unmet demand for activity, particularly away from the northern area of the

Borough. Opportunities to increase the supply elsewhere could therefore be explored, particularly if provision could be aligned to sites with similar recreational offerings e.g., skateparks. The provision at Rosehill Park West also requires protection given that it is the only dedicated facility currently offered. As part of this, it is imperative that the good quality is sustained.

## Sport Halls

Facility type	Sports Halls	-
Elements	Assessment findings	Specific facility needs
<b>Quantity</b>	<p>There is good geographic distribution of sports halls in LBS.</p> <p>Overall, Sutton has 44 sports halls of all sizes containing 103 badminton courts.</p> <p>It has 19 sports halls with 3+ courts containing 80 badminton courts.</p>	<p>There is available capacity at existing facilities to accommodate existing demand and an increase in population.</p> <p>An additional sports hall at Carshalton Boys Sports College may be developed in the future. Planning permission has not yet been submitted.</p>
<b>Quality</b>	<p>One sports hall is rated good quality, eight are above average, six are below average and four were not assessed.</p>	<p>Investment is needed in below average and poor-quality sports halls. Residents in the south of Sutton have better access to good quality sports halls than those in the north.</p> <p>Investment at Carshalton Boys Sports College or Pulse Health and Fitness Carshalton would improve this position.</p>
<b>Accessibility</b>	<p>There is good accessibility to sports halls; 94.3% of the population lives within a one mile walk of a community accessible sports hall. Virtually all residents in more deprived areas live with a mile of a sports hall.</p> <p>All live within 20-minutes' drive of a community available sports hall.</p>	<p>Maintain a good relationship with schools to ensure that community access remains possible.</p>
<b>Availability</b> (Management and usage)	<p>16 sports halls provide some form of community availability. three facilities are currently operating at the Sport England threshold of 'comfortably full'.</p> <p>Seven halls are operating below 60% and have capacity for increased demand.</p> <p>Two public leisure centres provide daytime availability.</p>	<p>Ensure schools continue to offer peak time availability to local sports clubs.</p> <p>Consider options to extend school community use hours where used capacity is 80+% e.g., Harris Academy Sutton, Wallington County Grammar School and Overton Grange School.</p> <p>Because a large proportion of sports halls are on school sites, clubs tend to lose access during exam periods.</p>

		Encourage schools to be more innovative/ flexible and/or help clubs to find alternative facility options at these times.
<p><b>Strategic Summary</b></p> <p>Each facility is important to the community served and all venues need to be protected in accordance with NPPF paragraph 98.</p> <p>The quality of below average sports halls needs to be improved - particularly Carshalton Boys Sports College and Pulse Health and Fitness both of which serve residents in the north of the Borough where there are fewer good and above average quality facilities.</p> <p>Despite FPM finding that nearly all sports halls are at 100% used capacity, KKP' audit suggests demand is considerably lower. John Fisher School and Carshalton High School for Girls, for example, both have used capacity of c. 20% as opposed to the 100% noted in the FPM.</p> <p>Education sites provide a significant proportion of sports hall space during peak times. Relationships with these sites need to be maintained to ensure that accessibility remains high.</p> <p>Only two sites in Sutton offer daytime availability. Usage should be monitored to ensure that EA's programming reflects local community needs.</p>		

## Swimming Pools

Facility type	Swimming pools	
Elements	Assessment findings	Specific facility needs
<b>Quantity</b>	Sutton has 12 pools across 10 sites. Seven are larger than 160m <sup>2</sup> .	KKP audit and FPM modelled findings find that demand for swimming from Sutton residents currently outstrips available supply
<b>Quality</b>	Of the seven pools 160m <sup>2</sup> + pools one is good quality, three are above average, two are below average, one is below average, and one could not be assessed.	Of the publicly accessible swimming pools, Cheam is rated below average quality and is beyond its realistic useful life. Consideration should be given to redeveloping/replacing this site with a more modern, flexible facility which includes learner pool provision.
<b>Accessibility</b>	The two publicly operated pools are well positioned in relation to the local population. 73.6% of Sutton residents live within a 1-mile walk of a swimming pool larger than 160m <sup>2</sup> . 100% of residents live within a 20-minute drive of a swimming pool. 40.8% of the population resides within a one mile walk of two pay and play sites.	There is a need to consider how increased accessibility to affordable and/or pay and play provision in the Borough can be achieved. The Council and its operators also need to review current levels of learn to swim demand and the extent to which young people from all localities and social groups have access to it. There is a need to consider how Sutton can reduce its reliance on pools in neighbouring boroughs.



<b>Availability</b> (Management and usage)	<p>Three pools are available for pay and play use. A further two can be accessed via registered membership at a commercial operated facility.</p> <p>Sutton High School caters for sports club/community association use.</p> <p>Sutton Grammar School is private use only.</p>	<p>EA reports having very limited spare capacity at both public leisure sites.</p> <p>Learn to swim programmes have no spare capacity.</p> <p>There is additional club demand that cannot currently be accommodated.</p> <p>In addition to considering how to increase capacity within current supply, explore whether additional community use hours are available at Sutton High School to help accommodate club demand.</p>
<p><b>Strategic Summary</b></p> <p>Each facility is important to the community served and should be protected in accordance with Para 98 of the NPPF.</p> <p>Based on club consultation and FPM findings, a significant proportion of swimming pool demand is exported to other boroughs. This puts LB Sutton at risk of pool closures which are beyond its control.</p> <p>Pool demand in Sutton is high. EA confirms that learn to swim programmes are at capacity.</p> <p>Particularly given the age and condition of Cheam Leisure Centre, the feasibility of developing new swimming pool provision should be investigated either in terms of a new pool facility at David Weir Leisure Centre or a comprehensive replacement/refurbishment of Cheam Leisure Centre.</p>		

## Health and Fitness

Facility type	Health & fitness	
Elements	Assessment findings	Specific facility needs
<b>Quantity</b>	<p>There are 28 health/fitness suites containing 1,859 stations.</p> <p>19 have 20+ stations (1,744 stations).</p> <p>There are 17 facilities with 20+ stations which offer community use (1,692 stations).</p> <p>There is a large supply (38) of gyms located in neighbouring authorities within 2 miles of the Sutton boundary.</p> <p>Sutton has 26 studios, 22 of which offer some form of community access.</p>	<p>There is sufficient supply to meet current and future demand.</p> <p>The Phoenix Centre is operating at close to capacity. Consider extending the facility into the unused space in the reception area.</p>
<b>Quality</b>	<p>14 of the 19 health and fitness suites with 20+ stations are of good or above average quality. Four are below average, and one could not be assessed.</p>	<p>Maintain quality across the stock.</p>
<b>Accessibility</b>	<p>More than 92% of Sutton residents live within one-mile of a health and fitness suite.</p>	<p>Accessibility in Sutton is good, with each main settlement having access to a good quality health and fitness facility.</p>

	All residents live within a 20-minute drive of a community accessible fitness facility.	Maintain facility quality to ensure demand remains high.
<b>Availability</b> (Management and usage)	There are ten publicly accessible pay and play health and fitness facilities with 20+ stations in Sutton. A further seven can be accessed via registered membership.	Ensure that health and fitness facilities continue to cater to a range of market segments. Currently, commercial gyms are vital to providing a budget membership option in the Authority, unlike the public leisure centres.  However, they do not typically offer concessionary rates and programmes to enable people facing financial and other barriers to participation to engage.
<b>Strategic Summary</b>		
<p>Current and future demand is well catered for given the quantity and quality of existing health and fitness suites in the Authority.</p> <p>Given the reported high levels of demand at the Phoenix Centre, consider future expansion of its health and fitness suite.</p> <p>Encourage providers to offer affordable and easily accessed pay and play options for those who do not with/cannot afford to commit to registered memberships.</p> <p>Consider whether the health and fitness suite located at Sutton Sports Village could be repurposed to better meet the needs of the local community given its low usage</p>		

## Squash

Facility type	Squash	
Elements	Assessment findings	Specific facility needs
<b>Quantity</b>	There are 16 squash courts in Sutton, six of which are glass backed.  A further 16 can be accessed within a 20-minute drive of Sutton's border.	Based on England Squash's benchmark of one court per 10,000 people, Sutton has an under supply of squash courts by 5 courts.  This is likely to increase to 26 courts by 2030, however clubs close to capacity have outlined intentions to provide additional squash provision should capacity be reached.
<b>Quality</b>	The four courts at David Lloyd Purley are good quality, whilst a further seven are above average. Four courts are below average, and one could not be assessed.	Refurbish all courts when required, ensuring they remain at a suitable level of quality for community use.
<b>Accessibility</b>	The whole Sutton population lives within a 20-minute drive of a squash facility.	-

<b>Availability</b> (Management and usage)	Four courts are accessible via a registered membership with David Lloyd Purley. Courts located at Cheam Squash Club and Sutton Tennis and Squash Club require club membership, whilst Purley Sports Club allow pay and play access to beginners. Cheam Leisure Centre provides the only pay and play offer (to those signed up online). The court at Royal Marsden Hospital has no community use.	Encourage clubs to provide increased pay and play access. Protect the court located at Cheam Leisure Centre to continue to offer pay and play access to squash in Sutton. Membership is required to access all but one of the courts which may make playing the sport difficult/unaffordable.
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### Strategic summary

Despite being below the England Squash threshold of one court per 10,000 people, the supply of squash courts in LBS is adequate given current demand (based on club/operator consultation)

There has been a loss of squash courts in the Authority. One of the two courts at Cheam Leisure Centre has been converted into a studio. The remaining court should be protected to continue to offer a pay and play offer.

There is a healthy level of activity at the club-based squash provision. Clubs should continue to work with England Squash to ensure support can be given as and when clubs increase playing provision.

## Indoor Bowls

Facility type	Indoor bowls	
Elements	Assessment findings	Specific facility needs
<b>Quantity</b>	The one facility has 6 rinks.	Supply is sufficient in the Borough.
<b>Quality</b>	It is of above average quality.	Refurbish/replacement when needed.
<b>Accessibility</b>	All residents live within a 30-minute drive of an indoor bowls facility.	-
<b>Availability</b> (Management and usage)	Sutton BC offers reasonably priced registered membership.	Help Sutton Bowls Club to promote itself and to recruit new/retain existing members.

### Strategic Summary

There is no current or future demand for increased indoor bowling facilities in Sutton. Sutton Indoor Bowls Club has significant spare capacity to accommodate new members. The Club should continue to invest in its facilities and focus on recruiting new members.

## Indoor Tennis

Facility type	Indoor tennis	
Elements	Assessment findings	Specific facility needs
<b>Quantity</b>	There are 20 indoor tennis courts located in Sutton. Ten at David Lloyd Purley and ten at Sutton Sports Village.	Explore the feasibility of installing padel tennis courts to cater for a wider audience than tennis.
<b>Quality</b>	Four courts are rated good quality, 12 are above average and four are below average.	Maintain court and changing room quality and replace playing surfaces when required.  Consider replacement or refurbishment of the acrylic tennis courts at Sutton Sports Village given the volume of use the facility receives.
<b>Accessibility</b>	All residents live within 30 minutes' drive time of an indoor facility.	-
<b>Availability</b> (Management & usage)	Sutton Sports Village provides pay and play access to residents. This requires registration online and advance booking.	-
<b>Strategic Summary</b>		
Ensure that pay and play access remains an option for LBS residents. Avoid digital exclusion by offering registration and court booking in person as well as online. Consider the location and accessibility of future padel tennis courts to ensure all residents in Sutton can access provision at a reasonable price.		

## Gymnastics, Cheerleading and Trampolining

Elements	Assessment findings	Specific needs
<b>Quantity</b>	Unity All Stars and Sutton Gymnastics Academy have dedicated facilities  Two other clubs operate out of two non-dedicated facilities in Sutton.	Unity All Stars needs a new site to accommodate growth in all aspects of gymnastics, cheerleading and trampolining.
<b>Quality</b>	No reported quality issues.	-
<b>Accessibility</b>	All Sutton residents reside within a 30-minute drive time of a club/venue within the Authority.	Ensure that Clubs remain open and located at suitable venues to continue to grow.
<b>Availability</b> (Management & usage)	Both clubs with dedicated facilities in Sutton report having capacity issues at their current venues.	Support clubs to gain access to larger facilities to grow, reduce waiting lists and increase participation.

**Strategic Summary**

Work with British Gymnastics to identify suitable, sustainable options for Unity All Stars to continue to grow as a club at an affordable rate. Consider the need for further gymnastics sessions within leisure centre sports halls with capacity to accommodate them.

## Indoor Athletics

Facility type	Indoor athletics	
Elements	Assessment findings	Specific facility needs
<b>Quantity</b>	The indoor athletics facility contains a 60m sprint straight, indoor athletics field and jumps area.	There is a need to retain this site based on current levels of demand, and its local importance to the sport.
<b>Quality</b>	It is in poor condition. The sprint track needs to be replaced and the indoor field hall surface needs refurbishment	Replace the sprint track and refurbish the fields/jumps areas.
<b>Accessibility</b>	All residents live within 30 minutes' drive of David Weir Leisure Centre.	-
<b>Availability</b> (Management & usage)	EA manages the facility on behalf of LBS. It is available on a pay and play basis and is used regularly by Sutton & District Athletics Club.	This is a key local/sub-regional site for athletics. There is no other indoor athletics facility within 30-minute drive of Sutton.
<b>Strategic Summary</b>		
Given the quality/condition issues highlighted and the importance of this facility to the sport locally, it is critical that the Council works with England Athletics and EA to formulate a plan to address required refurbishments to all the key indoor athletics facilities at the venue.		

## Combat Sports

Elements	Assessment findings	Specific needs
<b>Quantity</b>	There are four dedicated combat sports venues in Sutton. In addition, combat sports activity is delivered in some form in 15 non-dedicated venues.	Tsubaki Kendo Club requires a facility with appropriate floor quality for bare foot use and sufficient space for its c.60 members.
<b>Quality</b>	Tsubaki Kendo Club reported that many of the hall spaces in Sutton are unsuitable for bare foot use.	Identify other facility options for Tsubaki Kendo Club.
<b>Accessibility</b>	All Sutton residents live within a 30 minutes' drive time of either a dedicated or non-dedicated combat sports facility.	-

<b>Availability</b> (Management & usage)	Clubs/operators generally operate on the basis of formal pay & play access policies with membership systems in place for regular members.	Given the issues identified by Tsubaki Kendo Club it is considered likely that other clubs will face some of the same issues. Support clubs to ensure secure tenure and to, where possible, grow their membership.
<b>Strategic Summary</b>  There is a strong presence of Combat sports clubs in Sutton, evidencing a good demand. Given that clubs tend to be commercial operators, scope for support is limited, however it should be recognised that they offer alternative routes into sports and physical activity and, thus, should be supported where possible.		

## Community & Village Halls

Elements	Assessment finding	Specific facility needs
<b>Quantity</b>	There are 28 village and community halls in Sutton, containing 23 marked badminton courts.  Smaller halls are well distributed throughout the Authority.	Ensure that smaller halls located within community centres continue to serve the local community.
<b>Quality</b>	No quality rating has been produced for any site.	A suggested next phase of work is to identify halls requiring improvement in order to facilitate increased opportunity for physical activity.
<b>Accessibility</b>	There is a good level of accessibility; 57% of the population lives within 800m of a smaller hall.	Increase accessibility via identifying opportunities to make more use of existing and/or to develop new community provision to serve current and future population-based demand.
<b>Availability</b> (Management and usage)	All sites report some level of spare capacity. School sites provide access during evenings and weekends, whilst community and church halls also offer daytime use. All sites report having some level of spare capacity.	Support the work of hall management to ensure that realistic usage levels are optimised and that activities at each reflect/support the need of local people.
<b>Strategic Summary</b>  The variety of village and community halls in Sutton managed by a varied mix of providers. They provide a menu of physical activity, arts and cultural activity which benefit local peoples physical and mental wellbeing. Some provide opportunities for health referral consultation which can lead to engagement in physical activity by those experiencing long term health conditions. Whilst the audit did not involve a quality assessment of these facilities, it is suggested that this should be undertaken in order to provide a comprehensive view of improvement/development		

needs which may then facilitate additional availability and access to such provision by LB Sutton residents.

## Community and Cultural Facilities

### Libraries

12.16. There are eight libraries in the borough, these are in the following locations:

- Sutton Central Library;
- Cheam Library;
- Circle Library;
- Library at the Life Centre;
- Library at the Phoenix Centre;
- Wallington Library;
- Westcroft Library; and
- Worcester Park Library.

### Cemeteries

12.17. The London Plan continues to rely on the Audit of London Burial Provision from 2011. This shows that there are three cemeteries in the borough, at Sutton, Cuddington, and Brandon Hill. The Council's own Authority Monitoring Report shows that there is also a shared cemetery, jointly owned and administered by both Sutton and Merton, which is technically inside the borough of Merton, but is close to the borough boundary at Worcester Park.

12.18. In terms of capacity and demand for cemetery space, the latest information held by the Council shows that:

- I. **Bandon Hill Cemetery** - there have been no new graves since 1994 and the Council operates on the basis of reclaiming graves under the terms of the Greater London Council (General Powers) Act 1976 - Section 9. Reclaimed graves are those that have not been used for a period of at least 75 years. The grave is only reclaimed after extensive attempts to contact the registered grave owner, including a public notice in the local newspaper.

Whilst the number of graves reclaimed each year will vary, over the last four years the Council has reclaimed 545 graves, which has been delivered as follows:

- 2020 = 128;
- 2021 = 147;
- 2022 = 107; and
- 2023 = 163

In contrast, the number of reclaimed graves sold over the past four years is as follows:

- 2019 = 41;
- 2020 = 34;
- 2021 = 56; and
- 2022 = 43

As such, there are 231 reclaimed graves available.

II. **Sutton Cemetery** - based on a current audit, there are 2,966 new graves available. The number of graves sold over the past four years is as follows:

- 2019 = 35;
- 2020 = 40;
- 2021 = 48; and
- 2022 = 49

12.19. Based upon the known capacity and the recent take-up of new graves, the Council estimates that Sutton Cemetery has sufficient capacity for at least 30 - 50 years.

## Likely Impacts of Local Plan Growth

12.20. The assessment of need has shown that there is a shortfall in the following types of sports facility or asset:

- Full-size 3G pitch provision, with the FA model suggesting a need of over six pitches to meet training requirements. In addition, the full-size pitch at Carshalton Athletic Football Club will reach the end of its 10-year recommended lifespan by 2025 and thus will require resurfacing in the near future to maximise its quality.
- Current and future shortfall of rugby union pitch capacity in Sutton. The figures show only a minimal deficit that could be overcome through better utilising the existing stock, rather than there being a need for increased provision.
- Some degree of unmet demand for BMX activity, particularly away from the northern area of the borough.
- There are below average quality sports halls at Carshalton Boys Sports College and Pulse Health and Fitness, both of which serve residents in the north of the borough where there are fewer good and above average quality facilities.

12.21. In addition, the needs assessment has identified that the Council's key strategic challenges in relation to its built assets relate to Cheam and David Weir leisure centres, both of which are in need of significant refurbishment, or possibly in the case of Cheam - replacement. The needs assessment indicates that both sites need to be retained (or equivalent provision provided). A such, clear decision-making will be required over the short-to-medium term, to schedule the improvement works and



co-ordinate the necessary resources (both capital finance and in a project management sense) to deliver both schemes.

- 12.22. In respect of current and future facility supply for swimming, audit findings and FPM modelling suggest that capacity at Sutton's two public leisure centres is limited, and that a large proportion of its residents have to travel to access pools in neighbouring boroughs. Again, the Council will need to consider how it can increase and sustain access to swimming provision for the short, medium and long-term whilst also acknowledging funding constraints and reduced resources. Collaborating with Sutton High School to address highlighted issues with regard to swimming pool quality and to ensure the continued availability of its pool for club use will be an important part of the overall strategy to continue to deliver swimming provision in the borough. It is a key strategic site for swimming given the limitations of facilities available for Sutton and Cheam Swimming Club.
- 12.23. Whilst there is a good supply of health and fitness facilities in the borough, the assessments have shown that facilities at Sutton Sports Village are underutilised. The assessment suggests that the Council should consider whether a reconfiguration of this site (incorporating an increased focus on accessible / low resistance equipment and spaces for health consultation) could deliver better health and wellbeing outcomes for the Council.
- 12.24. Several clubs in different sports in the borough are at membership capacity due either to current facility size or reliable availability. Look to support clubs seeking to access new/ different facilities to enable them to continue to grow participation. Sports to which this applies include badminton, swimming and gymnastics.

## 13. Next Steps

- 13.1. This Infrastructure Statement will be published alongside the Issues and Preferred Options version of the new Sutton Local Plan. This will be as part of the Council's 'Regulation 18' consultation on the draft plan.
- 13.2. Ideally, the data, information, and analysis set out in this Infrastructure Statement will prompt feedback and further insight from statutory consultees, such as the Environment Agency; as well as comments from other stakeholders, residents, and businesses.
- 13.3. Feedback on the infrastructure statement will be used to (a) help clarify and finalise the Council's understanding of infrastructure issues in the borough - allowing it to prepare a full and comprehensive Infrastructure Delivery Plan (IDP); and (b) help confirm what is an acceptable and sustainable level of growth that can be delivered in the borough, so that it can be well-served by infrastructure, and ensure that growth is complementary and helps improve both the quality of place and quality of life within Sutton.
- 13.4. More specifically, the next steps will require the Council to translate this document into a full IDP. At this next stage, the Council will identify the specific infrastructure items and schemes that are needed to help manage the impacts of growth and positively improve the state of the borough. The IDP will identify both strategic-level infrastructure requirements and site-specific infrastructure needed to unlock and deliver development. The infrastructure requirements will be itemised, costed, and have a delivery timescale set out, showing whether they are needed in the short, medium, or long-term.
- 13.5. A draft final IDP will be produced to accompany the Council's 'Regulation 19' consultation on the new Sutton Local Plan, which is expected to be early 2025.