



London Borough of Sutton Local Plan

Sutton Local Plan 2016-2031

February 2018



Local Plan Addendum

Since the adoption of the Local Plan (2018), a minor error was identified in Site Allocation S97 'Former Playing Fields' on page 326. Under "Relevant Planning History" planning application C1999/44597 should be deleted and replaced with "None".

This amendment has been made as a factual change which does not materially affect the policies in accordance with s23(2)b of the Planning and Compulsory Purchase Act 2004.

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CHAPTER FOUR: Site Allocations

Site Number	Site	Allocation
London Cancer Hub		
LCH1	London Cancer Hub	Principal Uses: Health, Medical Research and Development, Secondary School. Ancillary Uses: Retail, Community Uses, Patient Hotel / Accommodation, Open Space, Transport Infrastructure
Sutton Town Centre		
STC1	The Old Gas Works Site	Residential, retail and town centre uses
STC2	Morrisons Local and Car Park	Residential and retail
STC3	Former Burger King Site	Residential and retail
STC4	Sutton West Centre, Robin Hood Lane	(i) Safeguarded for a Primary school or (ii) residential
STC5	North of Lodge Place	Residential and retail
STC6	South of Lodge Place	Residential and retail
STC7	Kwikfit, Throwley Way	Residential and retail
STC8	North of Greenford Road	Residential and retail
STC9	Civic Centre Site, St Nicholas Way	Civic, community, residential, retail and town centre uses
STC10	Secombe Theatre	(i) Community (ii) Safeguarded for a Primary school and / or (iii) residential
STC11	Beech Tree Place	Residential and retail
STC12	North of Sutton Court Road Sites	Residential and retail
STC13	South of Sutton Court Road	Residential, hotel, health and fitness and other town centre uses
STC14	Sutton Station	Offices, residential, retail, public car parking and other town centre uses
STC15	Shops opposite Station	Residential and town centre uses
STC16	Sutherland House, Brighton Road	Residential, retail and restaurants
STC17	Petrol Station North of Subsea7	Residential, retail and town centre uses
STC18	Sutton Superbowl Site, St Nicholas Way	(i) Hotel and restaurant or (ii) Residential and town centre uses
STC19	Helena House, High Street	Residential and town centre uses
STC20	Herald House, Throwley Way	Residential and town centre uses
STC21	Sutton Park House, Carshalton Road	Residential and town centre uses
STC22	Old Inn House, Carshalton Road	Residential and town centre uses
STC23	Bus Garage, Bushey Road	Residential and bus garage
STC24	Halford Block	Residential and retail
STC25	Matalan Block, High Street	Residential and retail
STC26	31-35 St Nicholas Way	Residential and retail
STC28	St Nicholas Centre Car Park	Hotel
STC29	St Nicholas House, St Nicholas Way	Offices, town centre uses and residential
STC30	Robin Hood Lane Sites	Health and residential
STC31	Gibson Road Car Park	Residential, public car park, community and town centre uses
STC32	City House, Sutton Park Road	Residential and town centre uses
STC33	Land North of Grove Road	Residential and town centre uses

STC34	Greensleeves Manor, Grove Road	Residential
STC35	Land south of Grove Road	Residential and town centre uses
STC36	B&Q, Carshalton Road	Retail, residential and town centre uses
STC37	Wilko Site, High Street	Retail and residential
STC38	Houses adjacent to Manor Park	Residential and town centre uses
STC39	Land to rear of Times Square, Throwley Way	Residential and town centre uses
STC40	Times House, Throwley Way	Residential and town centre uses
STC41	Times Square Car Park, Throwley Way	Residential, car parking and town centre uses
STC45	Elm Grove Estate	Residential and town centre uses

Hackbridge

S1	Felnex Trading Estate, London Road	Residential, retail, employment and community uses
S2	Land adjoining Hackbridge Station	Residential and town centre uses
S3	Land North of BedZED, London Road	Primary school
S4	Vulcan House, Restmor Way	(i) Residential and offices or (ii) industry
S5	Hackbridge Station and Car Park	Residential, public car parking and town centre uses

Wallington

S6	Railway Approach and Car Park	Offices, residential, public car parking and town centre uses
S7	Wallington Square, off Woodcote Road	Residential, retail and town centre uses
S8	Lidl Site, Beddington Gardens	Retail, residential and town centre uses
S9	Ludlow Lodge, Alcester Road	Residential
S10	Land rear of 105 Stafford Road	Residential
S12	Wallington Hall and Car Park	Residential, retail, public car parking
S13	Manor Road / Ross Parade	Public house, residential and town centre uses
S14	31-35 Stafford Road	Residential and town centre uses
S19	77 Woodcote Road	Residential
S20	19 Stanley Park Road	Residential
S22	Travis Perkins, Ross Parade	Residential and town centre uses
S23	Shotfield Car Park, Shotfield	Residential, public car parking and town centre uses
S24	Land rear of 16-18 Stanley Park Road	Residential

Carshalton

S27	Charles Cryer Theatre	(i) Community uses or (ii) town centre uses
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Cheam

S31	40 The Broadway	Residential, retail and town centre uses
S33	HSS Hire Site, Malden Road	Residential and commercial

North Cheam

S35	Victoria House	Residential, retail and town centre uses
S36	Cheam Leisure Centre, 316 Malden Road	Leisure, community and health
S37	McMillan House, 54-56 Cheam Common Road	Residential
S38	Resource Centre, 667-671 London Road	Residential and offices

Rosehill

S41	Co-op Supermarket, Wrythe Lane	Residential, retail and public car parking
S42	Rear of Rosehill shops, Wrythe Lane	Residential

Worcester Park

S47	1 - 9 Windsor Road	Residential and town centre uses
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Suburban Heartlands

S51	Haredon House, London Road, Stonecot	Residential
S52	Council Offices, Denmark Road, Carshalton	Residential
S53	Council Car Park, Denmark Road, Carshalton	Residential
S54	Trading Estate and Gas Holder, Plumpton Way	Industry
S55	St Helier Hospital, Wrythe Lane, Rosehill	Health
S56	Wandle Valley Trading Estate	Residential, employment and open space
S57	Mill Green Business Park, Mill Green Road, Hackbridge	Residential
S60	Sutton United Football Club, Gander Green Lane, Sutton	Sports ground and community facilities
S61	Land to the rear of 107 Westmead Road, Carshalton	Residential and retail
S62	Allen House, 1 Westmead Road, Carshalton	Residential and town centre uses
S63	Waddon House, 283 Stafford Road, Wallington	Residential
S66	Garages at Radcliffe Gardens, Carshalton Beeches	Residential
S67	Richmond Green, Beddington	Residential
S68	Assembly Walk, off Green Wrythe Lane, Middleton Circle	Residential, or residential and community
S69	Former Century Youth Centre, Fellowes Road, The Wrythe	Residential
S71	Camperdown House, 2a Hawthorn Road	Residential
S72	Depot, Waltham Road, The Wrythe	Residential
S76	Land to west of Beddington Lane	Industry
S81	57 Montagu Gardens, Wallington	Residential
S84	Grace Court, Brighton Road, Belmont	Residential
S85	Former Henderson Hospital, Homeland Drive, Belmont	Health, residential
S90	Land west of Carshalton Athletic, Colston Avenue, Carshalton	Allotments
S97	Former Playing Fields, Sheen Way, Wallington	Open space, school
S98	Tennis Centre, Rosehill Recreation Ground. Rose Hill, Sutton	Education
S104	Land south of The Pastures, Carshalton Road, Woodcote	Gypsy and Traveller Site

Transport Schemes

S100	Beddington Lane	Road improvement scheme
S101	Carshalton Village	Traffic management scheme
S102	Sutton Town Centre	Transport proposals
S107	London Cancer Hub	Transport proposals
S108	Worcester Park Transport Corridor	Transport proposals

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CHAPTER ONE: Introduction



What is a Local Plan?

1.1 The Sutton Local Plan is a development plan document and is part of the Government's planning policy system, which was introduced by the Planning and Compulsory Purchase Act in 2004.

1.2 The purpose of the Sutton Local Plan is:

- a** To set out and deliver the council's long-term aims and aspirations for the borough.
- b** To provide a consistent basis for deciding planning applications.

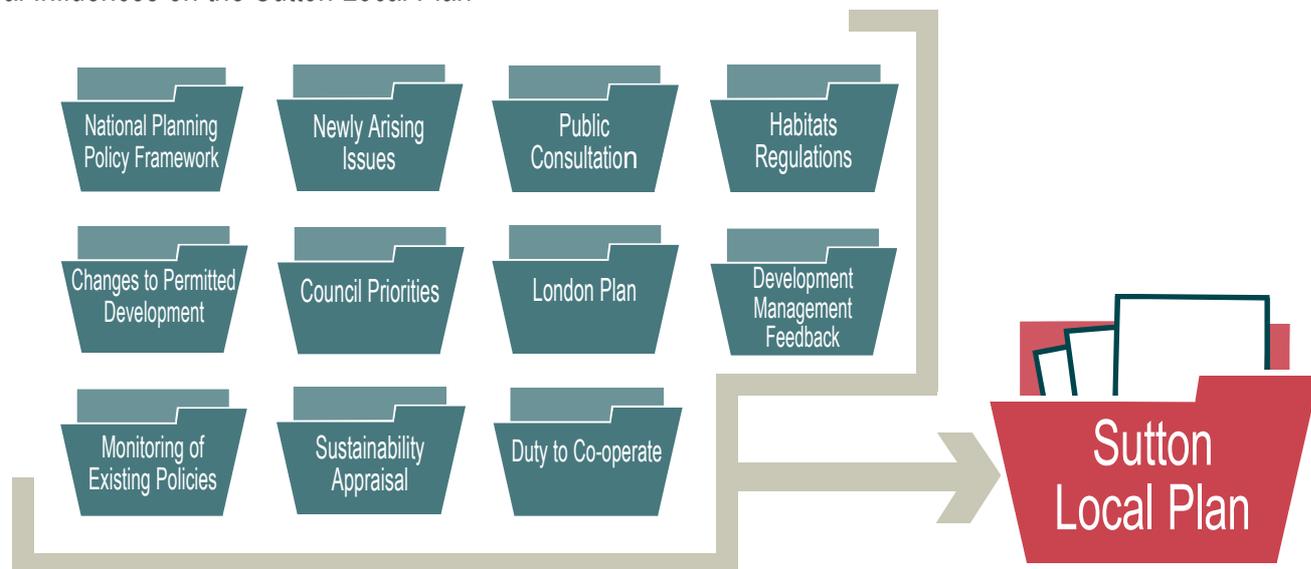
1.3 It deals with subjects such as: major new regeneration areas, new housing development, retail, office and industrial development, infrastructure provision, the protection of green space, character and design, cutting pollution, climate change and transport. The plan will cover the time period from 2016 to 2031.

1.4 This document supersedes all the policies in the Sutton Core Planning Strategy (2009) and the Sutton Site Development Policies Development Plan Document (2012). It does not supersede the South London Waste Plan (2012), produced with the London Borough of Croydon, the Royal Borough of Kingston upon Thames and the London Borough of Merton, which will remain in force to the end of its plan period in 2021. The Local Plan will set the strategic framework for any neighbourhood plans.

What influences a Local Plan?

1.7 While one of the purposes of a local plan is to set out and deliver the council's aims and aspirations for the borough, the council could not start with a blank piece of paper and unconstrained options. The principal influences on the Sutton Local Plan were:

Principal Influences on the Sutton Local Plan



- **The National Planning Policy Framework (NPPF)** - This is the Government's statement for national planning policy. To be found sound at the Examination-in-Public, a local plan must comply with Paragraph 182 of the NPPF, which states a local plan must be (a) positively prepared to meet objectively assessed need, (b) justified by following the most appropriate strategy and evidence, (c) effective, in other words the plan should be deliverable and (d) consistent with the NPPF.
- **The London Plan** - This is the Mayor of London's statement on London planning policy. Its policies are considerations when deciding planning applications submitted to the London Borough of Sutton. A local plan must be in 'general conformity' with the London Plan, according to Section 24 of the Planning and Compulsory Purchase Act 2004.
- **Public Consultation** - Councils are legally required to consult certain bodies and other bodies and persons they consider relevant and to take their representations into account.
- **Council Priorities** - The Sutton Local Plan must support the council's overarching strategy document, the Sutton Corporate Plan 2014/15 - 2018/19:
www.sutton.gov.uk/info/200436/customer_services/1067/satisfaction_and_performance/4
- **Changes to Permitted Development and Newly Arising Issues** - A local plan needs to reflect changes in national legislation regarding planning, which is increasingly moving away from full planning applications to prior approvals (council's judging potential development against a limited set of criteria) and to permitted development (development where no planning permission is required). A local plan should also take account of newly arising issues which occur as a result of social changes, such as household growth and the over-provision of certain land uses and the need to protect land uses which are vulnerable but add to the general quality of life, such as green space.
- **Duty to Cooperate** - The Duty to Cooperate is a legal requirement on the council to engage with neighbouring authorities and certain major public bodies and infrastructure regulators to ensure strategic cross-boundary and regional needs are catered for, where appropriate and possible.
- **Monitoring of Existing Policies and Development Management Feedback** - The council produces a monitoring report which analyses how its planning policies are performing:
www.sutton.gov.uk/info/200464/planning_policy/1419/annual_monitoring_report_amr
The council has used the results of this analysis to inform policy.
- **Sustainability Appraisal and Habitats Regulations** - These are both European directives which have been transposed into English legislation. The Sustainability Appraisal is a check that a Local Plan will achieve economic, social and environmental benefits and that any harm caused is mitigated by other factors. The Habitats Regulations considers the protection of European nature conservation sites.

Supporting Documents

1.8 In addition to the Local Plan, the council has also produced two principal supporting documents, which are:

- The Sustainability Appraisal
- The Policies Map

The Policies Map is a visual interpretation of a Local Plan and defines the boundaries for various land uses and proposed policies.

Evidence Base Documents

1.9 In order to ensure that the Local Plan is realistic, the council has produced a number of evidence base documents on a variety of topics. These are publicly available on the council's website and include:

- Sutton Town Centre Masterplan
- Five Year Housing Land Supply
- Housing and Economic Land Availability Assessment
- Strategic Housing Market Assessment
- Gypsy and Traveller Site Search
- Care Home Evidence Paper
- Infrastructure Study
- School Site Search
- Open Space Study
- Sites of Importance for Nature Conservation Study
- Characterisation Study
- Taller Buildings Study
- London Cancer Hub Development Framework
- Strategic Industrial Locations Land Survey
- Town Centres and Economic Development Assessment
- Sutton Town Centre Health Check
- District Centres Health Check
- Local Centre Health Check
- Town Centre Uses Evidence Paper
- Employment Land Review
- Locally Listed Building Review
- Green Belt and Metropolitan Open Land Review
- Character of SRQ Areas
- Viability of Sites

1.10 In addition to studies produced by the council, the council has used studies produced by the Greater London Authority and other public bodies, such as the Office for National Statistics, Greater London Archaeological Service and Green Infrastructure in Greater London.

1.11 The supporting documents are available to view at www.sutton.gov.uk/localplan

CHAPTER TWO: Challenges, Vision and Objectives

2.1 This chapter sets out a snapshot of the London Borough of Sutton, taken from the council's Monitoring Report. From the snapshot, five key challenges have been identified. These key challenges provide the focus for the vision of the Local Plan and the objectives for the plan.

30 Headline Trends in the London Borough of Sutton

Sutton's People

- The population is increasing
- The population is ageing
- The number of households is increasing
- The number of single-person households is decreasing
- Mortality rates for major diseases are decreasing
- 16-year-olds achieving 5+ good GCSEs is high but steady
- The number of school-age children is increasing
- Crime is falling
- The Mayor's housing target for the borough is increasing
- The number of affordable homes built is falling



Sutton's Economy

- The number of people in work is increasing
- The number of people unemployed is steady
- Residents' weekly pay is low and increasing slowly
- The number of new businesses is increasing
- The number of new jobs needed is increasing

Sutton's Centres

- The amount of retail floorspace is declining
- The amount of office floorspace is declining
- The number of food outlets is increasing
- The amount of community space is increasing
- The amount of leisure floorspace is increasing



Sutton's Linkages

- Car ownership is high but steady
- Sutton is now one of only three boroughs lacking a London Underground or London Overground station
- Sutton's commuting to the wider south-east is increasing
- The percentage of people cycling to work is low but rising slightly
- The percentage of people walking to work is falling



Sutton's Environment

- Carbon emissions per person are falling gradually
- The frequency and severity of storm events, heatwaves, water shortages and drought conditions due to climate change are increasing
- Over 2,000 homes are located in areas at higher risk of flooding
- The quality of the River Wandle is improving
- National air quality standards are not being met in some parts of the borough



Five Key Challenges

- How to meet the need for more homes which are of the right quality at the right price
- How to translate high educational achievement into high-paying local jobs
- How to manage change on town centre high streets
- How to meet transport and other infrastructure needs to support growth
- How to deliver new homes and economic growth while enhancing the borough's environment, including its heritage

Vision



By 2031, many more new homes will have been built to provide for Sutton's growing population. These homes will contribute to meeting the differing needs of Sutton's residents. There will be starter homes and affordable housing, well-designed, low-carbon homes to meet the needs of families and specialist housing to cater for the needs of older residents and others. Growing our town centres, but at the same time as enhancing their quality and defining characteristics, maintaining the characteristic, leafy and suburban feel of Sutton and providing enough schools and other facilities will mean there will be a high quality of life. Our existing businesses and investors will still be thriving and will have been encouraged and supported to develop. They will be providing good employment opportunities along with the new companies locating to Sutton who will be leaders in their field and who will be willing to pay for a local well-educated and highly skilled workforce.

The high streets and shopping parades will have adapted to the new ways of shopping. A visit to one of the centres will be more of a leisure than a retail experience. The high street environments will have been improved and shops and showrooms, fully integrated with other ways of shopping, will be interspersed with cafes, restaurants, crèches, doctors and gyms and other community and leisure facilities.

Moving about Sutton will have become easier, quicker and more comfortable. A tram will run from the London Cancer Hub to Morden to link up with the Underground and to Wimbledon to link up with train services improving the daily commute. The borough's cycle network will be more extensive and safer making short trips by bicycle much more attractive and it will be safer and more pleasant to walk to different destinations within the borough.

The quality of the borough's natural, built and historic environment will be improved by cutting pollution, tackling the causes and impacts of climate change, conserving and, where opportunities arise, enhancing heritage assets and the built environment, improving woodland and important habitats and increasing access to open space. The River Wandle and other watercourses will be clean and have wider benefits in terms of biodiversity, managing flood risk, urban cooling, local amenity and public enjoyment. Local communities will be protected from flooding, drought conditions and other extreme weather events. New development will add to the quality of the townscape and respond to local character and history.

Objectives



Sutton's People

- 1 To meet the borough's share of London's future housing need and make a positive contribution to meeting housing needs across the wider area of south-west London.
- 2 To provide homes of the right price, of the right tenure and of the right size for the borough's current and future residents.
- 3 To meet the needs of older people and other groups who need specialist housing.

- 4 To achieve the highest design and environmental standards possible and to future proof buildings in terms of a changing climate.
- 5 To use the Green Belt, Metropolitan Open Land, the parks and other open spaces to protect the open feel of the borough and its biodiversity.
- 6 To ensure growth is respectful of the suburban character and historic assets and places within the borough, promoting or reinforcing local distinctiveness.
- 7 To provide the necessary education and health facilities and to ensure utilities and digital infrastructure are fit for purpose.

Sutton's Business

- 8 To work with existing businesses so that they expand and help them to enhance their premises.
- 9 To provide new opportunities for new businesses to come and flourish in the borough.
- 10 To ensure that new businesses match residents' expectations that they will invest in local employment and training opportunities and that they will fit the aspirations of Sutton.

Sutton's Centres

- 11 To ensure the borough's centres and parades have a good range of high quality shops.
- 12 To ensure the borough's centres are adapted for 21st century shopping.
- 13 To ensure popular uses are located in the borough's centres.
- 14 To improve the public realm in the borough's centres.

Sutton's Linkages

- 15 To improve public transport within the borough and across south London, and secure improvements to the road network to address the impacts of new development where necessary.
- 16 To enhance cycle routes.
- 17 To improve footpaths and encourage walking.

Sutton's Environment

- 18 To enhance the quality of the River Wandle and increase its benefits for people and wildlife.
- 19 To protect and enhance the borough's biodiversity.
- 20 To reduce flood risk to and from new development.
- 21 To cut pollution and address the causes and impacts of climate change by promoting low carbon and environmentally sustainable developments.
- 22 To conserve and enhance the borough's historic places and heritage assets, including their settings, and address heritage at risk as part of a positive strategy for the historic environment.

2.2 Section 19 of the Planning and Compulsory Purchase Act 2004 (as amended) requires that the Local Plan is integrated with the council's sustainable community strategy. The council's strategy contains four themes:

a An Open Council

b A Green Council

c A Fair Council

d A Smart Council

2.3 As a check, the objectives in this document have been matched to the sustainable community strategy themes:

● An Open Council 8, 9, 10

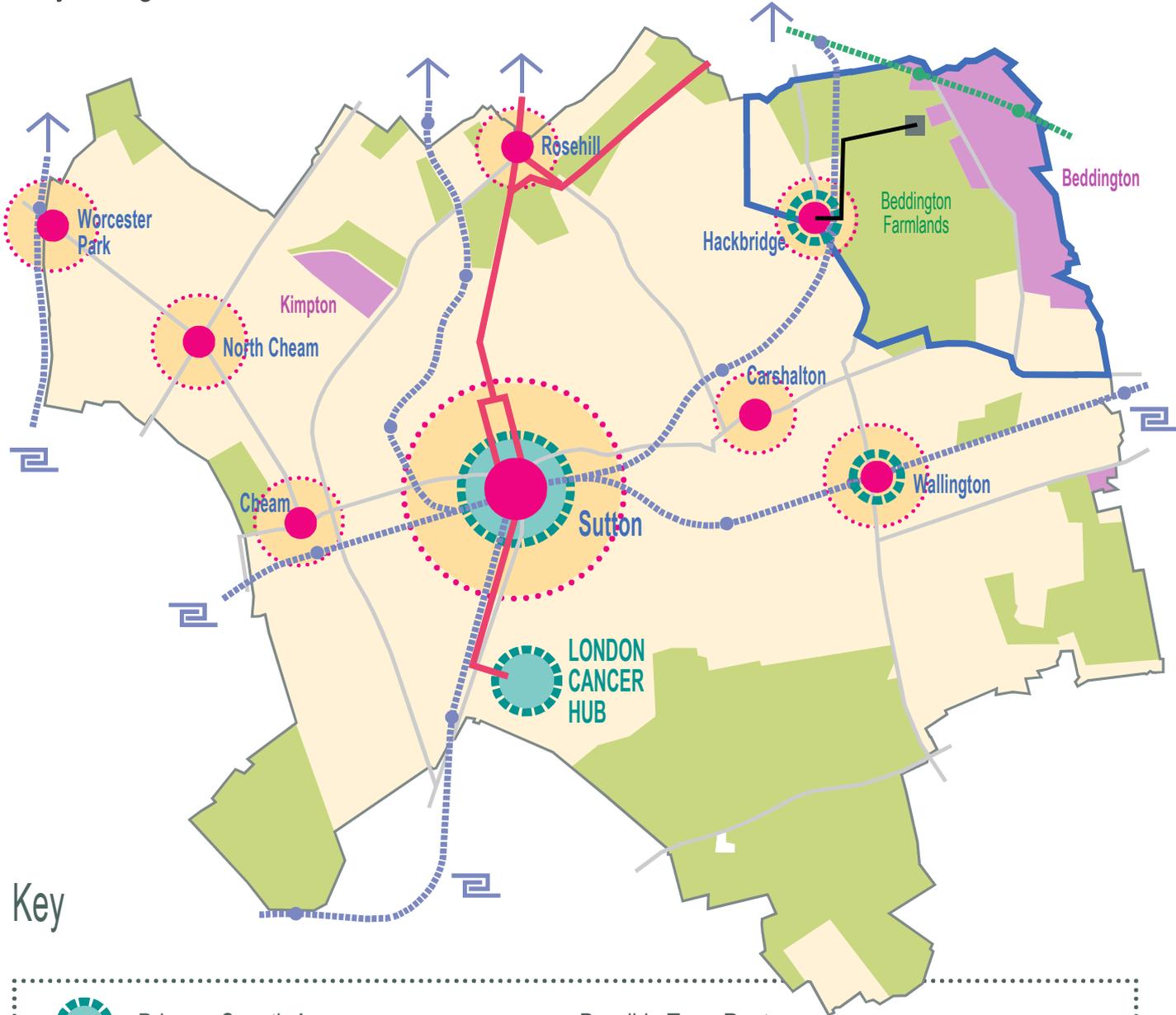
● A Green Council 3, 4, 5, 6, 7, 15, 16, 17, 18, 19, 20, 21

● A Fair Council 1, 2, 3, 7, 11, 12, 13, 14, 22

● A Smart Council

CHAPTER THREE: Planning Policies

Key Diagram for the Sutton Local Plan



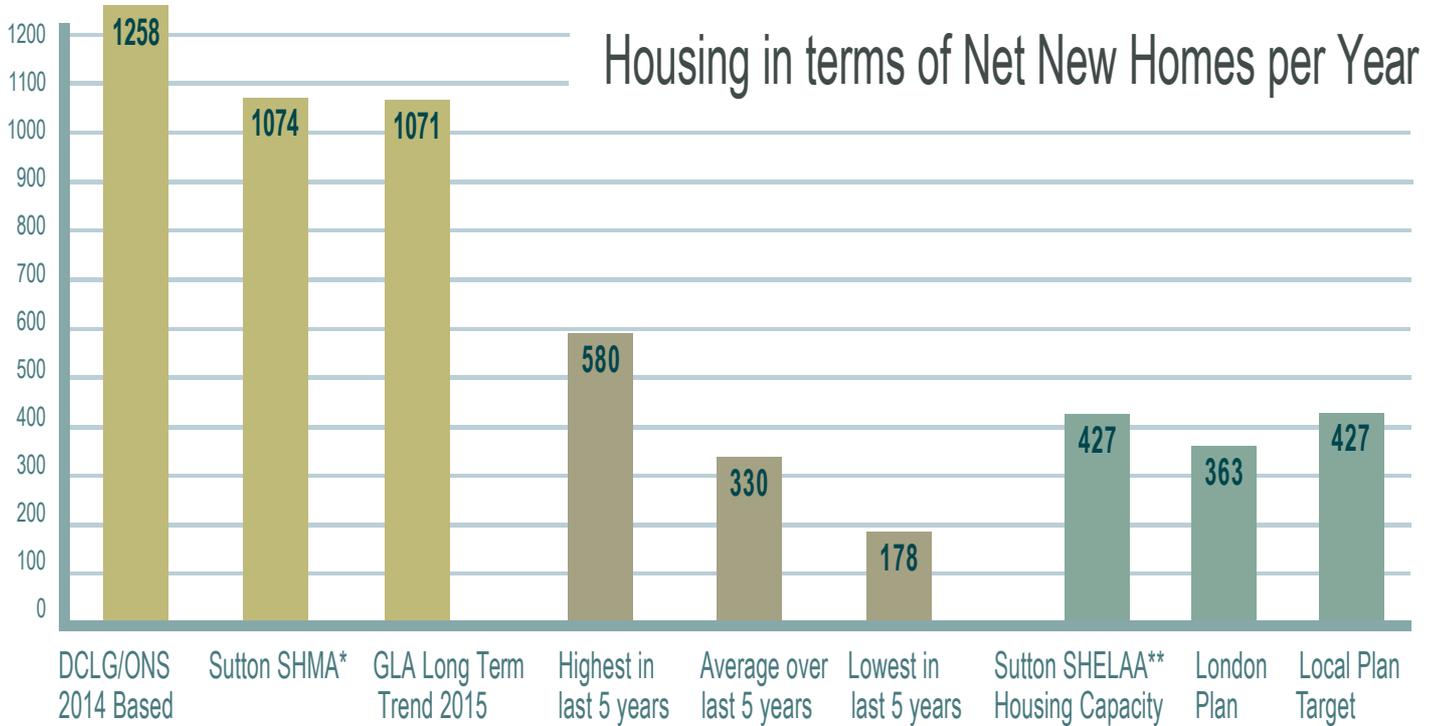
Key

	Primary Growth Areas		Possible Tram Route
	Secondary Growth Areas		Future Energy Recovery Facility and Decentralised Energy Connection
	Renewal Area		Rail
	Large Open Spaces / Green Belt		Rail Improvements:
	Town Centres		Faster and more frequent services to London
	Area of Potential Intensification		Better connectivity to South London and the South East
	Principal Industrial Areas		
	Suburban Heartlands		

Not to Scale
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POLICY 1: Sustainable Growth

Facts and Trends



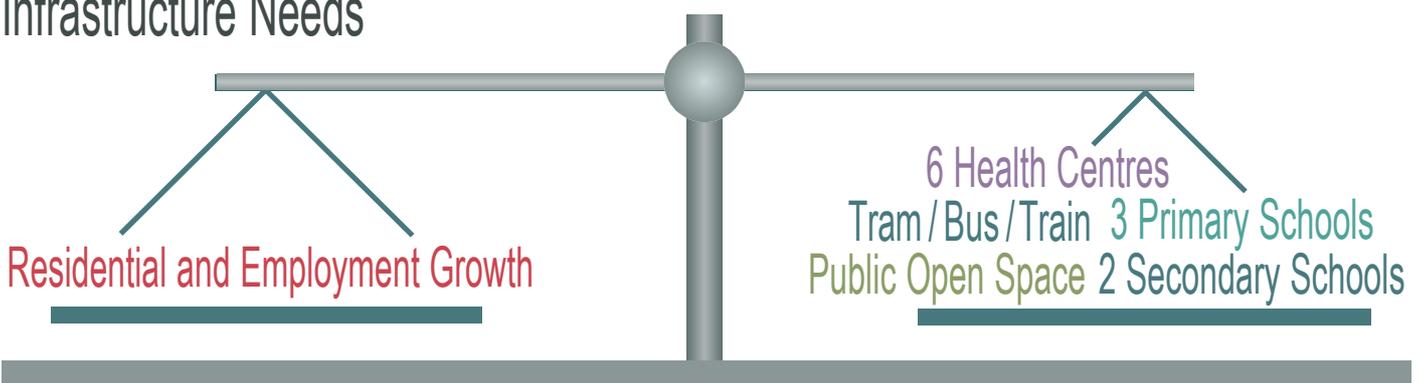
Household Projections

Housing Delivery

Housing Targets



Infrastructure Needs



Strategic Objectives

- 1** To meet the borough's share of London's future housing need and make a positive contribution to meeting housing needs across the wider area of south-west London.
- 2** To provide homes of the right price, the right tenure and the right size for the borough's current and future residents.
- 8** To work with existing businesses so that they expand and help them enhance their premises.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.
- 11** To ensure the borough's centres and parades have a good range of high quality shops.
- 15** To improve public transport within the borough and across south London, and secure improvements to the road network to address the impacts of new development where necessary.

Policy 1: Sustainable Growth

Sustainable Development

- a** When considering development proposals the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The council will create the conditions for sustainable growth to deliver homes, jobs, thriving centres and improved infrastructure. The council will protect and enhance the borough's natural and historic environment. The council will harness the benefits of sustainable development for those who live and work in the borough.

Housing Growth

- b** The council will enable the delivery of new homes to help meet London's housing needs and local housing needs by aiming to deliver at least 6,405 new homes over the plan period 2016-2031 (427 homes per annum), subject to any subsequent borough target approved by the Mayor of London over the plan period.
- c** In order to achieve this target, the council will allocate strategic sites for housing delivery, promote the redevelopment of Sutton Town Centre including with taller buildings in the Areas of Taller Building Potential, encourage the intensification of areas around Sutton Town Centre and the borough's District Centres where suitable.
- d** As a result of these measures, the council anticipates that new housing will be delivered in the following locations in the following proportions:

Sutton Town Centre and its surrounding Area of Potential Intensification	55% (c3,400 new homes)
Hackbridge District Centre and its surrounding Area of Potential Intensification	15% (c1,100 new homes)
Wallington District Centre and its surrounding Area of Potential Intensification	10% (c 635 new homes)
Other District Centres (Carshalton, Cheam, North Cheam, Rosehill, Worcester Park) and their surrounding Area of Potential Intensification	10% (c 635 new homes)
The Suburban Heartlands (the remainder of the borough not covered by Sutton Town Centre, District Centres) and their Areas of Potential Intensification	10% (c 635 new homes)

Commercial Growth

- e** To ensure a sustainable and balanced borough and to limit out-commuting over the plan period the council will enable the delivery of at least 10 additional hectares of land for industrial uses, 23,000m² additional gross office floorspace, 39,000m² additional gross retail floorspace and 10,000m² additional gross floorspace for restaurants, cafes and other food and beverage outlets, subject to Policy 18e. Figures exclude additional floorspace expected at the London Cancer Hub (see Policy 2).
- f** In order to achieve these targets, the council will allocate strategic sites for industry, offices, shops and food and beverage outlets (subject to Policy 18e), work with development partners to deliver the London Cancer Hub, encourage the re-configuration of industrial areas to make a more efficient use of land, promote the redevelopment of outdated office space to meet modern requirements, encourage, in the right circumstances, the amalgamation of shop floorplates to provide space to meet modern retail requirements, and apply a flexible approach to town centre uses to enable town centre uses other than shops to locate in town centres.

Infrastructure Needs

- g** To ensure a liveable and inclusive borough, the council will enable the delivery of a tram extension to Sutton Town Centre and the London Cancer Hub, work to improve train and bus services, links and frequencies as well as other transport infrastructure within the borough and across the region, and will enable the delivery of six new or expanded health centres, three new primary schools, two new secondary schools and over 40 hectares of public open space.
- h** In order to achieve these targets, the council will safeguard tram routes and work with the Mayor of London on the delivery of the tram extension, work with the relevant authorities to ensure an upgrade in public transport, allocate sites for health centres and schools and deliver the Wandle Valley Regional Park.

For Sutton Town Centre and Areas of Potential Intensification see Appendix 1, Maps 1.1 to 1.8 and Policies Map.



The Housing Market

P1.1 Paragraph 47 of the National Planning Policy Framework requires a local authority to meet its objectively assessed need within a housing market area. The London Borough of Sutton's analysis indicates the borough is closely linked with the London boroughs of Merton and Croydon and less closely linked with Reigate and Banstead Borough Council. The council has also considered the High Court decision brought by a consortium of London Boroughs of Islington, Camden, Greenwich, Enfield, Brent, Hackney, Lambeth, Southwark, Tower Hamlets v Mayor of London CO/16997/2013 which concluded that treating Greater London as a single housing market was an accepted approach. Therefore, the council considers the borough's housing need and supply should be considered in the context of Greater London and that the Mayor of London's London Plan housing borough targets is an effective method to re-assign objectively assessed need to areas with excess capacity across the housing market.



Commercial Forecasts

P1.2 The commercial forecasts come from the following sources:

- Employment Land Forecast: Labour Supply Growth method based on a potential growth scenario of 423 dwellings per annum. See Page 109 of the Town Centre and Economic Development Assessment (Boyer for LBS, 2015, page 109).
- Office Floorspace Forecast: Labour Supply Growth method based on a potential growth scenario of 423 dwellings per annum. See Page 98 of the Town Centre and Economic Development Assessment (Boyer for LBS, 2015, page 98).
- Retail Floorspace Forecast: Town Centre and Economic Development Assessment (Boyer for LBS, 2015, Medium Growth Scenario, Convenience Goods, Table 14 and Medium Growth Scenario, Comparison Goods, Table 14).
- Food and Beverage Forecast: Town Centre and Economic Development Assessment (Boyer for LBS, 2015, Food and Drink Leisure Capacity and Analysis, Medium Growth, Table LC7).

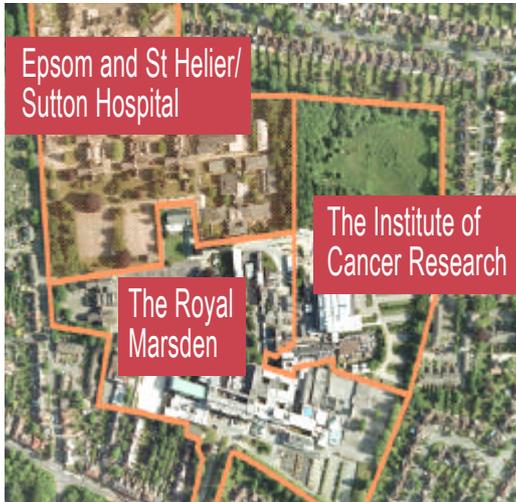
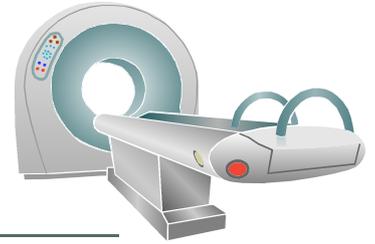
Infrastructure Need Forecasts

P1.3

- Primary and Secondary School Needs - Borough analysis by the council.
- Health Centre Needs - Borough analysis by NHS England, NHS Property Services, the Healthy Urban Development Unit, the Sutton Clinical Commissioning Group and the London Borough of Sutton's Public Health Team.

POLICY 2: The London Cancer Hub

Facts and Trends



The Site Today

- Royal Marsden Hospital: a world-leading cancer centre, treating 50,000 patients a year and providing and managing high-quality services for the local community.
- The Institute of Cancer Research: top-performing UK research institute, one of the world's most influential cancer research institutes also providing postgraduate training of international distinction.
- Sutton Hospital: now vacant.

Challenges

- A lack of an integrated development strategy due to piecemeal building.
- Fragmented land ownerships.
- A lack of space for growth.
- Many outdated facilities and infrastructure.
- Site underserved by public transport.
- A lack of amenities for staff and visitors.
- Only 13% of the site is built on (large areas used exclusively for parking).
- Difficult to navigate through, no clear entrance to the site and disconnected from the local community.

Vision and Objectives for Redevelopment

- To unlock growth in the life science sector and become part of the London-Oxford-Cambridge Golden Triangle of research and development.
- An expanded Royal Marsden Hospital and Institute of Cancer Research, new commercial medical research and development companies, a secondary school and associated leisure and retail facilities with the option of a local hospital included.
- To create around 280,000m² of state-of-the-art facilities and infrastructure in a campus location within reach of central London.
- To provide an attractive work and leisure space for researchers and clinicians, an outstanding healing environment for patients and new amenities for the local community.



The Benefits

- Research and healthcare: Increasing world-leading cancer research treatment and care, creating an environment that encourages collaboration, creating an outstanding working and healing environment and delivering new facilities with the minimal disruption to users.
- Economic benefits: £1.2bn GVA generated, 100,000m² of new commercial space, 3,500 jobs and 9,500 end user jobs on site.
- Transport: Making the case for better public transport and connectivity within the site, securing investment in infrastructure, enabling sustainable transport, better traffic and parking management in and around the site.
- Local community: A vibrant space, educational facilities and high-quality amenities, open and easily accessible to all, green space incorporated into development and a boost to the local supply chain and jobs market.

Strategic Objectives

- 7** To provide the necessary education and health facilities and to ensure utilities and digital infrastructure are fit for purpose.
- 8** To work with existing businesses so that they expand and to help them to enhance their premises.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.
- 10** To ensure that new businesses match residents' expectations, that they will invest in local employment and training opportunities and that they will fit the aspirations of Sutton.
- 15** To improve public transport within the borough and across south London, and secure improvements to the road network to address the impacts of new development where necessary.
- 21** To cut pollution and address the causes and impacts of climate change by promoting low carbon and environmentally sustainable developments.

Policy 2: The London Cancer Hub

- a** The council will work with its partners, the Institute of Cancer Research, the Royal Marsden NHS Foundation Trust, the Epsom and St Helier University Hospitals NHS Trust and the Greater London Authority, to deliver about 280,000m² additional gross mixed use floorspace at the London Cancer Hub according to Local Plan Site Allocation LCH1.
- b** Each 'development wave' will only be occupied once the necessary transport interventions have been implemented, unless equivalent means of alternative mitigation have been identified and implemented. A full transport assessment and travel plan will be required to accompany any planning applications for the development of all or any part of the site.
- c** Should the Belmont Allotment part of the site be required for the allocated uses, it should not be developed until allotments of at least the same number and horticultural quality are available for immediate use elsewhere on the site and with the necessary facilities to enable cultivation.

See also Site Allocation LCH1.

How the Royal Marsden Hospital and the Institute of Cancer Research will Expand

P2.1 The Royal Marsden Hospital's Strategic Plan 2014/15-2018/19 states that the London Cancer Hub redevelopment could include: clinical research expansion and opportunities for pharmaceutical and technological partners, the enhancement of the site and replacement of the 1960s estate, increased private care business, particularly overseas patients, and increased employment for the local workforce. The Royal Marsden Hospital's vision for its Sutton site comprises:

- 1 A need to strengthen the research capability on the Sutton site. The Institute of Cancer Research has significantly increased their estate and it would be logical for the clinical research facilities to expand alongside this academic growth.
- 2 Continuation of its current programme of renewal of facilities which provide treatment to a high volume of cancer patients on a daily basis.
- 3 A need to further develop the estate, including expanding outpatients and diagnostic services, expanding medical day care facilities, improving the facilities for haemato-oncology patients and expanding facilities for cancer research.

P2.2 The Institute of Cancer Research Estates Strategy 2012-2017's Action Plan includes a number of points relevant to the London Cancer Hub, These include: additional research accommodation at Sutton, masterplanning the Sutton site, the development of three research buildings on the vacant land north of the Institute's current buildings, the replacement of the Cancer Research UK laboratory facility with a larger research premises and re-use of the McElwain Laboratory building.

P2.3 Therefore, the policy complements both the published plans of the Royal Marsden Hospital and the Institute of Cancer Research.

How the Commercial Research and Development Floorspace will be Delivered

P2.4 The council commissioned two reports from JLL on the health research and development market to ascertain whether the research and development floorspace can be delivered. The first report provided an overview of the sector and provided examples of health research and development companies requiring sites. The report concluded that 'it is clear that there is a lack of available space, particularly in Cambridge and London. This low supply, coupled with high demand means that there is a requirement in the market for new space to come online. The London Cancer Hub has the ability to deliver this by providing flexible office/laboratory accommodation that can be tailored to meet the future requirements of an occupier while also being attractive to an investor/developer.'

P2.5 The second report includes an Occupier Marketing Strategy. It suggests that a major cancer research institute may be interested in moving to the London Cancer Hub. It also suggests that large pharmaceutical companies may find the proposition of the London Cancer Hub attractive. Indeed, several large pharmaceutical companies have previously collaborated with cancer-related medical and academic research institutions. Finally, the report suggests that modern, purpose-built laboratory space within the research 'Golden Triangle' of Oxford, Cambridge and London 'should attract an array of SMEs'.

The Co-Located Hospital Option

P2.6 The Sutton Hospital part of the London Cancer Hub, although vacant, remains significantly in the ownership of the Epsom and St Helier University Hospitals NHS Trust. The trust is currently still considering the future use of its land at Sutton. However, the council understands that one of the options being considered is the re-location of some services currently delivered at Epsom or St Helier Hospitals to the London Cancer Hub. These services could share and/or expand some of the current Royal Marsden facilities. The integrated hospital option has the potential to reduce the amount of research and development floorspace and so Site Allocation LCH1 is flexible in terms of specifying floorspace attributed to these various functions.

The Secondary School

P2.7 The London Cancer Hub will also include a secondary school, with a specialism in life sciences, located to the north of the site. It is likely that this development will be delivered ahead of many of the other developments on the site.

The Effect on the Local Job Market

P2.8 The potential size of the London Cancer Hub could have a noticeable impact on the local job market. The local job market is already operating efficiently with labour supply and demand closely matched. Indeed, the London Borough of Sutton has the eighth most economically active borough population in London (ONS Annual Population Survey, 2015-16). The London Cancer Hub development could also mean that it may not be necessary to allocate much additional office space and industrial land in the Local Plan as the London Cancer Hub could take up a significant amount of future growth in the working population.

P2.9 However, forecasting future employment trends within Greater London is difficult and highly sensitive to assumptions. Furthermore, Travel-to-Work Areas are difficult to define. The council's Strategic Housing Market Assessment notes that the secondary Westminster and City Travel-to-Work Area extends as far as the south coast. The council's Town Centre and Economic Development Assessment (Appendix table: Labour Supply Growth for B class jobs - based on 423 new homes per year) has predicted the future workforce growth within the borough and this is shown in the table below.

Labour Supply Growth for B class jobs (based on 423 new homes per year)

423 Annual Housing Target new homes per year	
6,345 Additional Dwellings 2016-2031	
2.43 Average Household Size	
15,418 Additional Residents	
66.2 % of working age	
10,208 Working Age Residents	
78.2 % of economically active	
7,983 Economically Active Residents	
43 % non-commuters	
3,432 Non-Commuting Economically Active Residents	

P2.10 As the table above shows, without any commuting the borough workforce grows by 7,983 people, but with out-commuting it could reduce to 3,432.

P2.11 The London Cancer Hub development at its maximum extent could increase the workforce by approximately 6,500 (3,000 already work fully or partially on-site). Based on the current Institute of Cancer Research workforce, it is estimated that:

- 38% (2,470 jobs) will be at the manager/senior official/professional level.
- 30% (1,950 jobs) will be at the associate technical and professional level.
- 31% (2,015 jobs) will be administrative and service level jobs.

P2.12 The council considers it is prudent to discount the job growth at the higher two levels as a large proportion of the employees in these two levels are likely to commute from across London and the South East. Therefore, the question is whether the administrative/service levels of the local labour market can accommodate the London Cancer Hub growth and sustain a growth in office and industrial floorspace. The council considers that, given the variables especially regarding out-commuting which could be considerably reduced, it is prudent to allocate the London Cancer Hub and allocate for the office floorspace and industrial land in Policy 1 but review the delivery through the plan's monitoring framework.

The Transport Improvements Necessary to Serve the Development

P2.13 The London Cancer Hub Development Framework (2016) envisages four 'development waves' for the maximum development of the site. The council has commissioned consultants WSP to identify the transport improvements needed at each wave to make the development appropriate in planning terms. A broad outline of the type of development and the transport improvements required are set out in the table overleaf. A full transport assessment will need to accompany any planning application submitted for the proposed London Cancer Hub development setting out the transport impact of the development and how it is proposed to mitigate that impact. Travel Plans for the various different users on the site will be required to encourage the use of sustainable modes of travel. This requirement is set out in Policy 36 and the council's Supplementary Planning Document 'Transport Assessments and Travel Plans' (or any successor document).

P2.14 Further work will be necessary to establish the location and scale of transport improvements to support the London Cancer Hub proposals as they are refined. In this regard the council will consider joint working with adjoining authorities including Epsom and Ewell Borough Council, Reigate and Banstead Borough Council and Surrey County Council to establish the impact of the proposals on the local road network both within and outside the borough, and how that might be mitigated and funded in the context of the existing transport network and other development proposals.



Transport Improvements associated with the development of the London Cancer Hub

	Development	Possible Transport Improvement Measures
Wave 0	New secondary school and Institute of Cancer Research expansion	<ul style="list-style-type: none"> ● 'Smarter Travel' sustainable transport measures to support shifts to different modes of transport ● Enhancements to local bus services to serve the proposed new secondary school
Wave 1	Institute of Cancer Research expansion, other research and development floorspace, patient hotel, ancillary development including underground car park	<ul style="list-style-type: none"> ● Improvements to four road junctions in the immediate vicinity ● Pedestrian route improvements at Downs Road and Pelton Avenue. Pedestrian crossing facilities, especially at Cotswold Road ● Cycling improvements from Sutton Town Centre along Brighton Road ● Increase frequency and route options of staff shuttle buses ● Re-routing the 80 and 280 buses to the site with an increase in frequency and in addition increasing the frequency of the S1, S3 and S4
Wave 2	Institute of Cancer Research expansion, integrated hospital or hospital expansion, research and development and commercial floorspace, ancillary development	<ul style="list-style-type: none"> ● Extension of Tramlink to Sutton Station and the London Cancer Hub ● Twin-tracking of railway between Belmont and Sutton and improvements to local rail services ● Improvements to six road junctions further from the development site ● Review of pedestrian, cycling and bus requirements
Wave 3		<ul style="list-style-type: none"> ● No further improvements likely to be required

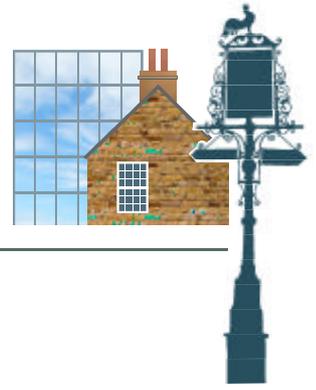


The Approach to the Allotments

P2.15 The London Cancer Hub development involves the relocation of the Belmont Allotments to the eastern fringe of the site. The new allotment area would allow for all current plots to be re-provided and for the current waiting list (31 as of May 2016) to be accommodated. The council is aware that many of the plot holders are long established on the current site and any proposal must have regard to this. Therefore, the council is seeking minimum disturbance to the ploholders unless it is absolutely necessary and clause (c) of the policy ensures that the relocation will only take place if the area is required and the alternative provision is suitable and available prior to redevelopment.

POLICY 3: Sutton Town Centre

Facts and Trends



Challenges



Food and Dining Offer narrower than rivals

Competition from Kingston and Croydon



Rise of Online Shopping



Arts, Culture and Entertainment Offer is narrower than rivals

Loss of Offices and Local Employment



Shift to Lower Quality Retailer



Gyratory is a collar around centre



Edge of Centre estates need Investment

Opportunities



A growing population



New housing



A network of local artists and cultural providers



Renovation of existing buildings

New investment in shopping centres



Many potential development sites



Surrounded by attractive neighbourhoods



Investment in new purpose-built offices



Development of the London Cancer Hub

Strategic Objectives

- 1** To meet the borough's share of London's future housing need and make a positive contribution to meeting housing needs across the wider area of south-west London.
- 2** To provide homes of the right price, right tenure and right size for the borough's current and future residents.
- 4** To achieve the highest design and environmental standards possible and to future proof buildings in terms of a changing climate.
- 8** To work with existing businesses so that they expand and to help them to enhance their premises.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.
- 10** To ensure that new businesses match residents' expectations, that they will invest in local employment and training opportunities and that they will fit the aspirations of Sutton.
- 11** To ensure the borough's centres and parades have a good range of high quality shops.
- 12** To ensure the borough's centres are adapted for 21st century shopping.
- 13** To ensure popular uses are located in the borough's centres.
- 14** To improve the public realm in the borough's centres.
- 15** To improve public transport within the borough and across south London, and secure improvements to the road network to address the impacts of new development where necessary.
- 16** To enhance cycle routes.
- 17** To improve footpaths and encourage walking.
- 22** To conserve and enhance the borough's historic places and heritage assets, including their settings, and address heritage at risk as part of a positive strategy for the historic environment.

Policy 3: Sutton Town Centre

- a** The council will work with residents, community groups, businesses, landowners, developers and relevant bodies to deliver a comprehensive approach to developments in Sutton Town Centre, having regard to the Sutton Town Centre Masterplan, the Heritage Action Zone designated by Historic England and other material considerations.

New Housing

- b** The council will enable the delivery of at least 3,400 new homes in the plan period 2016-2031 within Sutton Town Centre and its Area of Potential Intensification (227 new homes per year). The council will expect housing developments to provide a range of tenures and dwelling sizes. All developments should seek to provide a minimum of 25% of all dwellings on the site as having three bedrooms or more, unless it can be demonstrated that this would be unviable or the particular site circumstances are not suitable for family housing. The council will also investigate the feasibility of the redevelopment of the following estates: Chaucer Estate, Benhill Estate, Rosebery Gardens, Collingwood Estate, and Sutton Court. These will appear on the Policies Map as 'Potential Renewal Areas', and, subject to feasibility and viability studies, the council may bring these estates forward through an Area Action Plan which will ensure full resident consultation. However, the redevelopment of the estates can only take place with infrastructure improvements, in particular improvements in transport infrastructure such as Tramlink.

New Retail Floorspace

- c** The council will enable the delivery of at least 3,000m² gross convenience retail floorspace and at least 23,200m² gross comparison retail floorspace and 5,000m² gross food and beverage floorspace within Sutton Town Centre. The council will expect much of the new floorspace to be delivered by reconfiguring the shopping centres, retail floorspace on the ground floor of mixed use developments and, subject to the site

allocations, new or redeveloped floorspace providing solely retail floorspace. The council will expect a significant proportion of food and beverage floorspace to be delivered in the area south of Hill Road and will promote the area as a restaurant and café and cultural centre. However, food and beverage floorspace may be delivered elsewhere in the centre (see also Policy 18).

New Office Floorspace

- d** The council will enable the delivery of at least 23,000m² gross office floorspace within Sutton Town Centre. The council will expect much of this office floorspace to be delivered around Sutton station. In particular, the council will support single occupier office developments and developments for start-ups and small companies (see also Policy 16).

Character, Design and Taller Buildings

- e** All new development, including new buildings, alterations and extensions, within Sutton Town Centre and its Area of Taller Building Potential should be of high-quality design (see Policy 28). In particular, within and adjoining the Sutton High Street Crossroads Conservation Area, new development should conserve and, where practicable, enhance the significance of heritage assets and their settings. Developments should also respond positively to other heritage assets that make a positive contribution to the Town Centre, including those identified in the Sutton Town Centre Masterplan. Proposals for taller buildings must be of the highest quality and justify their presence in the townscape through careful consideration of the existing positive features in the area.

Principal Public Realm Improvements

- f** The council will support proposals to soften the effects of the gyratory. In particular, the council will encourage the creation of active frontages along St Nicholas Way and Throwley Way, the introduction of soft landscaping and measures to create a pedestrian friendly environment along the gyratory and to reduce the barrier effect of the gyratory for pedestrians intending to visit the High Street. The council will also support the removal of the Hill Road underpass under St Nicholas Way and introduce measures to improve other existing roads and alleyways in the town centre, and seek to improve the setting of Trinity Church.

Infrastructure

- g** The council will encourage the development of new infrastructure to serve Sutton Town Centre and to improve the environment for residents, shoppers, employees and visitors. In particular, the council will continue to work with Transport for London to deliver a Tramlink service to Sutton Town Centre (as set out in Policy 4) and seek to transform the existing gyratory system to make the roads less traffic dominated (see Policy 35). The council will work to improve east-west pedestrian and cycle movements, a new road link between Brighton Road and Grove Road and implement junction improvements (as set out in Policy 35) as required, in particular improvements to the junction of Throwley Way / Carshalton Road. The council will help to provide a new primary school on the Secombe Theatre site (Site Allocation STC10). The council will expect new developments, where practicable, to be future-proofed to enable connection to any future district heat network.

Delivery

- h** All new development should incorporate the requirements of site allocations STC1-STC45 later in this document, where applicable, and have regard to the Sutton Town Centre Masterplan and the town centre's distinctive heritage. Please note the site allocations are flexible for most sites and are not prescriptive regarding floorspace for each land use. Instead, a site allocation can be mixed use or mono-use. This enables businesses wishing to have their own office premises or large retailers to be able to locate in Sutton Town Centre without the requirement to provide other uses on site, providing that this does not result in an underdevelopment of the site. Nevertheless, the council will monitor floorspace development within Sutton Town Centre by use class to ensure development is occurring in the quantity required for each land use.

For the Sutton Town Centre boundary and shopping frontages see Appendix 3, Maps 3.1 and 3.2 and Policies Map.
 For Potential Renewal Areas see Appendix 1, Map 1.10 and Policies Map.
 For Sutton High Street Crossroads Conservation Area see Appendix 8, Map 8.21 and Policies Map.
 For Areas of Potential Intensification to Sutton Town Centre see Appendix 1, Map 1.1 and Policies Map.
 For Areas of Taller Building Potential see Appendix 7, Maps 7.1 and 7.2 and Policies Map.

Placeshaping Sutton Town Centre

A summary of the recommendations in the Sutton Town Centre Masterplan

South Sutton

- Improvements to heritage assets and existing buildings
- A focus on retail
- Mixed use redevelopment of the Civic Centre and removal of the Hill Road underpass
- Improving access to Manor Park
- Tram stops and improvements to the gyratory
- An improved setting for Trinity Church as a distinct local landmark

Northern Gateway

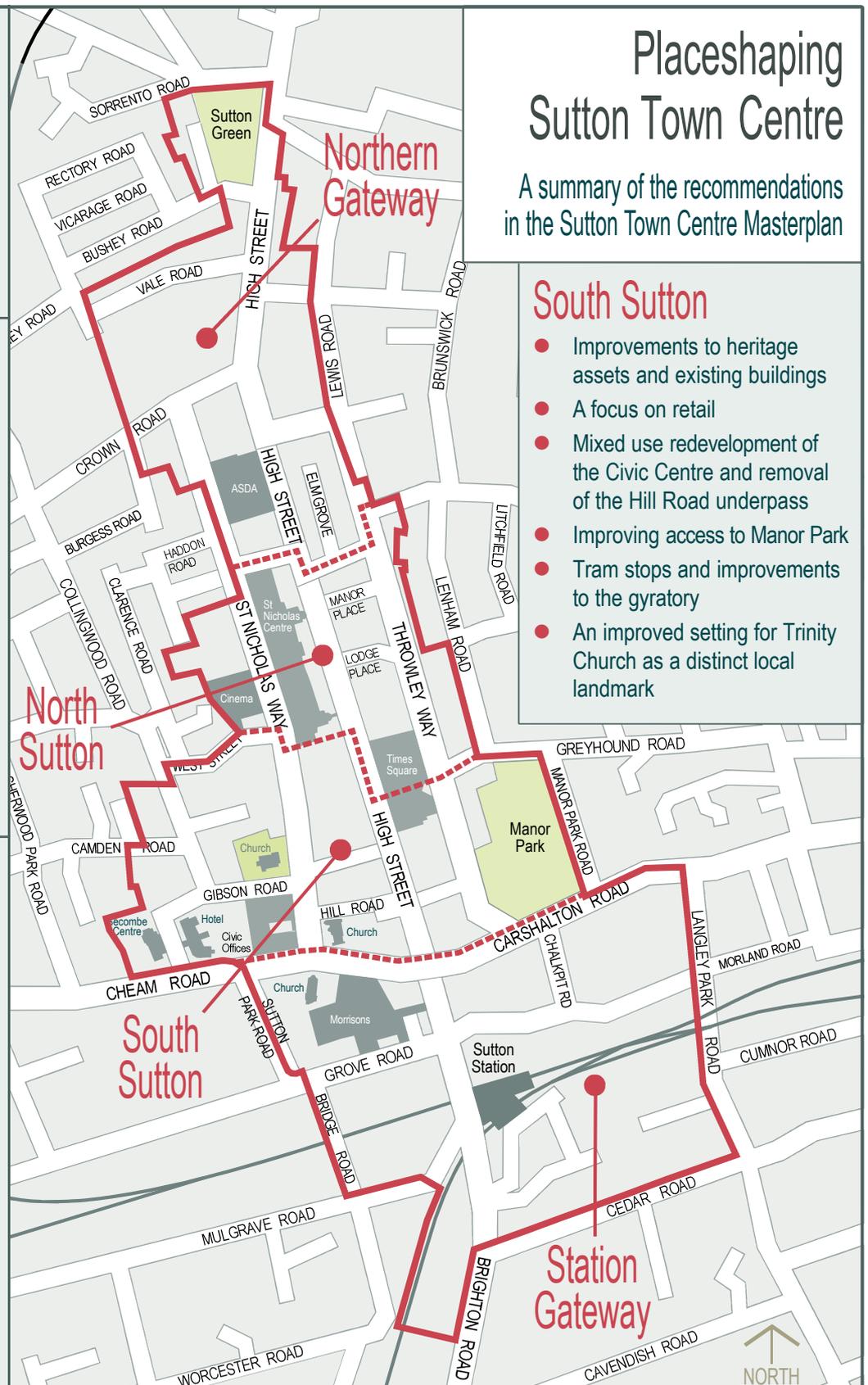
- Improvements to public realm and the townscape
- Street market
- Tram stops and improvements to the gyratory
- Focus on pop-up projects

North Sutton

- New mixed-use development along Throwley Way
- Opening the St Nicholas Centre on to St Nicholas Way
- Improvements to the lanes and alleyways
- Tram stops and improvements to the gyratory
- Encouraging the evening economy focussed on the cinema

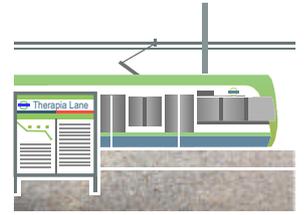
Station Gateway

- Improvements to heritage assets, existing buildings and the setting of the Baptist Church
- High quality office employment
- A focus on leisure, food and drink
- High density residential development
- Improvements to the station entrance
- Tram stops and improvements to the gyratory



POLICY 4: Tramlink / Major Transport Proposals

Facts and Trends



P4.1 Sutton Town Centre is only one of four metropolitan centres in South London and it is to be the main focus for housing and retail growth in the borough. At borough level, the need to accommodate increasing levels of housing and employment growth without creating unacceptable levels of congestion on the roads and damaging the environment requires significant investment in public transport. Furthermore, there is a need for increased connectivity between adjoining boroughs as well as to central London. However, Sutton is only one of three London boroughs which is not directly served by either the London Underground or Overground. Moreover, there are currently no major public transport schemes committed within the borough and Crossrail 2, as proposed, provides only very limited benefits to residents and businesses in the borough.

Strategic Objectives

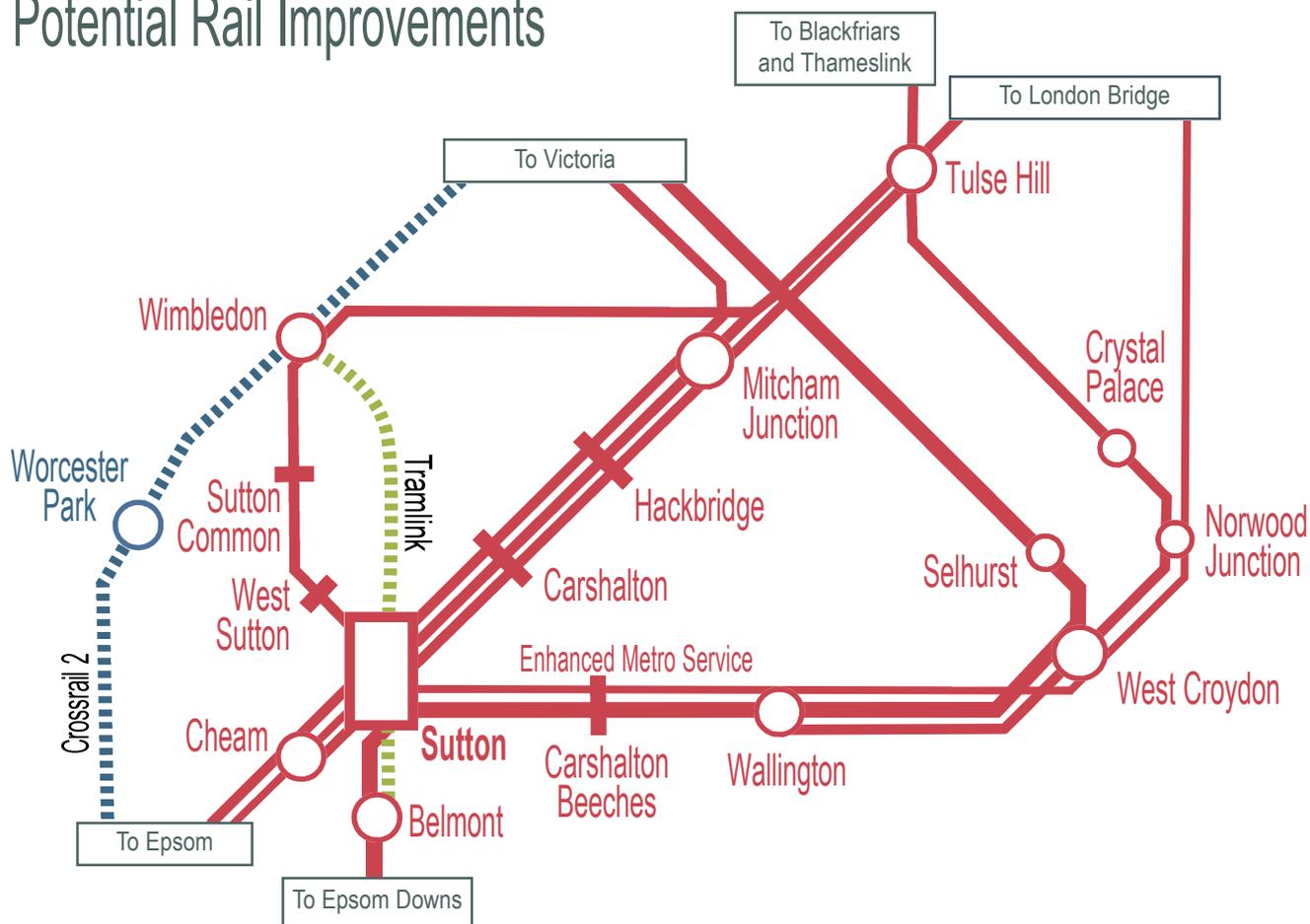
- 1** To meet the borough's share of London's future housing need and make a positive contribution to meeting housing needs across the wider area of south-west London.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.
- 15** To improve public transport within the borough and across south London, and secure improvements to the road network to address the impacts of new development where necessary.

Policy 4: Tramlink and Major Transport Proposals

The council will work with Transport for London (TfL) and other stakeholders to deliver the following strategic improvements to the transport network and where necessary safeguard land to ensure the scheme(s) can be implemented:

- a** The construction of an extension of the existing Tramlink network to Sutton Town Centre and Belmont (the London Cancer Hub, Site Allocation LCH1). The council has identified a number of alternative alignments between the borough boundary with LB Merton and Sutton Town Centre which it will safeguard as shown on the Policies Map and in Maps 11.1 to 11.3 of the Plan. The council will work with TfL to identify a suitable route for a further tram extension from Sutton Town Centre to Belmont as shown on the Policies Map and Map 11.4.
- b** The enhancement of rail service frequencies and associated infrastructure improvements across the suburban rail network to provide a more metro style service (similar to the London Overground) and improve orbital rail connections between other South London centres.
- c** The construction of Crossrail 2 and any associated transport improvements that improve linkages to Sutton Town Centre and the London Cancer Hub.

Potential Rail Improvements



P4.2 The council has worked closely with TfL for a number of years to extend Tramlink farther into the borough and to connect Sutton Town Centre as one of South London's four Metropolitan Centres to the network and improve connections with Wimbledon and Crossrail 2. Public consultation in 2014 showed 84% of respondents strongly supported or supported this proposal which is a fully accessible, highly sustainable and environmentally friendly mode of public transport. However, the scheme is currently unfunded, although land along the route has been secured or protected by the council. A further extension to Belmont would connect the London Cancer Hub to the network and Crossrail 2 at Wimbledon.

P4.3 The council has long supported the extension of the London Overground from West Croydon to Sutton and the improvement of frequencies on the Thameslink services between Sutton and Wimbledon. TfL's current proposals for taking over suburban rail services in London proposes metro style frequencies across the network and the council supports these proposals in principle or other similar proposals to achieve enhanced services and orbital connections.

P4.4 The council supports the construction of Crossrail 2, in principle, but in order that residents and businesses benefit more directly from this scheme (as Sutton is not directly served by Crossrail 2), would like to see local connections suitably enhanced between key growth areas in the borough at Sutton Town Centre and the London Cancer Hub. This could be facilitated by the extension of the tram to Sutton and Belmont.

POLICY 5: Wandle Valley Renewal

Facts and Trends



Catalysts for Change



Development Sites Ready To Go



River Wandle Improvements



Employment Floorspace Demand



Grant Funding for Park Improvements



Retail Floorspace Demand



Beddington Farmlands Restoration

Strategic Objectives

- 1** To meet the borough's share of London's future housing need and make a positive contribution to meeting housing needs across the wider area of south-west London.
- 2** To provide homes of the right price, of the right tenure and of the right size for the borough's current and future residents.
- 3** To meet the needs of older people and other groups who need specialist housing.
- 4** To achieve the highest design and environmental standards possible and to future proof buildings in terms of a changing climate.
- 5** To use the Green Belt, Metropolitan Open Land, the parks and other open spaces to protect the open feel of the borough and its biodiversity.
- 6** To ensure growth is respectful of the suburban character and historic assets and places within the borough, promoting or reinforcing local distinctiveness.
- 7** To provide the necessary education and health facilities and to ensure utilities and digital infrastructure are fit for purpose.
- 8** To work with existing businesses so that they expand and to help them to enhance their premises.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.
- 10** To ensure that new businesses match residents' expectations, that they will invest in local employment and training opportunities and that they will fit the aspirations of Sutton.
- 11** To ensure the borough's centres and parades have a good range of high quality shops.
- 12** To ensure the borough's centres are adapted for 21st century shopping.
- 13** To ensure popular uses are located in the borough's centres.
- 14** To improve the public realm in the borough's centres.
- 15** To improve public transport within the borough and across south London, and secure improvements to the road network to address the impacts of new development where necessary.
- 16** To enhance cycle routes.
- 17** To improve footpaths and encourage walking.
- 18** To enhance the quality of the River Wandle and increase its benefits for people and wildlife.
- 19** To protect and enhance the borough's biodiversity.
- 20** To reduce flood risk to and from new development.
- 21** To cut pollution and address the causes and impacts of climate change by promoting low carbon and environmentally sustainable developments.
- 22** To conserve and enhance the borough's historic places and heritage assets, including their settings, and address heritage at risk as part of a positive strategy for the historic environment.

Policy 5: Wandle Valley Renewal

New Housing

a The council will:

- work with developers to deliver family housing at Corbet Close, Hackbridge; Nightingale Close, Hackbridge; and Richmond Green, Beddington (Site Allocation S67).
- work with developers to deliver housing, with a sizeable family element, on part of the Wandle Valley Trading Estate, Beddington Corner (Site Allocation S56).
- work with developers to deliver new housing on part of the industrial estate adjacent to Hackbridge station (Site Allocation S2).

- continue to work with developers to deliver housing, with a significant family element, on part of the Felnex site in Hackbridge (Site Allocation S1).

New Shops

b The council will:

- continue to promote Hackbridge as a District Centre.
- work with the relevant developers to deliver additional retail floorspace on part of the Felnex site and on some of the industrial estate north of Hackbridge station.

New Employment

c The council will:

- work with developers to deliver new, improved industrial premises at the Felnex site in Hackbridge and the Wandle Valley Trading Estate, Beddington Corner.
- work with the Greater London Authority and landowners to deliver a more efficient use of land in the Beddington Strategic Industrial Location.
- designate land to the West of Beddington Lane (Site Allocation S76) as an extension to the Strategic Industrial Location.

New Infrastructure

d The council will:

- seek to deliver decentralised energy to new homes, including the Felnex site in Hackbridge initially and then beyond as part of further progress.
- deliver a new primary school, with high sustainability standards, on the land north of BedZED, Hackbridge (Site Allocation S3).
- work with the Sutton Clinical Commissioning Group to deliver new health facilities on the Felnex site, Hackbridge.
- work with Network Rail to produce an improved station and forecourt at Hackbridge (Site Allocation S5).
- work with partners and landowners to create and improve foot and cycle paths across the area, notably pedestrian and cycle routes to Mitcham Junction and towards Croydon from Hackbridge, and crossing improvements at London Road, Hackbridge for access to the railway station.
- support the Wandle Valley Forum to lead on securing external funding for a replacement pedestrian bridge.

New Open Space

e The council will:

- ensure that Beddington Farmlands is restored according to the Conservation Management Scheme, Section 106 Agreements and Restoration Management Plan to become the significant new element of Wandle Valley Regional Park. The council will also ensure that Beddington Farmlands provides high-quality green space, progressively becoming open to the public, and high-quality habitats for common and protected species.

Better Transport

f The council will:

- work with Transport for London and landowners to improve access to and from Beddington Lane and the Beddington Strategic Industrial Location.

- work with Transport for London to improve the condition of and environment around Beddington Lane and the Beddington Strategic Industrial Location.
- improve signage across the Wandle Valley.
- seek to improve the pedestrian link between Mill Green and Poulter Park in line with the Poulter Park Development Plan.
- work with the neighbouring councils of Merton and Croydon to encourage the co-ordination and extension of schemes into neighbouring boroughs.

Better Environment

g The council will:

- work with Thames Water to reduce the effects of Beddington Sewage Treatment Works on the environment.
- work with Transport for London to reduce the effects on air quality and encourage sustainable transport and to improve the quality of the public realm in Beddington Village.
- make improvements to Beddington Park, following grants from the Heritage Lottery and Big Lottery Funds.
- seek funding to repair heritage assets in poor condition in Beddington Park.
- expect new development to be of high-quality design and respect the River Wandle and its setting. Any taller buildings should respect the surrounding built form and neighbouring uses.

Community Initiatives

h The council will

- encourage community representatives to collaborate to fund local projects, in accordance with the Community Fund Scheme.
- work with the Wandle Valley Regional Park Trust to deliver a new local facility at Culvers Lodge, Hackbridge.
- work with the Greater London Authority to support the Beddington Business Improvement District Steering Group deliver its objectives.
- work with the Hackbridge and Beddington Corner Neighbourhood Forum to produce a neighbourhood plan.
- work with the Beddington North Neighbourhood Forum to produce a neighbourhood plan.

The River Wandle

i The council will work with Transport for London (Sustrans), the Environment Agency, Thames Water, The London Wildlife Trust, the Wandle Valley Regional Park Trust, Groundwork London and The Wandle Trust to:

- improve the water quality of the river, in particular lowering levels of phosphates and limiting sewage and road run-off.
- expand the network of walking and cycling routes, including the Wandle Trail.
- enhance the river banks for biodiversity by removing hard infrastructure.
- take a river-wide corridor approach to manage flooding, make adaptations for climate change and provide sustainable drainage.
- mitigate or remove the effects of barriers on wildlife movement.
- seek to improve the visual appearance and biodiversity value of the Beddington Carrier.
- achieve good ecological potential for the River Wandle by 2027.

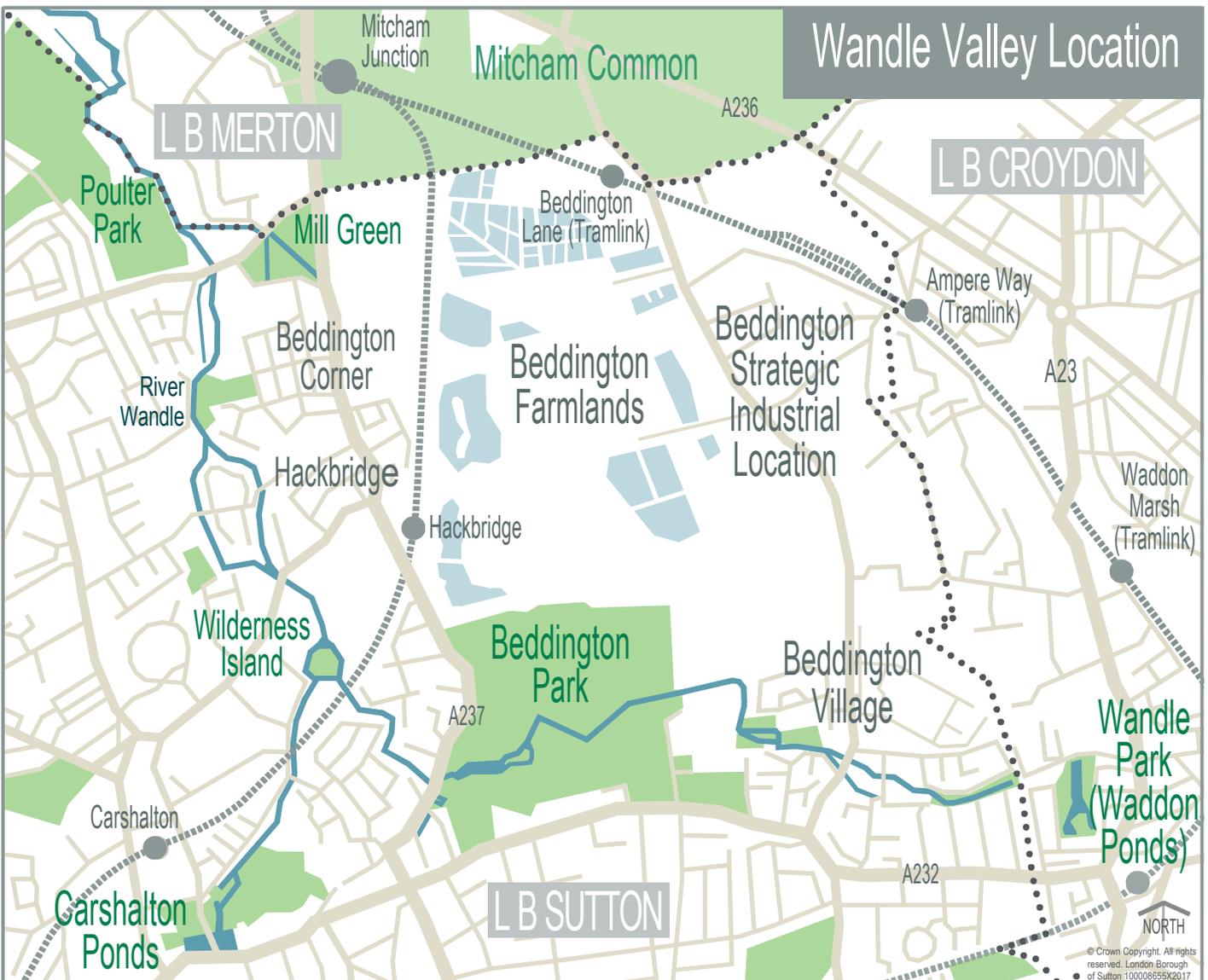
For the Beddington Strategic Industrial Location see Appendix 2, Map 2.2 and Policies Map.



Placeshaping the Wandle Valley

P5.1 The Wandle Valley is one of three growth corridors identified as of ‘city region importance’ by The Mayor of London in the current London Plan. The Mayor has also published an area framework for the Wandle Valley as part of the All London Green Grid initiative which is focussed on open space, biodiversity, sustainable transport, urban greening and heritage improvements.

P5.2 The River Wandle itself rises at Carshalton Ponds and Wandle Park (in the London Borough of Croydon). The Waddon Wandle passes through Beddington, Beddington Park and joins the Carshalton Wandle at Wilderness Island (north of Carshalton). The river skirts Hackbridge, flows across Mill Green (where it meets by the principal drain from Beddington Farmlands) and then crosses the borough boundary into the London Borough of Merton. From there, it flows on to the Thames at Wandsworth. For the purposes of this document, the Wandle Valley is taken to mean Beddington Village and its surroundings, Beddington Park, Beddington Farmlands, Beddington Strategic Industrial Location, Hackbridge and its surroundings and Beddington Corner. It includes part of the Wandle Valley Regional Park which corresponds to the area defined in the All London Green Grid Wandle Valley Area Framework.



Wandle Valley Renewal

Green Spaces safeguarded for the Wandle Valley Regional Park

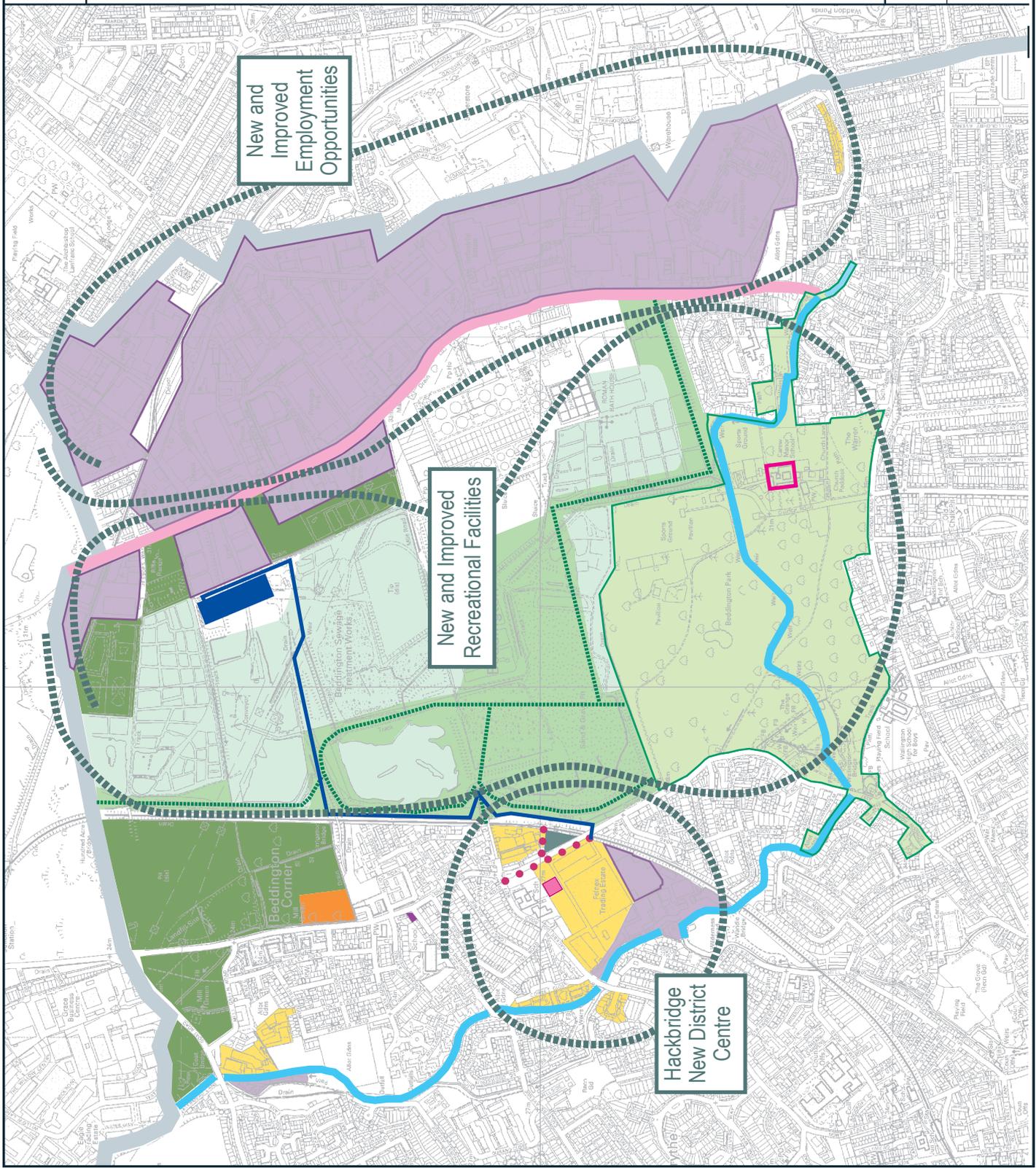
- Beddington Park
- Public Access
- Restricted Access
- Other parts of the Park
- New Homes
- New Shops
- New or Improved Employment Areas
- New Energy Recovery Facility and Infrastructure for Local Energy Supply
- New Health Facility
- New Local Facility
- New School
- New Footpath
- Improved Road
- Improved Station Forecourt
- River Enhancements
- Heritage Enhancements
- Borough Boundary

September 2015

Not to Scale



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POLICY 6: Distinctive District Centres

Facts and Trends



Carshalton Village Life



Carshalton

Carshalton is a historic district centre, and the whole centre and its surroundings were designated a Conservation Area in 1968. The focus of the centre is Carshalton High Street but it is surrounded by the remnants of former large estates, such as Carshalton Park and Grove Park with Carshalton Ponds.

Strengths: A plethora of Listed Buildings and Structures, including the Water Tower and All Saints Church, and other attractive buildings. A high proportion of independent retailers and services, cafes and restaurants on the High Street as well as historic pubs, a leisure centre and a library.

Enhancement Opportunities: On the whole, there is a high standard of design but the north side of the High Street could be improved. Traffic congestion is also an issue.

Cheam Tudor Heritage



Cheam

Cheam is also a historic district centre, and the whole centre and its surroundings were designated a Conservation Area in 1970. The centre was originally a village serving Nonsuch Palace and its park. The focus of the centre is the crossroads.

Strengths: Around the crossroads, there are some fine mock-Tudor buildings and a number of Listed Buildings. The centre features a good selection of independent retailers and a number of businesses. It also has a high proportion of restaurants and cafes.

Enhancement Opportunities: As a major traffic junction, the centre suffers from traffic congestion. There are a few sub-standard buildings in architectural terms.

North Cheam Staging Post for the South



North Cheam

North Cheam is located at a prominent crossroads on the old Roman road of Stane Street, now the A24 to Worthing. The centre was generally developed in the 1930s and for a long time was dominated by the large Queen Victoria public house. The old pub was replaced by a smaller version and a large office block, which has been vacant for some time.

Strengths: The centre is well served by public transport, has a large supermarket and has recently been subject to public realm improvements.

Enhancement Opportunities: A high quality redevelopment of the vacant Victoria House office block would significantly enhance the centre. The redevelopment could also be a catalyst for a reduction in the number of vacant retail units. Further public realm improvements would be beneficial.

Rosehill

The Garden Suburb Centre



Rosehill

Rosehill is the principal centre of the St Helier housing estate, which was built between 1928 and 1936 by the London County Council as an 'out-county' cottage estate, following the Garden City design principles.

Strengths: The centre portrays many of the cottage estate principles, such as large, steep sloping roofs found in Kent and Sussex villages on the retail units. The Art Deco former cinema on Bishopsford Road is a Listed Building.

Enhancement Opportunities: Some of the retail premises, notably the blank wall of the Co-op, would benefit from improvement. The Local Plan intends that the centre will be served by the Tram extension from Wimbledon. The large roundabout has a negative impact on the environment, causing congestion and air pollution.

Worcester Park

Stylish Suburbia



Worcester Park

Worcester Park was once part of Henry VIII's Great Deer Park adjacent to Nonsuch Palace. It was mainly developed during the 1930s on either side of a major traffic route leading to one of the few crossing points of the Waterloo to Epsom rail line.

Strengths: The main road, Central Road, features some interesting shop and building frontages. It has a good selection of retailers including many High Street names, such as Waitrose and Sainsbury's, and a fair-sized finance and business sector.

Enhancement Opportunities: Traffic congestion is the major weakness of the centre, there is no focal point and no open space making the centre feel highly urbanised. Worcester Park station is set to become a Crossrail 2 station in 2031 and so the centre will benefit from fast rail services to central London and beyond.

Wallington

The Lively High Street

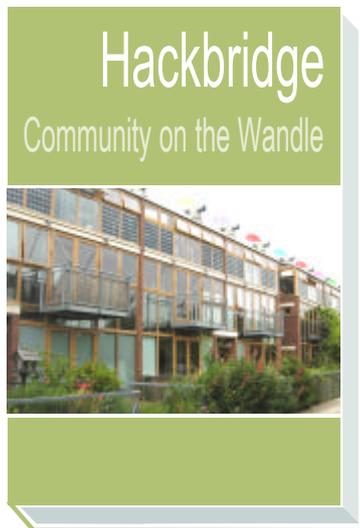


Wallington

Wallington was originally a small village centred on Wallington Green but, with the arrival of the railway, it spread along Manor Road and Woodcote Road. It has been developed extensively from Victorian times and is now the borough's biggest district centre.

Strengths: The main retail area is Woodcote Road with Sainsbury's the 'anchor' store and it is supplemented by a mix of chain and independent retailers as well as a number of commercial businesses. The Listed Old Town Hall and nearby library is the community focal point. The centre is surrounded by no less than four Areas of Special Local Character.

Enhancement Opportunities: The centre is dominated by traffic and has a poor sense of arrival particularly from the station. The Local Plan is extending the designation of Wallington town centre to include the former local centre of Stafford Road whose public realm and retail offer could be improved.



Hackbridge

Hackbridge was once an important industrial and watercress-growing area but, when the railway came in 1868, more residential development occurred. Over the course of this and the last century, the industry has gradually left Hackbridge and the centre now has some sizeable development sites.

Strengths: The centre is focussed on Hackbridge Corner which has a basic range of shops but this is expected to expand with new developments. The centre includes BedZED, the iconic zero carbon development, the attractive Hackbridge Green and the River Wandle.

Enhancement Opportunities: Hackbridge residents have a strong community spirit and are producing their own Neighbourhood Plan which will set out the enhancements to the centre.

NB: Hackbridge is a District Centre but proposals for its redevelopment are covered in Policy 5.

Strategic Objectives

- 1** To meet the borough's share of London's future housing need and make a positive contribution to meeting housing needs across the wider area of south-west London.
- 2** To provide homes of the right price, of the right tenure and of the right size for the borough's current and future residents.
- 3** To meet the needs of older people and other groups who need specialist housing.
- 4** To achieve the highest design and environmental standards possible and to future proof buildings in terms of a changing climate.
- 5** To use the Green Belt, Metropolitan Open Land, the parks and other open spaces to protect the open feel of the borough and its biodiversity.
- 6** To ensure growth is respectful of the suburban character and historic assets and places within the borough, promoting or reinforcing local distinctiveness.
- 7** To provide the necessary education and health facilities and to ensure utilities and digital infrastructure are fit for purpose.
- 8** To work with existing businesses so that they expand and to help them to enhance their premises.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.
- 10** To ensure that new businesses match residents' expectations, that they will invest in local employment and training opportunities and that they will fit the aspirations of Sutton.
- 11** To ensure the borough's centres and parades have a good range of high quality shops.
- 12** To ensure the borough's centres are adapted for 21st century shopping.
- 13** To ensure popular uses are located in the borough's centres.
- 14** To improve the public realm in the borough's centres.
- 15** To improve public transport within the borough and across south London, and secure improvements to the road network to address the impacts of new development where necessary.
- 16** To enhance cycle routes.
- 17** To improve footpaths and encourage walking.

- 18** To enhance the quality of the River Wandle and its benefits for people and wildlife.
- 19** To protect and enhance the borough's biodiversity.
- 20** To reduce flood risk to and from new development.
- 21** To cut pollution and address the causes and impacts of climate change by promoting low carbon and environmentally sustainable developments.
- 22** To conserve and enhance the borough's historic places and heritage assets, including their settings, and address heritage at risk as part of a positive strategy for the historic environment.

Policy 6: Distinctive District Centres

Carshalton

Plan Projects

The council will:

- a** Work with Transport for London to relieve traffic flow and improve the pedestrian experience around Carshalton Ponds and in the High Street.
- b** Support proposals for the redevelopment of the Charles Cryer Theatre provided they retain or replace the existing arts and cultural facilities and conserve and enhance the Conservation Area (Site Allocation S27).
- c** Support proposals for a new local health facility, provided they conserve and enhance the Conservation Area.
- d** Support proposals for additional retail (A1 Use Class), office (A2/B1a Use Class) and food and beverage (A3/A4 Use Class) floorspace.

Long Term Aspirations

- e** The council would like to see the redevelopment of the pharmacy and Beacon Grove to improve the appearance of the northern side of the High Street in order that it respects the key elements of the Conservation Area.

Cheam

Plan Projects

The council will:

- f** Work with Transport for London to resolve the traffic congestion at the crossroads so that any junction improvements conserve and enhance the Conservation Area.
- g** Support proposals for the redevelopment of 40 The Broadway (Waitrose) provided they conserve and enhance the Conservation Area (Site Allocation S31).
- h** Support proposals for additional retail (A1 Use Class), office (A2/B1a Use Class) and food and beverage (A3/A4 Use Class) floorspace.

Long Term Aspirations

- i** The council would like to see the redevelopment of those buildings which have a negative impact on the Conservation Area so that they respect the key elements of the area.

North Cheam

Plan Projects

The council will:

- j** Support proposals for the redevelopment of Victoria House (Site Allocation 35) provided they are of a high quality and sensitive design, enhance the vitality of the centre, provide good quality homes and improve the public realm.
- k** The council will support proposals for additional retail (A1 Use Class), office (A2/B1a Use Class) and food and beverage (A3/A4 Use Class) floorspace.

Long Term Aspirations

- l** The council would like to see better linkages with Sainsbury's and the rest of the centre and improvements to the public realm, the shopping frontages and shopfronts to provide a more unified sense to the centre.

Rosehill

Plan Projects

The council will:

- m** Work with Transport for London to deliver a tram service to serve Rosehill as part of a Wimbledon to London Cancer Hub line.
- n** Support proposals for the redevelopment of the supermarket and servicing roads to the rear so that the retail and post office uses are retained but it results in a higher quality building, most notably involving the removal of the blank frontage to Wrythe Lane (Site Allocation S41).
- o** Support proposals for additional retail (A1 Use Class), office (A2/B1a Use Class) and food and beverage (A3/A4 Use Class) floorspace.

Long Term Aspirations

- p** The council would like to see the conservation and enhancement of The Market shopping parade on Wrythe Lane and Rose Hill, particularly the upper floors of the parade.
- q** The council would like to see measures which improve traffic flow around Rosehill roundabout, pedestrian movement around the roundabout and across Wrythe Lane and improve the public realm generally.

Wallington

Plan Projects

The council will:

- r** Work with partners to deliver flood alleviation schemes at Wallington station and Beddington Gardens.
- s** Support proposals for the redevelopment of the area around the station and the Lidl supermarket. These redevelopments should provide a mixture of residential and town centre uses and should improve the access and legibility to and from Wallington station (Site Allocations S6 and S8).
- t** Support proposals for the redevelopment of the north side of Ross Parade. These redevelopments should provide a mixture of residential and town centre uses and the public house and building supplies premises should be retained (Site Allocations S13 and S22).

- u** Support proposals for the redevelopment of Wallington Square. The redevelopment should include a significant proportion of town centre uses and some residential uses (Site Allocation S7).
- v** Support proposals for the redevelopment of Wallington Hall. The redevelopment should include residential uses, town centre uses on the Stafford Road frontage and retain an element of public car parking (Site Allocation S12).
- w** Support proposals for the redevelopment of Shottfield Car Park. The redevelopment should include residential uses or town centre uses and retain an element of public car parking (Site Allocation S23).
- x** Support the proposals for the redevelopment of 31 to 35 Stafford Road. The redevelopment should include residential and town centre uses (Site Allocation S14).
- y** Support additional retail (A1 Use Class), office (A2/B1a Use Class) and food and beverage (A3/A4 Use Class) floorspace.

Long Term Aspirations

- z** The council would like to see the refurbishment and re-design of the Sainsbury's supermarket to interact better with the rest of the centre. In particular, the council would like to see an active frontage on Woodcote Road and a more active frontage on Stafford Road.
- aa** The council would like to see a reduction in the vacancy level and an improvement in the retail offer on Stafford Road as a result of its inclusion in the district centre.

Worcester Park

Plan Projects

The council will:

- bb** Work with the Royal Borough of Kingston upon Thames, the Mayor of London, Transport for London and Network Rail to deliver Crossrail 2 services to Worcester Park station.
- cc** Work with the Royal Borough of Kingston upon Thames and Transport for London to identify and resolve constraints to traffic flow on the road corridor North Cheam - Worcester Park - Old Malden - A3 roundabout, which will improve traffic flow and air quality levels at Worcester Park.
- dd** Work with partners to deliver a flood alleviation scheme in the area.
- ee** Support proposals to redevelop 1 to 9 Windsor Road for town centres uses on the ground floor and additional residential units (Site Allocation S47).
- ff** Support proposals for additional retail (A1 Use Class), office (A2/B1a Use Class) and food and beverage (A3/A4 Use Class) floorspace.

Long Term Aspirations

- gg** The council would like to see an improvement to the retail units on the approach to the station.

For the District Centres see Appendix 3, Maps 3.3 to 3.9 and Policies Map.

For Carshalton and Cheam Village Conservation Areas see Appendix 8, Maps 8.13 and 8.14 and Policies Map.

POLICY 7: Housing Density

Facts and Trends



Housing Supply and the Mayor of London's Density Matrix

P7.1 In order to increase the supply of new homes in a region already as built-up as London, the intensification of existing residential areas provides a potential source of new homes. However, this intensification does not come without its problems in terms of the loss of suburban character, increased pressure on infrastructure (especially on roads which were often built prior to mass car ownership) and a loss of family homes.

P7.2 The Mayor of London's approach to housing density is through the use of his housing density matrix. The matrix requires that the borough is divided into central, urban and suburban settings each with its own appropriate range of densities for new developments depending on public transport accessibility. Central settings (and the highest densities) are normally expected to be applied to an area with 800 metres of a metropolitan centre (Sutton Town Centre), urban settings to an area within 800 metres of a district centre and suburban settings (lowest densities) to all remaining areas. 800 metres is considered to be a 5 to 10 minute walk.



The Character of Sutton

- A series of urban villages surrounded by suburban residential development
- Most with significant or some heritage value
- Usually linear in form
- Often no hinterland, abutting suburban areas



Central Setting

- Very dense development
- Mix of uses
- Large building footprints
- Buildings from four to six storeys and above only found in Sutton Town Centre



Urban Setting

- Denser development
- Buildings of two storeys and above in form of terraced houses and flats
- Mixed uses
- Medium sized footprints
- Found within or close to town centres



Inner Suburban Setting

- Two storey short terraced
- Semi-detached and some detached houses
- Found close to town centres



Outer Suburban North

- Two storey mainly short terraced
- Semi-detached and some detached houses



Outer Suburban South

- Low density
- Two storey semi-detached and detached houses

P7.3 As the borough's Characterisation Study and the pictures above summarising the study show, the borough's built environment does not easily fit within the London Plan density matrix, particularly because:

- 1 The hinterlands of town centres rarely extend more than 200-300 metres from the centre.
- 2 Indeed, if a 800-metre intensification zone was applied to the town centres, a continuous intensification belt would stretch across the centre of the borough from Worcester Park to Wallington and local distinctiveness would be lost.
- 3 The area around Sutton Town Centre is urban/suburban in character rather than central.

Therefore, the council has modified the London Plan density matrix to be appropriate for local character in the policy below.

Strategic Objectives

- 2 To provide homes of the right price, of the right tenure and of the right size for the borough's current and future residents.
- 6 To ensure growth is respectful of the suburban character and historic assets and places within the borough, promoting or reinforcing local distinctiveness.

Policy 7: Housing Density

Local Character

- a The council will permit new dwellings and conversions of existing properties provided the density is suitable to the local character and taking into account the characteristics of Conservation Areas, Areas of Special Local Character and respecting the Suburban Heartlands (see Appendix 8, Maps 8.8 to 8.46 and Policies Map).

Within Sutton Town Centre

- b** As a guide, the council will expect new developments to be within the Central Setting of the London Plan Density Matrix (see below). This will be applied within the Sutton Town Centre boundary (see Appendix 1, Map 1.1 and Policies Map).

Within the Sutton Town Centre Area of Potential Intensification

- c** As a guide, the council will expect new developments to be within the Urban Setting of the London Plan Density Matrix (see below). This will be applied to an area within approximately 800 metres walking distance of Sutton Town Centre (see Appendix 1, Map 1.1 and Policies Map).

Within District Centres and the Areas of Potential Intensification

- d** As a guide, the council will expect new developments to be within the Urban Setting of the London Plan Density Matrix (see below). This will be applied to an area within approximately 400 metres walking distance of a district centre (see Appendix 1, Maps 1.2 to 1.8 and Policies Map).

Within the Suburban Heartlands (all other residential areas)

- e** Developments should maintain and seek to enhance the quality of the borough's environment ensuring all new development respects the positive features of Sutton's character, reinforcing local distinctiveness and a sense of identity. The council will apply the Suburban Setting of the London Plan Density Matrix (see below) to these areas.

Advice on Meeting the Policy

London Plan (2016) Density Matrix

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	35 - 55 u/ha	35 - 65 u/ha	45 - 90 u/ha
	40 - 65 u/ha	40 - 80 u/ha	55 - 115 u/ha
	50 - 75 u/ha	50 - 95 u/ha	70 - 130 u/ha
Urban	35 - 65 u/ha	45 - 120 u/ha	45 - 185 u/ha
	40 - 80 u/ha	55 - 145 u/ha	55 - 225 u/ha
	50 - 95 u/ha	70 - 170 u/ha	70 - 260 u/ha
Central	35 - 80 u/ha	65 - 170 u/ha	140 - 290 u/ha
	40 - 110 u/ha	80 - 210 u/ha	175 - 355 u/ha
	50 - 110 u/ha	100 - 240 u/ha	215 - 405 u/ha

POLICY 8: Affordable Housing

Facts and Trends



1,018

affordable homes need based on occupants spending 30% of income on housing costs

238%

Net affordable need of the housing target

P8.1 Property prices in the borough are considerably above the national average: Land Registry data (August 2016) shows that the change in average property price in the London Borough of Sutton between August 2015 and August 2016 was from £327,396 to £381,288, a jump of 16.5%. This Land Registry data also shows that the rise in average property prices in England in this period (August 2015 to August 2016) was from £215,756 to £235,573, a jump of 9.2%. The average price in Sutton borough in August 2016 was therefore 62% above the national average.

P8.2 There is also a continuing need for affordable housing in the borough. Sutton council's Strategic Housing Market Assessment (GL Hearn, May 2015) states that for 2013 to 2031, a net need of 1,018 homes per year has been identified (a gross need of 18,322 units - based on occupants spending 30% of their income on renting). This study has also analysed likely house size need for 2013 to 2031 and sets out that the requirement for affordable housing in the borough over this period can be split as follows: 38.7% for 1 bedroom; 34.7% for 2 bedrooms; 23.8% for 3 bedrooms and 2.9% for 4 bedrooms+. The net affordable need is 238% of the plan's annual housing target.

Strategic Objectives

- 2** To provide homes of the right prices, of the right tenure and of the right size for the borough's current and future residents.

Policy 8: Affordable Housing

- The council will seek to maximise affordable housing from all sources, of which 75% should be for social / affordable rent and 25% intermediate, in accordance with the council's Strategic Housing Market Assessment (GL Hearn, May 2015).
- A contribution towards affordable housing will be expected on housing sites capable of delivering 11 units or more gross or which have a maximum combined gross floorspace of more than 1000m².
- The council will seek a minimum of 35% of all dwellings to be affordable on a site when negotiating on individual residential and mixed-use schemes. The council will have regard to:
 - individual site costs.
 - economic viability.
 - the availability of public subsidy.
 - any other scheme requirements.
- The council will expect the affordable housing contributions for developments of 11 units or more gross to be made on-site but, in exceptional cases, where it can be demonstrated that it would be more beneficial to the council's affordable housing objectives, the council may accept the provision of affordable housing off-site, or a payment in lieu.

- e Where schemes are brought forward for ten or fewer dwellings, the developer will need to satisfy the council that:
 - (i) the proposal does not represent an underdevelopment of the site having regard to the character of the area, the level of public transport accessibility (PTAL rating) and the London Plan Density Matrix (see Policy 7 Housing Density).
 - (ii) a large site is not brought forward in phases to avoid the threshold at each stage. In such circumstances, the council will apply the affordable housing target to subsequent phases based on the capacity of all phases, including those already permitted or built.

Advice on Meeting the Policy

P8.3 The policy applies to all new housing developments, including changes of use for wholly residential and mixed use sites incorporating residential use, where planning permission is required. In considering whether sites are capable of delivering 11 units or more the council will have regard to the character of the area, the level of public transport accessibility (PTAL rating) and the London Plan Density Matrix.

P8.4 In considering proposed developments, the council will take into account the economic viability of a scheme and the most effective use of public subsidy, as well as any particular costs associated with the development of the scheme. In such cases, the council will request that the developer provides a financial appraisal of the scheme so that a fair contribution can be agreed, subject to the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance 2017: Homes for Londoners. The GLA Affordable Housing 'Three Dragons' Toolkit can be used for this purpose. The council will nonetheless expect developers to have taken into consideration any abnormal costs in developing a site before acquiring the land. This should include consulting the council on any particular policies or planning obligations relevant to the development of the site.

P8.5 A significant proportion of new development is likely to be in town centre locations and will comprise a high proportion of one and two bedroom flats. This will not meet the need for larger family-sized affordable units. Therefore, cash-in-lieu payments may be considered to provide this type of housing in more appropriate locations for family dwellings.

P8.6 Further details on the council's approach to seeking affordable housing both on- and off-site along with how the council will apply this policy to maximise the delivery of affordable housing on larger sites that may be developed in phases can be found in the council's Affordable Housing SPD (or any successor document).

Starter Homes

P8.7 The Government published the Housing and Planning Act 2016 on 24 May 2016. The act includes the primary legislation for 'Starter Homes'. The Government is introducing 'Starter Homes' as a way to help first-time buyers to buy their own home at a discount price. 'Starter Homes' should be offered at a discount of at least 20% below market value, and in London they should cost no more than £450,000 (based on the average price paid by a first-time buyer).

P8.8 The Government is considering measures that would allow developers to include 'Starter Homes' in development as an alternative to affordable housing. The Government's 'Starter Homes Technical Regulations' consultation (March 2016) indicates the intention for 'Starter Homes' to apply to sites of 10+ units (or 0.5 hectares) and for 20% to represent the minimum level of provision. Exemptions are anticipated to apply on grounds of viability and for certain types of sites and uses. Where delivered, re-sale values will 'taper' back up to full open market value - with the details still to be confirmed by secondary legislation. The exact proportion of 'Starter Homes' required, and the scale of qualifying sites upon which they must be delivered, will also be confirmed via secondary legislation, as will the definition of 'affordable housing'.

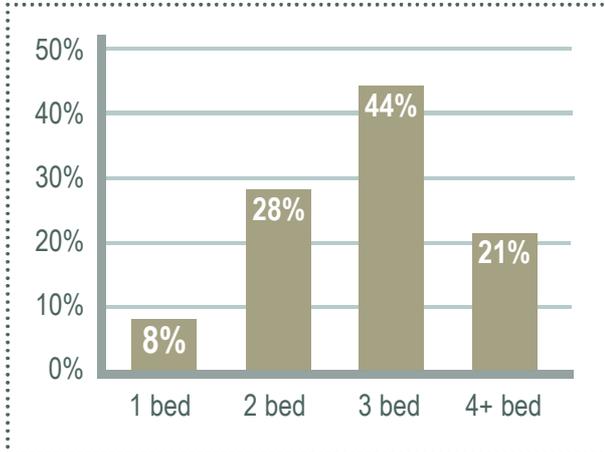
P8.9 Crucially, the Act fails to provide clarity as to whether the delivery of 20% 'Starter Homes' will take precedence over the delivery of other forms of affordable housing that are set out above in Policy 8. Where 'Starter Homes' are substituted for affordable housing in development proposals in this borough, the council will expect them to replace affordable home ownership products (primarily shared-ownership), and will seek to ensure that proposals continue to include affordable homes for rent (social / affordable rent or intermediate rent).

POLICY 9: Housing Sizes and Standards

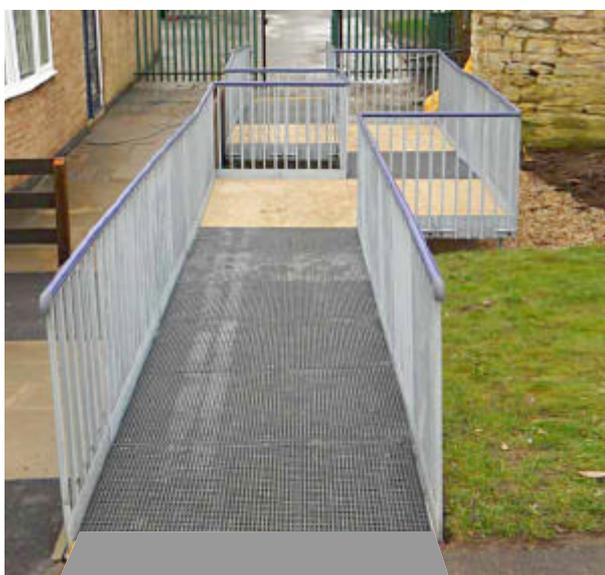
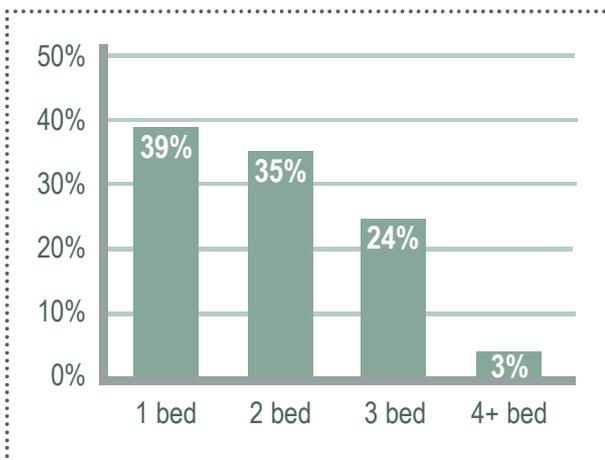
Facts and Trends



Market Housing Need



Affordable Housing Need



Housing Sizes

P9.1 While the council seeks to identify sites to provide the quantity of housing necessary, it is also important it pays attention to the quality of new housing, particularly in terms of housing size and the space standards.

P9.2 The council's Strategic Housing Market Assessment (SHMA) has analysed likely house size need for the period 2013 to 2031. These requirements are set out in the graphs (see left) both for market housing and affordable housing.

P9.3 As the tables show, there is a pressing need for larger market homes, principally 2 and 3-bedroom homes and smaller affordable units, principally 1 bedroom homes. However, the rate of loss of 2 to 3-bedroom affordable housing through recent right-to-buy means the supply of these homes is now under threat and is reducing the ability of providers to house homeless families in need.

Internal Space Standards

P9.4 The Mayor of London's London Plan sets out internal space standards for housing developments. The council's Urban Design Guide Supplementary Planning Document (SPD) also has internal space standards. It is considered the Mayor's space standards are the most appropriate and are less prescriptive for new developments.

Accessibility Standards

P9.5 Between 2013 and 2031, the borough's population aged 65+ is expected to increase by over 46% and this is on top of that fact that the borough is already above the London average for people aged 65 and over. These facts, combined with a trend for encouraging older people to live in their homes for as long as possible, means that a large number of new dwellings in the future will need to be accessible for older people with disabilities as well as be available for younger disabled people. In 2015, the Government introduced Technical Housing Standards with the effect that all dwellings should be accessible to 'visitable' standards. The council, and the GLA, considers this is too basic and so the council propose to increase the housing standards for accessibility to those in the London Plan (March 2016).



Private Amenity Space

P9.6 The Mayor of London's Housing Supplementary Planning Guidance (SPG) 2016 sets a standard of 5m² of private outdoor space for 1 to 2-person dwellings and an extra 1m² for each additional person. It is considered that in a suburban setting, typical of large parts of the borough, this minimum private outdoor space standard is inappropriate. The council's Urban Design Guide SPD has minimum standards of 25m² for flats or one-bedroom units, 40m² for two-bedroom units and 70m² for three-bedroom units. In some cases, particularly in Areas of Potential Intensification, this minimum standard may be considered too onerous. Therefore it is considered more appropriate to use the council's Urban Design Guide SPD or any successor document as a guide, rather than minimum standards, taking into account surrounding local character.



Play Space and Informal Recreation

P9.7 The Mayor of London sets standards for play space and informal recreation in his Shaping Neighbourhoods: Play and Informal Recreation SPG (2012). The council will use the standards set out in this document.



Strategic Objectives

- 1** To meet the borough's share of London's future housing need and make a positive contribution to meeting housing needs across the wider area of south-west London.
- 2** To provide homes of the right price, right tenure and right size for the borough's current and future residents.
- 3** To meet the needs of older people and other groups who need specialist housing.
- 4** To achieve the highest design and environmental standards possible and to future proof buildings in terms of a changing climate.

Policy 9: Housing Sizes and Standards

Housing Mix

- a** The council will grant planning permission for new residential development, provided that it includes a mix of dwelling sizes which is proportionate across tenures.
- b** In terms of dwelling sizes:
 - (i) all developments within Sutton Town Centre should seek to provide a minimum of 25% of all dwellings on the site as having three bedrooms or more, unless it can be demonstrated that this would be unviable or the particular site circumstances are not suitable for family housing.
 - (ii) all developments outside Sutton Town Centre should seek to provide a minimum of 50% of all dwellings on the site as having three bedrooms or more, unless it can be demonstrated that this would be unsuitable to the location or not viable.

- c** On sites particularly suited to larger-sized family houses such as sites over 0.5ha or in an area with a low public transport accessibility level, the council will expect the proportion of units having 3 bedrooms or more to exceed 50%.

Housing Standards

- d** The council will not grant planning permission for new residential development, including conversions, which does not meet the internal space standards set out in the London Plan (or any successor document).
- e** The council will expect that 90% of all new dwellings¹ within a scheme containing housing to be accessible and adaptable dwellings (Housing Technical Standard M4 (2)) and 10% of all new dwellings² within a scheme containing housing to be wheelchair user dwellings (Housing Technical Standard M4 (3)).
- f** The council will not grant planning permission for new residential development, including conversions, which does not provide an adequate amount of private amenity space. An adequate amount of amenity space will be considered on a case-by-case basis with reference to the minimum standards (used a guide) set out the council's Urban Design Guide SPD (or any successor document) and taking into account local character.
- g** The council will not grant planning permission for new major residential development, including conversions, which does not provide an adequate amount of play space and informal recreation space on site. An adequate amount of play space and informal recreation space will be calculated according to The Mayor's Shaping Neighbourhoods: Play Space or Informal Recreation SPG (or any successor document). The council's Community Infrastructure Levy will provide for play space and informal recreation space off-site.

For Sutton Town Centre Boundary see Appendix 3, Map 3.2 and Policies Map.

Footnotes

1 and 2 Unlike the other standards in this Plan Part M of the Building Regulations generally does not apply to dwellings resulting from a conversion or change of use. Additional guidance on the applicable requirements of the Building Regulations (amended 2015) can be found in: Approved Document M Access to and Use of Buildings Volume 1: Dwelling. In cases of four storeys or less, the council may apply the accessible and adaptable standard M4(2) flexibly in line with the Mayor of London's Housing SPG (2016) Paragraph 2.3.10.

Advice on Meeting the Policy

- Refer to the latest version of the Mayor of London's Housing Supplementary Planning Guidance for internal space standards.
- Refer to the latest version of the Mayor of London's Shaping Neighbourhoods: Play Space or Informal Recreation for play space and informal recreations standards.
- Refer to the latest version of the council's Urban Design Guide.
- Refer to the council's latest Characterisation Study for information to assess private amenity standards.

POLICY 10: Loss of Housing and Conversions



Facts and Trends

Loss of Housing

P10.1 In addition to creating new housing to meet demand, it is important that existing housing is not lost so the total housing stock is increased. The Mayor has a presumption against the loss of homes. However, there are certain circumstances when it may be appropriate for a modest amount of homes to be lost. For example, when a redevelopment produces better quality housing or when a specific community facility is required, such as for health or education purposes.

Conversions



P10.2 The conversion of larger properties into smaller properties is a valuable source of new housing supply and, therefore, the council will support conversion in appropriate circumstances. However, while some housing types, such as large Victorian villas, can convert into well-designed flats, others, such as inter-war semi-detached properties, do not. Furthermore, given that 2 and 3 bedroom market houses are the most required type of housing, it is considered necessary to limit the number lost to flat conversion. Consequently, the council is proposing that existing houses with a Gross Internal Area of less than 125m² should not be permitted to convert to flats. The figure of 125m² has been chosen as, below this figure, a house would not be able to convert to two 61m² flats (the minimum standard for a two bed, three person flat in The Mayor's internal space standards).

Houses in Multiple Occupation (HMOs)



P10.3 Recent government changes to the planning system mean that changes of use between conventional houses and houses in multiple occupation (for between three and six people) have permitted development rights (that is, they can change use between each other without the need for a planning application). This severely limits the power that the council has to limit HMO concentration in certain areas and, consequently, limit the harm to amenity and neighbourhoods that concentrations of HMOs sometimes cause. However, planning permissions are still required for HMOs for seven or more people. Therefore, the council considers an HMO policy is still necessary.

Strategic Objectives

- 1** To meet the borough's share of London's future housing need and make a positive contribution to meeting housing needs across the wider area of south-west London.
- 2** To provide homes of the right price, of the right tenure and of the right size for the borough's current and future residents.

Policy 10: Loss of Housing and Conversions

- a** The council will resist the loss of residential accommodation. A loss may only be acceptable where:
 - (i) The loss is part of an application which results in better-designed, higher-quality new housing.
 - (ii) The loss will result in the provision of an essential community facility, where a specific need has been identified and the facility cannot be provided on another site nearby.
- b** The council will grant planning permission for development involving the conversion of existing dwellings to provide new self-contained housing units, provided that:
 - (i) The proposal is within one of the Areas of Potential Intensification.
 - (ii) The Gross Internal Area of the dwelling considered for conversion is at least 125m² (excluding extensions, garages and loft space).
 - (iii) The proposal has no adverse impact on the amenity of neighbouring properties.
 - (iv) The proposal does not detract from the character and appearance of the area, particularly when proposed in Conservation Areas and Areas of Special Local Character.
 - (v) The dwellings proposed meet the Mayor's internal space standards.
 - (vi) The proposal does not adversely affect on-street parking.
- c** Proposals for and extensions which result in an increase in residents to large houses in multiple occupation (seven people or more) will be permitted, provided that the proposal:
 - (i) Is a detached property and the proposed new units will share facilities and have a joint access.
 - (ii) Is within one of the Areas of Potential Intensification.
 - (iii) Has no adverse impact on the amenity of neighbouring properties.
 - (iv) Does not detract from the character and appearance of the area, particularly when proposed in Conservation Areas and Areas of Special Local Character.
 - (v) Meets the Mayor's internal space standards.
 - (vi) Does not adversely affect on-street parking.
- d** Proposals for new large houses in multiple occupation (HMO, seven people or more) will be permitted, provided that the proposal does not lead to a concentration of HMOs in the vicinity where the cumulative effect of the HMOs harms the character of the area. Concentration which harms the area will be considered as where more than 20% of properties 100 metres either side of the proposal site are HMOs, with an HMO defined as student accommodation, houses recorded or known to be an HMO by the council or properties with a C4 / Sui Generis planning permission.

For Areas of Potential Intensification see Appendix 1, Maps 1.1 to 1.8 and Policies Map

For Conservation Areas and Areas of Special Local Character see Appendix 8, Maps 8.8 to 8.46 and Policies Map.

POLICY 11: Communal Accommodation and Specialist Housing

Facts and Trends



↑ 46%
Increase in
Population
aged 65+
2013 to 2031

↑ 72%
Increase in
Population
aged 85+
2013 to 2031

↑ 59%
Increase in
Population
with mobility
problems
2013 to 2031

↑ 66%
Increase in
Population
with dementia
2013 to 2031

↓
Expected
decrease in older
people living in
a care home
aged 65+

↑
Expected increase
in older people
living at home
with care
aged 65+

↑
Expected increase
in older people
living in
retirement housing
aged 65+

12.5%



Care Home
Bedspace
Vacancy Rate
in Borough

Care Home Bedspace Demand
in London Borough of Sutton

(assuming no increase in living at home trend)

2016	Oversupply of between 91 and 226
2021	Oversupply of 178 to undersupply of 26
2026	Oversupply of 90 to undersupply of 212

FORECASTS:

42 housing with care units required per year

105 specialist housing for older people units required per year

CONCLUSIONS:

- Ageing population
- Oversupply of care home bedspaces
- High care home bedspace vacancy rate
- Less need for care home bedspaces
- Increasing trend for care at home
- Future demand for housing with care and specialist older people's housing

Housing with Care for Vulnerable Groups

P11.1 The council's Housing Strategy 2015/16 and beyond states the council will 'support vulnerable households (including older people, people with disabilities, learning disabilities and long-term conditions, people with mental health issues etc.) to find and keep a home in the community and reduce the need for care and nursing home placements.' Sometimes specialist housing is provided directly by the council, sometimes it is provided by other agencies but the private rented sector (with advice from the council) also plays an important role. Specialist housing for vulnerable groups usually requires specialist design and, for some types, proximity to local facilities and services.

Young People in Need of Support

P11.2 The council has recently identified an increasing need for a residential unit for looked after children. The demand is currently met out of borough but the council may consider its own unit within the borough in future.

Other Specialist Housing

P11.3 The council's Strategic Housing Market Assessment identified no local need for custom /self-build housing, housing for service families or housing for students.

Strategic Objectives

- 1** To meet the borough's share of future housing need and make a positive contribution to meeting housing needs across the wider area of south-west London.
- 2** To provide homes of the right price, right tenure and right size for the borough's current and future residents.
- 3** To meet the needs of older people and other groups who need specialist housing.

Policy 11: Communal Accommodation and Specialist Housing

Care Homes for Older People

- a** New care homes for older people will be permitted where they meet a specific need that is not provided by other existing care homes in the borough.
- b** Alterations and extensions to care homes for older people to provide dwellings with care or conventional housing (C3 Use Class) will be supported.

Housing with Care for Older People, Sheltered Housing and Retirement Housing

- c** Planning permissions for housing with care for older people, sheltered housing and retirement housing will be granted, provided that the proposal provides accommodation of a type that is designed to meet the needs of older people.

Care for Vulnerable Groups and Young People in Need of Support

- d** Planning permissions for housing with care for vulnerable groups and residential units for young people in need of support will be granted provided that:
 - (i) the site is within reasonable walking distance of shops and services and has good public transport accessibility.
 - (ii) the proposal provides accommodation of a type that is designed to meet the needs of the client group.

POLICY 12: Gypsy and Traveller Accommodation



Facts and Trends



Who are Gypsies and Travellers?

P12.1 Gypsies and Travellers are a distinct group of residents with special requirements as a result of their culture. Some prefer to live on a Gypsy and Traveller pitch which usually consists of a permanent chalet or static caravan, a caravan for travelling and separate utility block for washing and/or cooking. Over the years, their nomadic tradition has declined and many Gypsies and Travellers remain on their home or permanent sites for ten or eleven months of the year. Some Gypsies and Travellers spend more time on the road but this is usually in the summer months and the reasons for travelling are usually work or to visit extended family.

P12.2 In August 2015, the Government changed the planning definition of Gypsies and Travellers so that only those people with a 'nomadic habit of life' or who have temporarily ceased this life could be classified as Gypsies and Travellers. This means that many Gypsies and Travellers who live on permanent sites may no longer be classed as Gypsies and Travellers as they do not travel enough. However, the council has taken legal advice and found it should, under the 2004 Housing Act and 2010 Equalities Act, consider the accommodation needs of Gypsies and Travellers even if they have ceased travelling.

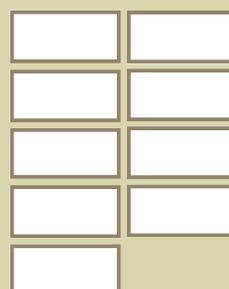
Where do they live currently?

P12.3 The borough is home to two Gypsy and Traveller sites, both on Carshalton Road near Woodmansterne, and despite the Government's definition change, the council will continue to safeguard the sites. One site is privately owned and is occupied by Irish Travellers and the other is a council site which is occupied by both English Gypsies and Irish Travellers. The private site has recently intensified its use and so need is generally being met there but the council site is significantly overcrowded, with multiple families living on one pitch.

The Need for New Pitches

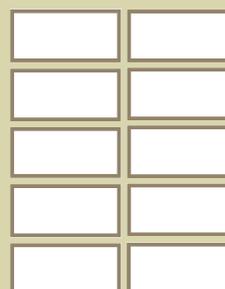
P12.4 In early 2015, the council undertook an assessment of Gypsy and Traveller pitch need, which identified the following need largely as a result of overcrowding:

2015-19



9 additional pitches

2020-24



10 additional pitches

2025-29



4 additional pitches

P12.5 Although the borough has periodic unauthorised encampments, it is understood it is the same groups undertaking unauthorised encampments on a number of occasions. Furthermore, it is understood that most of the groups come for the summer because they are taken on for temporary work, such as driveway construction and property maintenance, by employers from outside the borough. It is the council's contention that it is the employer's responsibility to provide accommodation for this temporary staff and not the council's role.

Meeting the Need with an Extension to the Existing Site

P12.6 The council has decided to meet the immediate need of 9 pitches only. However the council will undertake a further review of Gypsy and Traveller need and potential sites in the first five years of the plan period to meet any outstanding need over the 15-year period. If it is necessary to allocate additional site(s) to meet this need, a development plan document will be submitted for examination before the end of 2023.

P12.7 A site adjacent to the council site is being allocated to meet this immediate need. The council has tried to find sites within the urban area but, after two site searches and a consultation with residents, no sites were found to be suitable. The new allocated site is within the Green Belt but is considered suitable for the following very special circumstances:



- 1** It is the preferred option for a significant proportion of the Gypsies and Travellers.
- 2** An extension would create an entrance and exit whereas the current configuration has only one access point and constitutes a hazard in the event of a fire due to a lack of an alternative escape route.
- 3** An extension would also enable pavements to be created as currently children playing in the road have no refuge in the event of traffic.
- 4** As the extension is mainly for Gypsies and Travellers living on the existing site, an extension will be less disruptive as both health and education provision is already arranged and running smoothly. Indeed, in recent years, there has been considerable advancement with Gypsy and Traveller educational attainment with the council and the relevant schools working together to ensure better attendance for longer. In 2014 to 2015 all Gypsy and Traveller pupils in Sutton schools achieved an average attendance of 86%.
- 5** Finally, an extension to the existing site would enable the council and SGN to consider supplying mains gas to the site. Residents currently use bottled gas which also has its safety concerns.
- 6** An extensive site search and consultation identified no suitable site within the urban area.
- 7** A second 'greenfield' site search showed an extension to the existing site was the most appropriate option.

Strategic Objectives

- 3** To meet the needs of older people and other groups who need specialist housing.
- 7** To provide the necessary education and health facilities and to ensure utilities and digital infrastructure are fit for purpose.

Policy 12: Gypsy and Traveller Accommodation

The council will safeguard the two existing Gypsy and Traveller sites, The Pastures and Grove Place, Carshalton Road, Woodmansterne, for Gypsy and Traveller accommodation. The council will allocate land for an extension to an existing site at:

- Land south of The Pastures, Carshalton Road, Woodmansterne (Site Allocation S104)

Planning permission for further Gypsy and Traveller sites will only be permitted when a site satisfies the following criteria:

- a** The site has safe access to and from the road network, and it has adequate provision for parking, turning, servicing and emergency vehicle access.
- b** The application will not have an unduly adverse impact on the local environment, the character of the area and the amenities of both local residents and the future occupiers of the site, including the potential for noise pollution, air pollution or traffic movements and other activities likely to be taking place within or in the vicinity of the site.
- c** The site has or will have a supply of essential services, such as mains gas and electricity, water, sewerage and drainage and waste disposal.
- d** The site is situated within a reasonable distance of local shops, services and community facilities, in particular schools and health services, and is accessible by public transport.
- e** The site is not located in an area at high risk of flooding.
- f** The layout of the site, its associated facilities and landscaping will be designed to a high standard including pitches, hardstandings, amenity blocks, amenity and play spaces and boundary treatments.

For Land Limited to Gypsy and Traveller Sites see Appendix 1, Map 1.9 and Policies Map

POLICY 13: Housing and Garden Land

Facts and Trends



Woodcote Green, 1986



Woodcote Green, 2016

Back Garden Land

P13.1 Historically, large parts of the borough have been laid out in rectangular street blocks with housing fronting onto roads enclosing large rear gardens. Many areas of back garden land have matured and developed as important amenity areas for residents, that also contribute to the overall character and appearance of the borough. Back gardens also contribute to the biodiversity of the borough, provide safe and secure play space, have physical and mental health benefits and mitigate against the effects of climate change. Furthermore, in certain wards which are deficient in access to public open space, private back gardens are an important substitute.

P13.2 However, in recent years, back garden land has come under increasing pressure for new housing development and it could be argued that the cumulative impact of back garden loss is causing gradual degradation of the open and green character of the borough.

P13.3 Both the NPPF and the London Plan suggest councils may have policies which prevent the development of back garden land. Local residents are also strongly supportive of a policy as they consider garden land contributes to the local distinctiveness of the borough. Therefore the council considers it appropriate to maintain its existing policy against back garden land development. Epsom and Ewell Borough Council has a strong presumption against the development of back garden land and a policy would complement Epsom and Ewell's approach to protecting green infrastructure and linking it with adjoining boroughs.



Front Garden Land

P13.4 Front gardens, and particularly those with low front walls, provide similar benefits to back gardens in terms of making a positive contribution to the character and appearance of an area, providing ecological value, play space and mitigating against climate change. However, the council is limited in its powers to control the loss of front gardens. If a front garden is paved with a permeable material, no planning permission is required, and, if a front garden is paved with a non-porous material, the paved area needs to be greater than 5m² before a planning permission is required. Therefore, the council can merely advise and guide on the retention of front gardens.

Strategic Objectives

- 1** To meet the borough's share of London's future housing need and make a positive contribution to meeting housing needs across the wider area of south-west London.
- 6** To ensure growth is respectful of the suburban character and historic assets and places within the borough, promoting or reinforcing local distinctiveness.
- 19** To protect and enhance the borough's biodiversity.

Policy 13: Housing and Garden Land

Back Garden Land

The council will not grant planning permission for the development of back garden land where the site, either individually or as part of a larger street block:

- a** Makes an important contribution to the character and appearance of the surrounding area.
- b** Is considered to be of local ecological value by the council.
- c** Is likely to make a significant contribution to minimising the risk of flooding in Flood Zones 2 and above or in a critical drainage area.
- d** Where the development of the site would adversely affect the amenity of future occupiers or those currently occupying adjoining or nearby properties.

Front Garden Land

The council will seek the retention of established boundary treatments, such as front garden walls, to maintain the suburban character and appearance of the borough.

Where the paving of all or part of a front garden is sought:

- e** A permeable or porous material (including for the sub-base layer) should be used.
- f** The maximum amount possible of soft landscaping and/or vegetation should be retained or created.

For Flooding Risk Areas see Appendix 10, Maps 10.3 and 10.4.

POLICY 14: Industrial Land and Waste Management

Facts and Trends



Character of Existing Employment Land

Beddington Lane Strategic Industrial Location (110 hectares)

- High profile, good location
- Low vacancy rates
- Scope for more intensive industrial employment

Kimpton Strategic Industrial Location (19 hectares)

- All plots now developed
- Good quality environment
- Few or no vacancies

Imperial Way Strategic Location (6 hectares)

- Few or no vacancies
- Good quality modern units
- Good quality environment

Smaller Established Industrial Areas

- Croydon Road (3.9 hectares)
- Gander Green Lane and Abbots Road (0.7 hectares)
- Oldfields Road (0.6ha) and Restmor Way (3.4 hectares)
- Felnex (1.3 hectares)
- Plumpton Way Trading Estate / Gas Holder (1.1 hectares)
- Wandle Valley Trading Estate (0.3 hectares)

(Areas after planning permissions)

9.8
hectares
Loss of
Employment Land
in Established
Industrial Areas
(if all planning
permissions since 2009
are implemented)

Employment Land Forecasts

P14.1 Employment land forecasts produced for the council vary widely according to the method of calculation. The council considers that the most robust forecast is probably the Labour Supply Growth forecast (based on 423 new homes per year) from the council's Town Centre and Economic Assessment, which identified a need for 10.1 hectares or 40,500m² gross floorspace.

Matching Supply and Demand

P14.2 The council will employ three measures to ensure employment land supply matches demand. Firstly it will make every effort to retain existing employment land. Secondly, it has undertaken a study of the Beddington Strategic Industrial Location and found that if existing employment sites were intensified, additional floorspace could be created. Thirdly, the council will release some land west of Beddington Lane to provide additional employment land.



Strategic Objectives

- 8** To work with existing businesses so that they expand and help them to enhance their premises.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.
- 10** To ensure that new businesses match residents' expectations, that they will invest in local employment and training opportunities and that they will fit the aspirations of Sutton.

Policy 14: Industrial Land

- a** Within Strategic Industrial Locations and Established Industrial Areas, the council will grant planning permission for B1(b) (research and development), B1(c) (light industrial), B2 (industrial and manufacturing) and B8 (storage and distribution) uses or other similar industrial uses only.
- b** The council will support proposals which intensify industrial floorspace in the Beddington Strategic Industrial Location either by the reconfiguration of sites or the amalgamation of sites.
- c** The council has designated land to the west of Beddington Lane (Site Allocation S76) as an extension to the Beddington Strategic Industrial Location.
- d** Outside the Strategic Industrial Locations and Established Industrial Areas, proposals resulting in the loss of industrial / business floorspace will not be granted planning permission unless it can be demonstrated that:
 - (i) The retention of existing use will have an adverse effect on residential amenity and there is no reasonable prospect that this effect can be alleviated by retaining the use.
 - (ii) There is genuine evidence that the site has been marketed for a period of 12 months at a reasonable market rent for its location and condition.

For Safeguarded Industrial Areas see Appendix 2, Maps 2.1 to 2.11, and the Policies Map.

Further Information

Waste Management

P14.3 Waste management is not a topic for the Sutton Local Plan. In 2012, the council adopted the South London Waste Plan, in conjunction with the boroughs of Croydon, Kingston and Merton, and it covers the period to 2021. The council will let the plan run until the end of its period. However, waste management is relevant to employment land. The South London Waste Plan aims to provide sufficient waste management capacity to meet the waste arisings for household and commercial and industrial waste of the four boroughs by 2021. This equates to 747,000 tonnes of waste each year. It does this by safeguarding existing sites and identifying areas in industrial areas which are potentially suitable for waste management.

P14.4 According to the council's South London Waste Plan Monitoring Report 2011-15, the South London Waste Plan area is potentially close to being net self-sufficient in terms of waste management. The current capacity is 281,000 tonnes of waste each year but, through waste management planning permissions, there is a potential capacity of 443,000 tonnes of waste each year. Taking the current capacity and the potential waste capacity in planning permissions, the South London Waste Plan is 23,000 tonnes of waste each year short of its 2021 target.

POLICY 15: Industrial Use

Facts and Trends



Improving the Industrial Environment



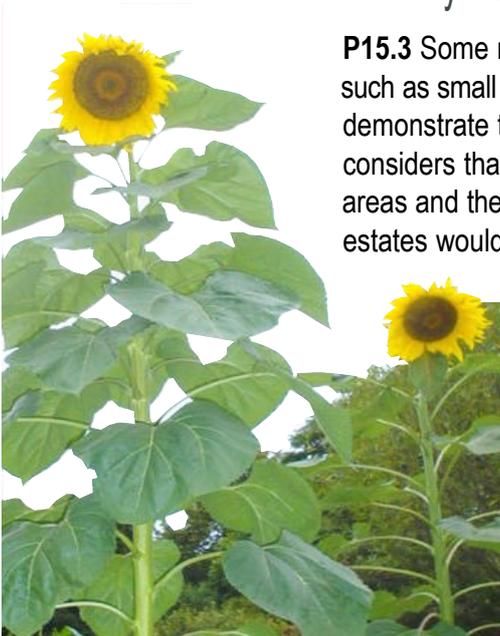
P15.1 Both the Beddington and Kimpton Strategic Industrial Locations have Business Improvement Districts to improve the functioning and attractiveness of the industrial areas. In addition, Beddington Lane is the subject of a 'major schemes' project from Transport for London and the council. However, the council will also expect new industrial development to improve the environment of all industrial estates by improving boundary treatments, introducing appropriate hard and soft landscaping where necessary, as well as the sites themselves and making transport improvements. The council may also ask for planning obligations to improve the public realm, signage and transport in industrial areas.

Trade Counters and Quasi-Retail Uses

P15.2 The council is aware that the nature of industrial activities is changing and many businesses now include an element of direct sales to 'the trade' through trade counters. Such uses are likely to be considered appropriate where products are sold to trade only. However, the council is concerned that a number of trade counters also sell to the general public as well. The council does not wish the borough's industrial estates to include out-of-town shopping outlets, which will also decrease footfall in town centres and cause parking stress. The council proposes to limit trade counters which have the attributes of a shopping outlet, such as product displays, large sale areas and large numbers of parking spaces.

Ancillary Uses

P15.3 Some non-industrial ancillary uses may be considered appropriate in industrial areas, such as small scale shops / cafes for workers, but the council considers these uses must clearly demonstrate they are solely aimed at servicing the needs of local workers. The council considers that large-scale non-industrial uses will hamper industrial job growth in industrial areas and the conflict between members of the public and industrial vehicles within industrial estates would be unacceptable.



The Green Economy

P15.4 The council's One Planet Sutton initiative encourages the development of the Green Economy. According to the London Low Carbon Market Snapshot, prepared by Innovas on behalf of the GLA in 2011, green businesses fall into three main categories and these are set out overleaf.

Definition of Green Businesses

Environmental Goods / Services

- Waste management
- Waste recovery and recycling
- Contaminated land reclamation and remediation
- Environmental consultancy and related services
- Environmental monitoring
- Water and waste water management
- Air pollution control
- Noise and vibration control

Renewable Energy Technologies

- Solar
- Biomass
- Geothermal
- Wave and tidal
- Wind energy
- Hydro energy



Low Carbon Technologies

- Alternative fuels (including nuclear, biomass, ethanol, methane, wood gas, hydrogen)
- Alternative fuel vehicles (including synthetic fuels, bio diesels, hydrogen, electric)
- Additional energy sources
- Building technologies
- Carbon finance
- New and emerging technologies (including smart grids, biotechnology, clean technology)

P15.5 While the council supports the growth of the Green Economy, it does not do it unconditionally. For instance, waste management and waste recovery and recycling has a target tonnage in terms of tonnage managed across south London in the South London Waste Plan, and certain other Green Economy sectors would be unsuitable for a suburban borough such as Sutton. Nevertheless, the council, which has a long track record of leading the way in green development (for example BedZED in Hackbridge), would be keen to see appropriate green businesses locate in the borough.

Strategic Objectives

- 8** To work with existing businesses so that they expand and help them to enhance their premises.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.
- 10** To ensure that new businesses match residents' expectations, that they will invest in local employment and training opportunities and that they will fit the aspirations of Sutton.

Policy 15: Industrial Use

- a** Within Strategic Industrial Locations and Established Industrial Areas, development will be expected to contribute to environmental and transport improvements, either through on-site works or through planning obligations, where necessary.
- b** The council will grant permissions for proposals containing trade counters, provided that the display and sales areas are a maximum of 15% of the total net floorspace.
- c** The council will grant permissions for ancillary uses which will assist the functioning of the Strategic Industrial Locations and Established Industrial Areas, such as small shops and cafes, provided that it can be shown that the use meets only the needs of the employees within the industrial area.
- d** The council will support proposals from green businesses (excluding waste management, waste recovery, recycling and transfer which are covered in the South London Waste Plan), where they are suitable for the location proposed.

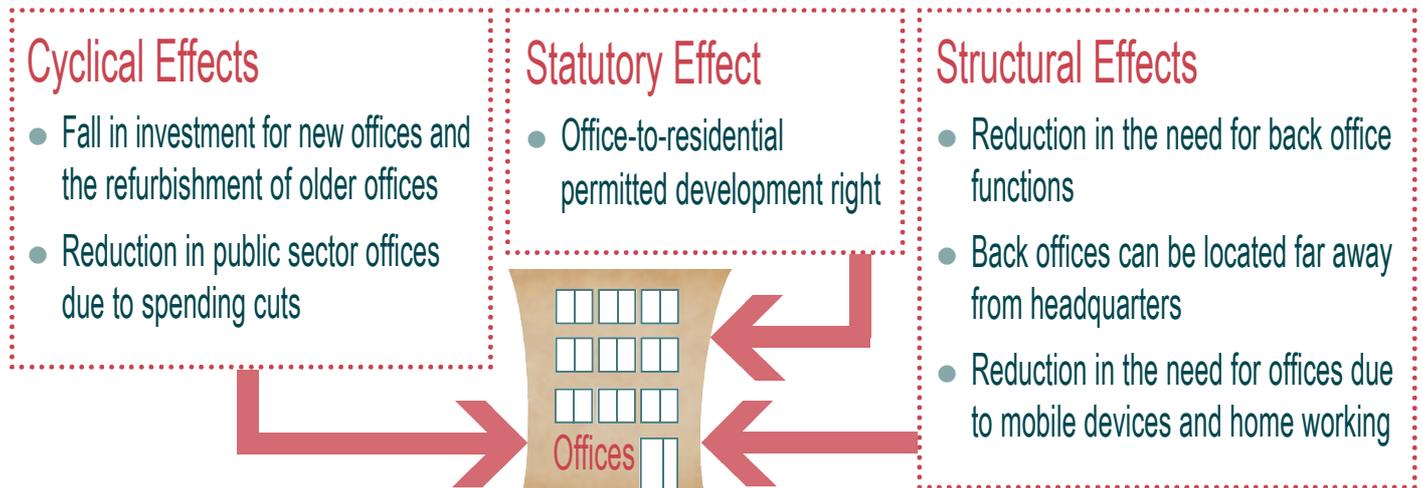
For Safeguarded Industrial Areas see Appendix 2, Maps 2.1 to 2.11, and Policies Map.

POLICY 16: Office Development

Facts and Trends



The Pressure on Sutton's Offices



The Permitted Development Right

P16.1 Of all the effects on offices, the biggest one has been the permitted development right (meaning that a planning application is not necessary) for freestanding offices to convert to residential uses (invariably flats). This has had significant consequences in the borough and south-west London generally. Since the land value between offices and residential is so great in south-west London, take-up of the permitted development right has been huge and, as the Government did not distinguish between vacant offices and occupied offices, many businesses in the borough have left their premises. In fact, the council has calculated that nearly 80,000m² of office space has been lost of which 62% was occupied. Furthermore, to date, none of the new flats created have been affordable, 53% of the flats were one-bedroom market homes (the type of housing not in greatest demand - see Policy 9) and the space standards required in planning applications were not applicable.

P16.2 The council has tried to mitigate the effects of the government policy by introducing an Article 4 Direction in 2015, which means that planning permission will be required for offices converting to flats within Sutton Town Centre and so this will go some way to limiting occupied offices being lost and ensure decent standards for new housing. However, the Government inferred that it would only allow the council to have the Article 4 Direction covering Sutton Town Centre and so the rest of the borough still suffers from the government legislation.



Future Office Demand

P16.3 Given the changes in the office floorspace market and the Government's recent intervention into the market, predicting the future of office floorspace in the borough is difficult. The GLA-commissioned London Office Policy Review (2012, updated 2014) predicts sluggish growth for the borough. However, the council's Town Centres and Economic Development Assessment spoke to local estate agents who reported demand increasing, vacancies falling and rents rising.



The agents also suggested there was no market for speculative office building for rent in the borough. Instead, the office market is likely to involve bespoke office constructions for particular companies, such as the Subsea 7 headquarters on Brighton Road, Sutton. The council also considers that there is a market for small complexes of self-contained offices with excellent digital infrastructure and parking, such as Mulgrave Chambers in Mulgrave Road, Sutton. The council considers that the most robust office demand figure for the plan period is an additional 23,000m² of gross floorspace need from the Labour Supply Growth forecast based 423 homes per year.

Permitting the Loss of Offices

P16.4 In the short term, the Local Plan requires a policy to limit the inappropriate loss of office space in Sutton Town Centre, which is the area covered by the Article 4 Direction and, assuming the permitted development right is eventually withdrawn, this policy will extend to cover the whole borough.

Strategic Objectives

- 8** To work with existing businesses so that they expand and to help them enhance their premises.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.
- 10** To ensure that new businesses match residents' expectations, that they will invest in local employment and training opportunities and that they will fit the aspirations of Sutton.

Policy 16: Office Development

- a** The council will enable the delivery of 23,000m² of new B1(a) office space over the plan period, of which all is likely to be in Sutton Town Centre.
- b** The council will support the development of office buildings providing company headquarters and small complexes of self-contained offices with a level of parking, commensurate with the parking standards, in suitable locations.
- c** The council will not grant planning permission for proposals involving the loss of existing B1(a) office accommodation unless it is shown that the office accommodation is no longer required. The need for the particular office accommodation will be assessed against:
 - (i) Proof of marketing for a 12-month period at a reasonable market value with a recognised agent. For proposals in Sutton Town Centre, an independent survey of office demand for the particular office type should be submitted with the application.
 - (ii) Proof that opportunities to reconfigure and reuse the accommodation as offices have been exhausted.
- d** If office space has been demonstrated to be no longer required, proposals involving the loss of ground floor office space in town centres will be required to be replaced by (an)other town centre use(s). (See Glossary).

For Sutton Town Centre boundary see Appendix 3, Map 3.2, and Policies Map.

POLICY 17: District and Local Centre Development

Facts and Trends



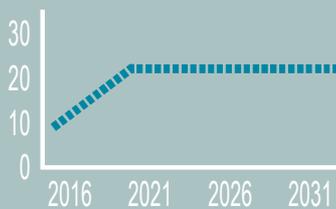
Currently, **5%** of convenience shopping is done on-line

Currently, **15%** of comparison shopping is done on-line

ADD TO BASKET 



Internet Shopping is expected to peak at 20% to 25% in 2020, then plateau



District Centres

Carshalton

Cheam

Hackbridge

North Cheam

Rosehill

Wallington

Worcester Park



The Changing Face of Retail

P17.1 As with office development, retailing has been undergoing both cyclical (short-term economic) and structural (long-term viability) change. The retail sector has suffered from a sustained period of economic downturn as consumer spending has been squeezed. In structural terms, some centres suffer competition from out-of-centre developments, however, Sutton appears to have fewer out-of-centre developments than either Croydon or Kingston.

P17.2 Internet retailing is also having an effect on the High Street. Currently, 5% of convenience (everyday goods such as food) shopping is done on-line while 15% of comparison shopping (rarer or one-off purchases) is through the internet. According to the council's Town Centres and Economic Development Assessment, internet shopping is expected to peak at between 20-25% in 2020 and then plateau. The effect, though, will not be even across all retail and service sectors. Electrical retailers, books/media, homeware retailers and, to a lesser extent, clothing retailers face particularly strong competition from the internet, as do High Street services such as estate and travel agents.

P17.3 The Council does not believe, as some commentators do, that the High Street is dying. Firstly, even at the highest end of the estimate, 75% of shopping in 2020 will NOT be done on-line and, given that the click-and-deliver model is unprofitable for retailers, click-and-collect means that shoppers will still need to go to town centres to collect purchases.

P17.4 While traditional retailing is declining, service sectors such as restaurant/food and drink, health and fitness and hotels have grown despite the economic downturn. The food and beverage sector has seen particularly strong growth and suggests that shopping is less about buying and more about a day out. Therefore, there is a case for adapting town centre policy away from a strong retail focus to a strategy encouraging footfall around a variety of other popular uses such as leisure, and food and drink.

Competition from and between Centres

P17.5 The borough's town centre network comprises: Sutton Town Centre (classified as a Metropolitan Centre by The Mayor of London - the highest grade shopping centre outside the West End and Knightsbridge) and seven District Centres (see left) intended to provide goods and services for their local communities, and are spread across the borough. There is a third tier, Local Centres (essentially local shopping parades) which provide everyday needs for those nearby. Within the borough, the hierarchy of centres works well with a good geographical spread and no centre in direct competition with each other. Vacancy rates are generally low in all but a few centres. The competition for trade is essentially from outside the borough with Sutton Town Centre in competition with Croydon, Kingston and Wimbledon. Centres outside London, such as Epsom and Banstead, also compete with Sutton Town Centre to a lesser degree but have unique selling points in terms of having a market-town character and a high proportion of independent shops.



Permitted Development Rights

P17.6 As with offices, the Government has brought in deregulation within the planning system by allowing changes of use without the need for planning permission (permitted development rights). For example, shops and offices occupied by professional services, such as estate agents and solicitors, are allowed to change to assembly and leisure uses and residential uses without the need for planning permission. However, the take-up of these permitted development rights has been small compared to the office permitted development right take-up but they pose a threat to the vitality of certain district centres, for example Worcester Park, and the Local Centres.

Demand for New Retailing

P17.7 The council's Town Centre and Economic Development Assessment identified the need for new retail and food/beverage floorspace across the borough. The assessment also identified possible demands for a 'boutique' cinema, more gyms (especially of the budget variety), one or more hotels and more night-time entertainment activities.

Strategic Objectives

- 8** To work with existing businesses so that they expand and to help them to enhance their premises.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.
- 10** To ensure that new businesses match residents' expectations, that they will invest in local employment and training opportunities and that will fit the aspirations of Sutton.
- 11** To ensure the borough's centres and parades have a good range of high quality shops.
- 12** To ensure the borough's centres are adapted for 21st century shopping.
- 13** To ensure popular uses are located in the borough's centres.

Policy 17: District and Local Centre Development

Commercial Development

- a** The council will permit windfall office floorspace in District Centres and other suitable locations, subject to other policies in the plan.

Convenience Retail Development

- b** The council will enable the delivery of approximately 7,200m² of gross convenience retail floorspace in the following locations: about 75% in the Wallington and Hackbridge District Centres, 15% in Cheam, 5% in North Cheam and 5% in Carshalton.

Comparison Retail Development

- c** The council will enable the delivery of approximately 5,000m² of gross comparison retail floorspace in the following locations: about 90% in Wallington and Hackbridge District Centres and 10% in Carshalton.

Food and Beverage

- d** The council will enable the delivery of approximately 5,000m² of gross food and beverage floorspace in the following locations: 50% in the District Centres and 50% in the Local Centres.

Other Town Centre Uses

- e** The council will grant planning permission for other town centre uses in District and Local Centres, subject to the use being suitable to the function of the centre and other policies in this plan.

For District Town Centre boundaries and shopping frontages, see Appendix 3, Maps 3.3 to 3.9, and Policies Map.

For Local Town Centre boundaries see Appendix 3, Maps 3.10 to 3.38, and Policies Map.

Background

- Details on internet retailing come from Paragraphs 3.30 to 3.38 of the Town Centre and Economic Development Assessment (Boyer for LBS 2015).
- Details on changing trends come from Paragraphs 3.53 to 3.68 of the Town Centre and Economic Development Assessment (Boyer for LBS 2015).
- Retail Floorspace Forecasts: Medium Growth Scenario, Convenience Goods, Table 14 and Medium Growth Scenario, Comparison Goods, Table 14, Town Centre and Economic Development Assessment (Boyer for LBS 2015).
- Food and Beverage Floorspace Forecasts: Food and Drink Leisure Capacity and Needs Analysis, Medium Growth, Table LC7, Town Centre and Economic Development Assessment (Boyer for LBS 2015).



Definition of Town Centre Uses

- Retail
(including warehouse clubs and factory outlet centres)
- Leisure
- Entertainment facilities
- More intensive sport and recreation uses
(including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls)
- Offices
- Community Uses
(including clinics, health care centres, creches, day nurseries and day centres)
- Arts, culture & tourism development
(including theatres, museums, galleries and concert halls, hotels and conference facilities)

Shopping Frontages

P18.1 The council's planning policy concerning shopping frontages is fundamental to protecting Sutton Town Centre and the borough's District Centres. Currently, Sutton Town Centre and each District Centre have their centre frontages divided into primary and secondary, with primary shopping frontages in the very middle of centres expected to include a high proportion of shops, and secondary frontages expected to provide a more diverse range of uses, but all providing high levels of footfall.

P18.2 Given the changing face of retail with more internet shopping, the council has adjusted its policy with regard to shopping centres to allow more town centre uses in the secondary shopping frontages. Town centre uses are defined in the box to the left and in the glossary.

Intrusive Town Centre Uses

Hot Food Takeaways

P18.3 The council has investigated the proliferation of hot-food takeaways from two standpoints: (1) their proximity to schools, and (2) their clustering and concentration within certain centres. In the case of the proximity of hot-food takeaways to schools, the council found no evidence that hot-food takeaways were targeting school children. Indeed, the overwhelming majority of hot-food takeaways were in designated shopping parades. Furthermore, there is evidence that obesity among the borough's children is below the London and England averages, but obesity among the borough's adults is above the London and England averages, suggesting the consumption of 'bad' food in Sutton is slightly more of a problem for adults than it is for children. However, the council did find evidence of clustering in certain Local Centres, namely Sutton Common Road, The Chase, Oldfields Road and Wrythe Green. Clustering leads to often unsightly premises and can generate noise, disturbance, traffic, litter and smells.

Residential Development

P18.4 The expansion of residential areas into town and local centres may be considered appropriate, providing an active frontage remains on the ground floor. However, the council is concerned that development with residential uses on the ground floor is breaking up some retail frontages leading to a disjointed centre and a gradual loss in the vitality of the centre. There are high levels of residential development in the following Local Centres: London Road (Staines Avenue), Belmont and Angel Hill. There is currently a permitted development right for shops and certain other town centre uses to convert to residential uses. However, the council expects and hopes this right will be withdrawn during the plan period.

Strategic Objectives

- 8** To work with existing businesses so that they expand and to help them to enhance their premises.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.
- 10** To ensure that new businesses match residents' expectations, that they will invest in local employment and training opportunities and that they will fit the aspirations of Sutton.
- 11** To ensure the borough's centres and parades have a good range of high quality shops.
- 12** To ensure the borough's centres are adapted for 21st century shopping.
- 13** To ensure popular uses are located in the borough's centres.

Policy 18: Shopping Frontages and Town Centre Uses

Town Centre Development

- a** Within Sutton Town Centre, District Centres and Local Centres, the council will grant planning permission for new development that:
 - (i) is suitable to the scale, role, function and the character of the centre and its catchment.
 - (ii) makes the optimum use of the site providing a town centre use or mix of town centre uses suitable to the scale of the development and its location within the centre.
 - (iii) provides active frontages at ground floor level and is compatible with council's requirements on shopping frontages.

Shopping Frontages

- b** Within the Primary Shopping Frontages of Sutton Town Centre and the shopping malls of Sutton Town Centre, the council will expect the proportion of A1 (retail) ground floor units not to fall below 75% and that there should not be more than three adjoining non-A1 uses within the Primary Shopping Frontage.
- c** Within the Primary Shopping Frontages of District Centres, the council will expect the proportion of A1 (Retail) ground floor units not to fall below 55% and that there should not be more than three adjoining non-A1 uses within the Primary Shopping Frontage.
- d** Within the Secondary Shopping Frontages of Sutton Town Centre and District Centres, the council will consider other town centres uses (for definition see glossary and box above) as suitable uses provided that the proposed development does not result in more than three adjoining non-A1 uses.

Intrusive Town Centre Uses

- e** Within Shopping Frontages and Local Centres the council will grant planning permission for A5 (Hot Food Takeaway) uses, provided that:
 - (i) the total units in a centre in an A5 use is not already over 20% or the proposal does not take the percentage of total units in a centre on an A5 use above 20%, or:
 - (ii) the number of A5 (Hot Food Takeaway) uses in a frontage (defined as the frontage units between two side roads) does not exceed two.
- f** Within Shopping Frontages and Local Centres the council will not grant planning permission for conversions or change of use which result in C2/C3/C4 (residential) ground floor uses, where permission is required, unless the unit is vacant and it has been demonstrated that it has been marketed at a reasonable market rent through a recognised agent for 12 months.

For Sutton Town Centre, District Centre and Local Centre boundaries and shopping frontages see Appendix 3, Maps 3.1 to 3.38, and Policies Map.

POLICY 19: Local Centres and Isolated Shops



Facts and Trends



The Local Centres

P19.1 Local Centres are shopping parades which serve the communities immediately around them, reducing the need to travel for staple purchases. Typically, they may include a convenience shop or a small supermarket, and may also have newsagents, chemists, local cafes and restaurants, hot-food takeaways, small offices and, in this borough particularly, they are a popular location for stores serving particular trades, such as electricians, plumbers and painters and decorators. In terms of function, local centres add considerably to the quality of life. The council considers it is important to retain the vitality of Sutton's local centres, even though permitted development rights mean the council now has limited control over changes of use.

P19.2 Sutton council is designating three new Local Centres. Carshalton Station (North Street) and Sutton Common Station are being designated to protect the local shops, to promote the development of further typical local centre uses in these locations and to provide potential click-and-collect points for central London commuters in the future. The borough's other railway stations already have adjacent Local Centres. The purpose of the designation of the Lind Road / Lower Road junction as a Local Centre is to protect the local centre uses from residential encroachment.

Local Centres	
Angel Hill	North Street
Banstead Road	Oldfields Road
Beeches Avenue	Plough Lane
Belmont	Roundshaw Centre
Beynon Road	Stanley Park Road
Carshalton Road	Stonecot Hill
Church Hill Road	Sutton Common Road
Erskine Road / Florian Avenue	Sutton Common Station
Gander Green Lane	The Chase
Hillcrest Parade	Upper Mulgrave Road
Lind Road	Westmead Corner
London Road / Hamilton Avenue	Westmead Road
London Road / Staines Avenue	Wrythe Green
Manor Road	Wrythe Lane
Middleton Circle	



Local Shopping Provision outside Town and Local Centres

P19.3 Although the Local Centre coverage is quite extensive across the borough, there are some areas which rely solely on a local convenience shop. Although the council has no planning control over the loss of convenience shops to certain other uses (because of permitted development rights again), the council still considers it is important to have a policy preventing the loss of a local convenience shop to other uses where a planning permission is still required.

Strategic Objectives

- 8** To work with existing businesses so that they expand and to help them to enhance their premises.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.
- 10** To ensure that new businesses match residents' expectations, that they will invest in local employment and training opportunities and that they will fit the aspirations of Sutton.
- 11** To ensure the borough's centres and parades have a good range of high quality shops.
- 12** To ensure the borough's centres are adapted for 21st century shopping.
- 13** To ensure popular uses are located in the borough's centres.

Policy 19: Local Centres and Isolated Shops

Local Centres

- a** In addition to the existing local centres, the council is designating the following areas as local centres:
 - Lind Road, Sutton
 - Carshalton Station (North Street)
 - Sutton Common Station
- b** The council will not grant planning permission for the change of use from A1 uses (particularly those involving cold food sales, newsagents, chemists and post offices) to other uses unless it is demonstrated that:
 - (i) An A1 use providing similar goods is easily accessible to serve local residents.
 - (ii) The shop unit has been marketed at a reasonable market rent with a recognised agent for 12 months.
 - (iii) Proposals will not lead to an over-concentration of single uses.

Isolated Shops

- c** Outside town and local centres, the council will not grant planning permission for the loss of A1 shops within areas of more than 400 metres walking distance from alternative shopping facilities, unless it has been demonstrated that the shop has been marketed at a reasonable market rent through a recognised agent for 12 months.

Provision of New Shops

- d** The council will encourage new convenience shops within existing communities or as part of new development provided that the proposals are of a suitable scale to the locality.

For maps of Local Centres see Appendix 3, Map 3.10 to 3.38, and Policies Map

POLICY 20: Education and Skills



Facts and Trends



P20.1 As part of its statutory duty to ensure there are sufficient places within the borough, the council undertakes place planning functions for primary, and secondary and special school provision. This takes into account the current capacity of schools; the projected future demand for places; variations in demand across Sutton; housing developments; and proposed changes in other boroughs. Full details of this assessment are set out in the council's Infrastructure Study.



P20.2 The primary school assessment (2016) has identified a potential need for 2 to 3 further primary schools over the lifetime of the plan (to 2031). Ideally two of these schools would be located as close to the central primary planning area as possible and would have the capacity for 2FE. One of these schools is likely to be needed in the medium term from 2018. The secondary school assessment (2016) has indicated that new school provision is required on the Sutton Hospital site, as this is the only brownfield location in the borough capable of supporting secondary school education by 2018. The assessment has also identified that a second secondary site will be required (in the medium term to 2020) and that a third site may be required if exceptionally high demand for places occurs which now looks less likely.

Adult Learning / Further and Higher Education



P20.3 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

P20.4 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.



Carshalton College

P20.5 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.

Training Providers

P20.6 There are also a number of private and voluntary sector training organisations in the borough that deliver a wide range of adult learning and further and higher education, including apprenticeships. More information can be obtained from Opportunity Sutton.



Sutton Skills Match Strategy

P20.7 The council's economic development team (Opportunity Sutton) has produced the Sutton Skills Match Strategy (February 2012), which has four high-level strategic aims: addressing skills gaps and matching skills with local demand; giving residents improved skills for future job opportunities; ensuring residents have basic employability skills; and promoting apprenticeships and traineeships.

P20.8 The council has formed a 'Sutton Economic Skills Taskforce' (SEST), to oversee the delivery of the Sutton Skills Match Strategy, (involving the council, Carshalton College; Sutton College; Sutton Chamber of Commerce; Jobcentre Plus; Jace Training; Sutton and District Training; Training and Recruitment Partnership; Sutton Centre for the Voluntary Sector; Sutton Citizens' Advice Bureau; Sutton Housing Partnership; MENCAP; Department for Work and Pensions and the National Health Service) to deliver the 'Skills Match Strategy' between 2013 and 2016.

Strategic Objectives

- 7** To provide the necessary education and health facilities and to ensure utilities and digital infrastructure are fit for purpose.

Policy 20: Education and Skills

- a** The council will provide or support the provision of facilities to meet the accommodation needs for additional primary, secondary and special school places to serve the general increase in population across the borough.
- b** The council has allocated the following site as a primary school:
 - Land north of BedZED, Hackbridge (Site Allocation S3).Furthermore, the council has safeguarded the following two sites for additional primary school provision:
 - The Secombe Theatre and adjacent church, Sutton (Site Allocation STC10).
 - The Sutton West Centre, Sutton (Site Allocation STC4).However, if a more suitable brownfield or greenfield site becomes available before these sites are required, the council may promote the site ahead of the safeguarded sites.
- c** The council has allocated the following sites as a secondary school:
 - Land at Sutton Hospital (Site Allocation LCH1).
 - The All-Weather Pitch or Part of the All-Weather Pitch and Part of the Tennis Centre at Rosehill Recreation Ground (Site Allocation S98).The council will keep the need for secondary school places under review and may search for a third site during the plan period if required.
- d** The council has allocated a site at Sheen Way Playing Fields, Wallington for a Special Educational Needs school in the long term to 2025 (Site Allocation S97).
- e** The council will support adult learning and further / higher education providers in the borough and will balance their requirements with those of other sectors and the local community. In assessing applications for further and higher education uses, the council will ensure that such developments are sensitive to their surroundings, take into account the impact on the mix of uses in the area, be in areas of good public transport accessibility and seek to protect residential uses and the local environment.

POLICY 21: Health and Well-being

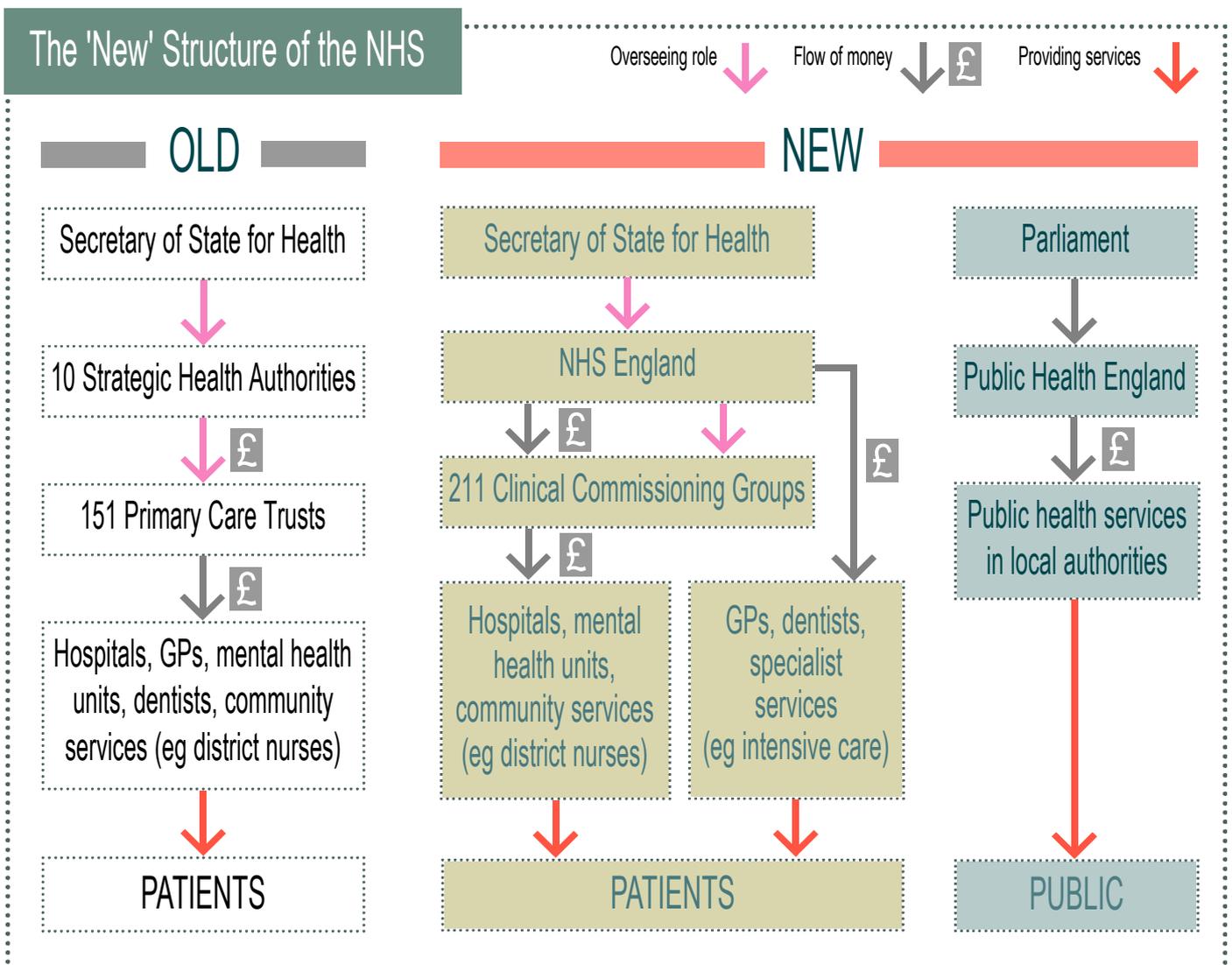
Facts and Trends



P21.1 London's health service is vital to maintaining and improving Londoners' quality of life. Therefore, the council has been working closely with health colleagues (NHS England, Sutton Clinical Commissioning Group (CCG), the Healthy Urban Development Unit, NHS Property Services and Sutton's Public Health team) to ensure that suitable health infrastructure is in place to meet the needs of the population over the period of the Local Plan (2016-2031).

P21.2 The improvement of our health and well-being, though, requires more than access to medical facilities. It is about the creation of healthy environments for people of all ages in the borough. A healthy environment can promote and encourage healthy lifestyles and these are assisted through strong urban design, green open spaces and access to sustainable transport. Planning can play a key role in influencing these key health determinants and assisting in reducing health inequalities.

P21.3 The council will therefore look at a range of measures when assessing planning applications in order to promote health and well-being and attempting to reduce health inequalities: access to open space and nature; accessibility and active travel; housing quality; access to healthcare services and other social infrastructure; access to healthy food; air quality and noise; crime reduction and community safety; social cohesion and lifetime neighbourhoods; and climate change and the minimisation of the use of resources.



P21.4 In terms of redevelopment plans over the Local Plan period (2016-2031):

- The Sutton Hospital site (owned by the Epsom and St Helier University Hospitals NHS Trust) is now largely vacant but Policy 2 and Site Allocation LCH1 explain how the site will be transformed into the London Cancer Hub.
- Epsom and St Helier University Hospitals NHS Trust own the St Helier hospital site, where they are looking to invest in services over the Plan period.

P21.5 In line with guidance published by the Department of Health (June 2015), Sutton CCG has published an Estate Strategy (December 2015) for the borough. One of the main drivers for this piece of work is the growth in the borough's population. It is predicted that the population will increase from 201,751 in 2016 to 213,688 in 2031 (GLA 2015 round Strategic Housing Land Availability Assessment -based population projections: capped household size model, released May 2016). This represents a 5.9% increase in the 15 year period.

P21.6 The growth scenario in Policy 1 envisages an additional 423 homes per year or 6,345 homes per year over the plan period. The key locations for housing growth will be Sutton Town Centre, predominantly, Hackbridge and Wallington.

P21.7 Having anticipated this growth scenario being selected, Sutton CCG's Estates Strategy sets out that Sutton and Hackbridge could provide the locations for new health facilities in response to the growth and that there are opportunities to improve and reconfigure primary care services and facilities, notably in Cheam, Wallington and Belmont.

P21.8 One of the purposes of the Estate Strategy is to help evaluate bids for capital investment, which includes NHS England Primary Care Transformation Funds and the use of Section 106 funds and Community Infrastructure Levy.

P21.9 Sutton CCG has put forward a bid to the NHS England Primary Care Transformation Funds (May 2016) for funding towards its priority redevelopment sites. These will be delivered over the plan period:

- Robin Hood Lane, Sutton (redevelopment of site to provide additional / improved facilities).
- Wrythe Green Lane (extension of existing surgery).
- Felnax, London Road, Hackbridge (provision of new surgery).
- Malden Road, Cheam (potential redevelopment on Cheam Leisure Centre site).
- South Sutton (submission of new application for smaller health facility on Henderson Hospital site).
- Carshalton Beeches (finding a site to co-locate existing three surgeries in the area).

P21.10 The CCG Estate Strategy 2016-2021 (December 2015) aims over time to:

- use the existing estate more effectively.
- reduce running and holding costs.
- reconfigure the estate to better meet commissioning needs.
- share property, particularly with social care services and the wider public sector.
- dispose of surplus estate, which will generate capital receipts for reinvestment.
- ensure effective future investment.



Strategic Objectives

- 7** To provide the necessary education and health facilities and to ensure utilities and digital infrastructure are fit for purpose.
- 15** To improve public transport within the borough and across south London, and secure improvements to the road network to address the impacts of new developments where necessary.

Policy 21: Health and Well-being

- a** The council will support the provision of new or improved healthcare facilities in the borough, in line with Sutton's Clinical Commissioning Group and NHS England requirements.
- b** In particular, the council will support new health facilities/improvements at the following locations in the borough:
- Robin Hood Lane, Sutton (Site Allocation STC30).
 - Wrythe Green Lane, Carshalton.
 - Felnex, London Road, Hackbridge (Site Allocation S1).
 - Henderson Hospital, Belmont (Site Allocation S85).
- The council will also support new health facilities / improvements in sustainable locations in the:
- Cheam / North Cheam / Worcester Park area.
 - Carshalton area.
- c** The council will support the proposals for the development of the London Cancer Hub (Site Allocation LCH1) in line with Policy 2 of the Local Plan and the 'London Cancer Hub - Development Framework' (approved September 2016).
- d** The council will support the development of the Royal Marsden and Institute of Cancer Research as centres of medical excellence in providing cancer care, research facilities and associated activities.
- e** The council will support the aim to improve access to primary care facilities, which could involve extending GP surgery hours and will also support the re-use of social infrastructure and the co-location of services wherever possible.
- f** The council will also require development to contribute positively to creating high quality places that support healthy communities. The council will therefore support development that involves the retention and improvement of facilities that promote healthy lifestyles, such as leisure facilities and open space (including playing pitches, allotments, and children's play spaces) throughout the borough and will promote healthy, economic and sustainable alternatives to the car.

POLICY 22: Social and Community Infrastructure



Facts and Trends



P22.1 Community facilities such as health, schools and sports and leisure centres are a very important part of the social infrastructure contained within the London Borough of Sutton. They assist in the provision of key services to borough residents. These facilities are under pressure from cut-backs in public funding and from the impact of continuing population growth and development. While there are opportunities for some of these services to be provided at home or online, physical infrastructure will remain the main method in which the majority of these services can be accessed.



P22.2 As many existing community facilities are often situated within residential areas, they can come under increasing pressure to be redeveloped for housing. It is important to retain such facilities, unless alternative facilities are available nearby. Developments can lead to increased pressure on Sutton's existing community facilities and infrastructure, either cumulatively or individually. One of the key issues arising from new development is how the council addresses the demands arising from that development for new community facilities. This can be done through either seeking a Section 106 agreement to mitigate the impact of the development or through the use of the Community Infrastructure Levy and the collection of funds for a new piece of community infrastructure. When examining the impact of new development, the council will look at the likely number of future occupants of the proposed scheme; existing facilities accessible to the development and their capacity; and the needs of community service providers operating in the area. The council will use the mayor's definition of 'social infrastructure' (as set out in the Glossary) in determining planning applications where a community facility is involved.



Public Houses as Assets of Community Value



P22.3 The 'Community Right to Bid' was introduced by the Localism Act and came into effect in September 2012. Eligible voluntary or community groups with a local connection can ask the council to register certain assets as being of value to the community by making a nomination.

P22.4 If an asset is registered and the owner wishes to sell, the new right will give an eligible community interest group that wishes to be treated as a potential bidder six months to put together a bid to buy it. This right is intended to give communities an increased chance to save pubs or other local facilities that are of community value.

P22.5 In the case of pubs, since 6 April 2015, once they have been nominated as an Asset of Community Value, their permitted development rights are suspended for 56 days. If the nomination is subsequently successful, the permitted development rights are then removed. This means that any demolition or change of use would first need planning permission. Also, before any development commences, developers must send a written request to the council to confirm if it has been nominated or registered as an Asset of Community Value.

P22.6 Pubs are features of the borough's streetscene and often a major part of a particular locality. However, in recent years the number of pubs in the borough has decreased. Council research calculates that an average two pubs a year have been lost across the borough since 2007. The council considers the remaining pubs of streetscene and community value are best protected as Assets of Community Value.

Strategic Objectives

- 7** To provide the necessary education and health facilities and to ensure utilities and digital infrastructure are fit for purpose.

Policy 22: Social and Community Infrastructure

- a** The council will grant planning permission for the development of social and community infrastructure (as defined in the glossary) where it:
- (i) is accessible by a range of transport modes, in particular by walking, cycling and public transport.
 - (ii) provides flexible and adaptable space, where practicable.
 - (iii) is close to or accessible to the community it is intended to serve and is of a suitable scale to meet that need.
 - (iv) is designed and sited to enable the shared use of premises and playing fields for community purposes.
 - (v) would not have any adverse environmental effects.
 - (vi) in the case of proposals for large developments generating significant numbers of trips, such as indoor sports facilities, are located within or on the edge of town centres or other areas of higher public transport accessibility.

- b** The council will not grant planning permission for development that involves the loss of social and community infrastructure unless:
- (i) it can be demonstrated that the facility is no longer required either in its current use or for any alternative social or community use.
 - (ii) suitable alternative provision is made or is available nearby.

Where proposals come forward involving the loss of a social and community facility, sufficient evidence will need to be provided to satisfy the council that the requirements of this policy have been met. This would demonstrate that for a period of 12 months there had been no interest in using the premises/land for their current or other community purposes at a reasonable charge and that the need for such a facility is already satisfied within premises in easy walking distance or an alternative facility will be provided within a similar distance.

- c** The council will seek to protect public houses that are considered to be of street scene and community value. The council would welcome applications from local voluntary or community groups seeking to register public houses that are set out in the Appendix to this policy as Assets of Community Value.

Appendix: Public Houses that are considered to be of street scene and community value

Beddington

- Harvest Home 27 Beddington Lane, Croydon CR0 4TG
- The Plough Croydon Road, Beddington CR0 4QR

Carshalton

- Butterchurn Erskine Road, Carshalton SM1 3AS
- Fox and Hounds 41 High Street, Carshalton SM5 3BE
- Greyhound Hotel 2 High Street, Carshalton SM5 3PE
- Hope 48 West Street, Carshalton SM5 2PR
- Racehorse 17 West Street, Carshalton SM5 2PT
- Railway Tavern 47 North Street, Carshalton SM5 2HU
- Sun 4 North Street, Carshalton SM5 2HU
- Windsor Castle 378 Carshalton Road, Carshalton SM5 3PT
- The Woodman 6 High Street, Carshalton SM5 3AG
- Lord Palmerston 31 Mill Lane, Carshalton SM5 2JY

Cheam and North Cheam

- The Harrow 6 High Street, Cheam SM3 8RL
- Inn on the Park Ewell Road, Cheam SM3 8AA
- Lord Nelson 837 London Road, North Cheam SM3 9DR
- Olde Red Lion 17 Park Road, Cheam SM3 8QB
- Prince of Wales 28 Malden Road, Cheam SM3 8QF
- Railway Inn 32 Station Way, Cheam SM3 8SQ
- California 1 Brighton Road, Belmont SM2 5SU

Clockhouse

- Jack and Jill Longlands Avenue, Coulsdon CR5 2QJ

Sutton and West Sutton

- All Bar One 2 Hill Road, Sutton SM1 1DZ
- Cock and Bull 26-30 High Street, Sutton SM1 1HF
- Crown 285 High Street, Sutton SM1 1LD
- Grapes 198 High Street, Sutton SM1 1NR
- Little Windsor 13 Greyhound Road, Sutton SM1 4BY
- Lord Nelson 32 Lower Road, Sutton SM1 4QP
- New Inn 16-18 Myrtle Road, Sutton SM1 4BX
- Nightingale 53 Carshalton Road, Sutton SM1 4LG
- Plough 155 Gander Green Lane, Sutton SM1 2EZ
- Prince Regent 346 High Street Sutton SM1 1PR
- Robin Hood 52 West Street Sutton SM1 1PR
- Winning Post 265 High Street, Sutton SM1 1LD



Wallington / Hackbridge

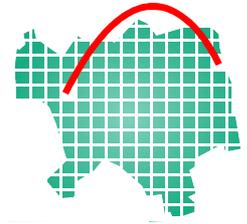
- **Dukes Head Hotel** The Green 6 Manor Road, Wallington SM6 0AA
- **Grange** Beddington Park, London Road, Wallington SM6 7BT
- **Melbourne** 89 Manor Road, Wallington SM6 0DE
- **Red Lion** Hackbridge Road, Hackbridge SM6 7AY
- **Rose and Crown** London Road, Wallington Corner SM6 7HX
- **Wallington Arms** Woodcote Road, Wallington SM6 0NN

Worcester Park

- **HG Wells** 101 Cheam Common Road, Worcester Park KT4 8TA
- **North End Tavern** 245 Cheam Common Road, Worcester Park KT4 8ST



POLICY 23: Telecommunications



Facts and Trends



P23.1 The National Planning Policy Framework (March 2012) (paragraphs 42 to 46) sets out guidance on the provision of high quality communications infrastructure. It states that high quality communications infrastructure is essential for sustainable economic growth.

P23.2 The NPPF states that in the preparation of local plans, local authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband. They should aim to keep the number of masts and sites to a minimum. Existing masts, buildings and other structure should be used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate.

P23.3 Local authorities are told they should not impose a ban on new telecommunications development in certain areas, impose blanket Article 4 directions over a wide area or a wide range of telecommunications development or insist on minimum distances between new telecommunications development and existing development.

P23.4 The council normally expects that applications for telecommunications development (including for prior approval under Part 24 of the General Permitted Development Order) should have the necessary evidence to justify the proposed development. This includes:

- the outcome of consultation with organisations with an interest in the proposed development (for example, if a mast is to be installed near a school)
- for an addition to an existing mast or base station, a statement that self-certifies that the cumulative exposure of the development will not exceed International Commission on Non-Ionising Radiation Protection guidelines
- for a new mast or base station, evidence the applicant has examined erecting antennas on an existing building, mast or other structure and a statement that self-certifies that, when operational, the International Commission guidelines will be met.

P23.5 In respect of other infrastructure / utilities, the council seeks to work with infrastructure providers and stakeholders to identify requirements for infrastructure provision and services for new development and to co-ordinate infrastructure delivery.

Strategic Objectives

- 7** To provide the necessary education and health facilities and to ensure utilities and digital infrastructure are fit for purpose.
- 8** To work with existing businesses so that they expand and help them to enhance their businesses.
- 9** To provide new opportunities for business to come and flourish in the borough.
- 12** To ensure the borough's centres are adapted for 21st century shopping.

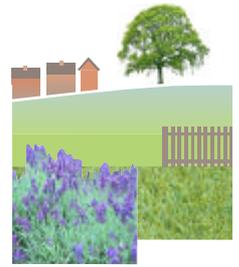
Policy 23: Telecommunications

All telecommunications development should be sited and designed in such a way that it does not adversely affect the appearance of the surrounding area. The council will only grant planning permission of telecommunications equipment where:

- a** The siting is not intrusive in the street scene and the design is of a height, scale and appearance which does not unduly detract from the character of the area or unacceptably harms the amenities of occupiers of neighbouring sites unless there is a specific need which outweighs the harm.
- b** All alternative sites which fulfil the functional requirements of the equipment have been assessed.
- c** It has been demonstrated that the use of existing facilities or sharing equipment with other operators has been considered.
- d** Consideration has been given to the need to cater for the future growing demand for network development, including that of other operators.
- e** Every effort has been made to minimise the visual impact of the proposal.
- f** The applicant has demonstrated that the development will operate within the International Commission on Non-Ionizing Radiation Protection guidelines for public exposure.

POLICY 24: Green Belt and Metropolitan Open Land

Facts and Trends



The Borough has

606 ha
of
Green Belt



The Borough has

529 ha
of
MOL



Green Belt

P24.1 The borough has two parts of Green Belt:

- The Cuddington Green Belt (107ha), which comprises housing and a golf course but is an important link between the Epsom and Ewell Green Belt and the Reigate and Banstead Green Belt.
- The Woodcote Green Belt (499ha), which is more traditional open land with scattered housing and agricultural businesses.

P24.2 The purpose of the Green Belt is:

- to check the sprawl of built-up areas.
- to prevent towns merging into one and another.
- to safeguard the countryside.
- to conserve the setting and special character of historic towns.
- to assist with urban regeneration.

By and large, the Green Belt performs these functions well.

P24.3 However, the council is making two amendments to the Green Belt boundary. It is taking the housing estate including Damson Way (to the east), Lawson Walk (to the south) and Burns Close (to the west) out of the Green Belt as this is area is an established extension to the residential area and performs no Green Belt function. In addition, the council is making a modest extension to the Gypsy and Traveller site which is in the Green Belt, and the current Gypsy and Traveller sites and the extension will be removed from the Green Belt, become an inset in the Green Belt and designated as 'Land Limited to Gypsy and Traveller Sites'.

Metropolitan Open Land

P24.4 Metropolitan Open Land is a protective designation with the same weight as Green Belt for open land within the urban area - in other words, Green Belt inside London. It should be clearly distinguishable from the built-up area or include open air facilities for recreation or contain notable features or landscapes or form part of a green walking chain.

P24.5 The borough has 18 areas of MOL (some of the areas have been amalgamated since the last plan) and two areas have been extended: Mayflower Park in Worcester Park is bigger on the ground than planned by 1.4ha and Grove Park, Carshalton, has been extended by 0.7 hectares. However, two areas have been taken out of Metropolitan Open Land: Rosehill Recreation Ground will lose 2.7ha in order for a new school to be built; and a 4.4ha site to the west of Beddington Lane has been designated as Strategic Industrial Land.

P24.6 The council attaches great importance to both the Green Belt and Metropolitan Open Land and considers both designations are integral to the character of the borough.

Strategic Objectives

- 5** To use the Green Belt, Metropolitan Open Land, the parks and other open spaces to protect the open feel of the borough and its biodiversity.
- 19** To protect and enhance the borough's biodiversity.

Policy 24: Green Belt and Metropolitan Open Land

- a** The council has removed one site from the Green Belt and allocated it as an extension to the existing Gypsy and Traveller Site at land south of The Pastures, Carshalton Road (Site Allocation 104), The council has removed two sites from Metropolitan Open Land for a school on Rosehill Recreation Ground (Site Allocation S98), and to extend the Beddington Strategic Industrial Location on Land to the West of Beddington Lane (Site Allocation 76).
- b** The council has amended the Green Belt boundary to remove the housing estate including Damson Way (to the west), Lawson Walk (to the south) and Burns Close (to the east).
- c** The council has amended MOL boundaries so that the Mayflower Park, Worcester Park boundary follows the road and line of built development, and that Grove Park, Carshalton, includes the former school playing field.
- d** The council will not grant planning permission for inappropriate development in the Green Belt or Metropolitan Open Land unless other material considerations clearly outweigh the harm to the Green Belt or Metropolitan Open Land and constitute very special circumstances. The construction of new buildings and structures or the re-use of buildings and structures in the Green Belt and Metropolitan Open Land will be inappropriate unless it is for the following purposes:
 - (i) agriculture, horticulture or animal-related businesses.
 - (ii) appropriate facilities for outdoor sport and recreation and cemeteries.Any new buildings or structures or the re-use of buildings and structures should preserve the openness of the Green Belt or Metropolitan Open Land.
- e** The council will grant planning permission for extensions to, alterations to and the replacement of an existing building or structure in the Green Belt provided that the increase in the external volume of the built form is no greater than 30% above the size of the original building or structure.
- f** The council will grant planning permission for redevelopment of previously developed sites comprising two or more non-ancillary buildings, excluding temporary buildings, which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

For Green Belt and Metropolitan Open Land maps, see Appendix 5, Maps 5.1 to 5.22, and Policies Map.

Advice on Meeting the Policy

P24.7 Since 1997, the council has been applying guidance that extensions no greater than 30% above the floor area of the original building would not usually be considered disproportionate. This policy changes the measure to external volume as it is considered a better measure of the effect on openness in the Green Belt. In addition, the policy now covers all buildings and structures and not merely dwellings as before. For purposes of applying this policy, the council considers that:

- the 30% figure should only be treated as an indication and that in some instances proposals to increase the volume by less than 30% may still be disproportionate, be considered to be materially larger and therefore be inappropriate. The council will also consider the mass, scale and any increase in ridge height in order to determine if an extension is disproportionate.
- the 'original building or structure' means the building or structure (and garages and ancillary buildings within 5 metres) that existed in 1948 or when first built if later than 1948. Any extensions, which are built subsequently, will not be considered part of the original building.

POLICY 25: Open Spaces

Facts and Trends

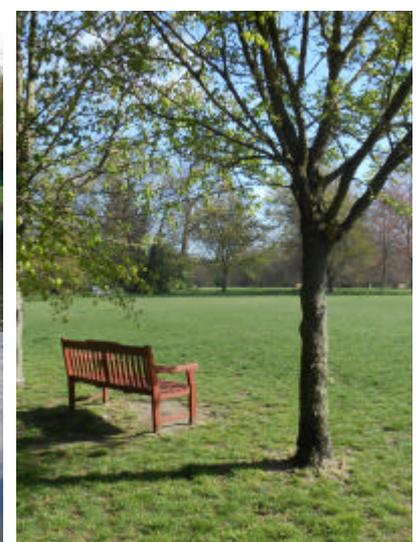


P25.1 Open spaces include green spaces such as parks and allotments, natural habitats, play grounds, and amenity space. While some open spaces have a strategic importance and are consequently identified as Green Belt and Metropolitan Open Land (MOL), others have a local importance. However all form the network of open space. A total of 678 open spaces were identified and audited in the Open Space Strategy in the borough in 2007 and of these 450 had unrestricted public access; 172 of these had limited access; 15 restricted access (out of bounds to the general public); and 41 no public access. Taken together, the open spaces cover 518 hectares.

P25.2 Open spaces have many roles including providing for recreation and physical activity; encouraging social interaction; promoting health and well-being and quality of life; providing facilities for children's development; encouraging walking and cycling; reducing flood risk; and safeguarding biodiversity.

P25.3 There has been a considerable level of development in the borough since the previous assessment of open space was published in February 2007. It is important that we protect our existing parks and open spaces as the projected level of growth over the plan period up to 2031, as well as additional demand from outside the borough, will place increasing pressure on existing open space, as the number of users increase.

P25.4 An update to the 2007 Open Space Study has been produced as a background document to the Local Plan: Open Space Study Update (October 2016) and sets out full details of open space provision in the borough.



Strategic Objectives

- 5** To use the green belt, Metropolitan Open Land and other open spaces to protect the open feel of the borough and its biodiversity.
- 16** To enhance cycle routes.
- 17** To improve footpaths and encourage walking.
- 18** To enhance the quality of the River Wandle and increase its benefits for people and wildlife.
- 19** To protect and enhance the borough's biodiversity.

Policy 25: Open Spaces

- a** The council will seek to retain the existing level of open space in the borough by:
 - (i) refusing development of all open space and play space in the borough (as identified on the Policies Map) unless
 - (1) it can be demonstrated that such development would preserve or enhance its open character, its function as a sport, leisure or recreational resource, and its contribution to visual amenity, or
 - (2) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in the local area.
 - (ii) enhancing the supply of open space to meet the needs of the borough's growing population, by seeking on-site provision of publicly accessible open space, particularly in major new development in areas of deficiency.
 - (iii) supporting improvements, enhancements, and management that improve both quality and access to existing green spaces.
 - (iv) enhancing the role of Metropolitan Green Chains within the borough by protecting the open spaces within them from inappropriate development and improving walking and cycling linkages between them.
 - (v) working with partners and stakeholders to support and promote measures to help deliver the vision of the Wandle Valley Regional Park as a network of high quality, accessible and interconnected open spaces based around the River Wandle.
 - (vi) supporting new high quality outdoor sports facilities to promote sports and recreation across the borough.
 - (vii) promoting the multi-functional and shared use of existing open space for play and sports facilities and playing pitches, subject to satisfactory management arrangements being put in place.
 - (viii) supporting proposals for new children's play space in accordance with the Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' Supplementary Planning Guidance (September 2012)
 - (ix) resisting development on allotments, unless it can be demonstrated that:
 - (1) they are no longer needed to meet local demand.
 - (2) existing allotment users can be relocated to a new or existing allotment site within a reasonable distance of their homes.
- b** The council will encourage and support the provision of community-run and managed allotments and community food growing spaces in major new developments where practicable.
- c** The council will safeguard sufficient land required to meet the borough's future need for burial space over the plan period.

For Metropolitan Green Chains see Appendix 5, Map 5.23 and the Policies Map

For Public Open Space see Appendix 5, Map 5.24 and the Policies Map

For Urban Green Space see Appendix 5, Map 5.25 and the Policies Map

For Allotments see Appendix 5, Map 5.26 and the Policies Map

For Green Spaces Safeguarded for the Wandle Valley Regional Park see Appendix 5, Maps 5.27 and 5.28 and the Policies Map

For Land Reserved for Burial Space Use see Appendix 4, Maps 4.1 to 4.3 and the Policies Map

For Deficiencies for parks and play areas see Appendix 5 Maps 5.29 to 5.33 and Table 5.1

Advice on Meeting the Policy

P25.5 For the purposes of this policy open spaces include both Public Open Spaces, Urban Green Spaces (which are areas of open land which generally have some restriction on public access such as private sports clubs) and Allotments. Sutton's network of Metropolitan Green Chains is shown on Map 5.23. The majority of the open spaces designated as Metropolitan Green Chains are also designated as Metropolitan Open Land and protected from inappropriate development (see Policy 24). However, other parts of the chain which are separately identified as Public Open Space or Urban Green Space will be protected under this policy.

P25.6 Implementation of the Wandle Valley Regional Park, which includes Beddington Farmlands, will provide additional publicly accessible open space in the borough to support future growth. The green spaces safeguarded for the Regional Park are shown on Maps 5.27 and 5.28 and Policy 5 (Wandle Valley Renewal) sets out policy requirements in respect of the restoration and public access to Beddington Farmlands and initiatives in relation to the enhancement of the River Wandle corridor for recreational and wildlife purposes.

P25.7 Existing allotments in the borough are operating at around 100% capacity and there is an increasing call for more people to increase levels of activity and eat more fresh foods to tackle growing health problems. As well as protecting existing allotments, the council will through this policy encourage developers to provide opportunities for community growing food spaces and the council will welcome innovative solutions to achieve this objective within major new developments, wherever this is practicable and does not compromise other policies of the plan.

P25.8 The council currently has sufficient burial space to meet its needs until the end of the plan period. However, it will keep the changing demand for future burial space under review throughout the plan period.

POLICY 26: Biodiversity

Facts and Trends



SINC changes included in this plan:

- Extension of Belmont Pastures SINC
- Extension of Queen Mary's Wood, Wellfield Plantation and Grasslands, and Woodmansterne Road Woodland SINC
- Extension of River Wandle SINC
- New SINC at Sutton Common Paddock
- New SINC at Cuddington Cemetery
- New SINC at Queen Elizabeth Walk



P26.1 Biodiversity covers the variety of flora and fauna within a certain area - a high level of biodiversity is generally considered to be desirable for a number of reasons, including species retention, flood alleviation, pollution amelioration, environmental quality, mental health and child development - in other words, quality of life. Therefore, the council is keen to preserve areas rich in biodiversity or areas which promote vulnerable or rare species.

P26.2 Currently, the council has 54 Sites of Importance for Nature Conservation (SINC's) in a hierarchy with Sites of Metropolitan Importance (Grade 1) at the top, followed by Sites of Borough Importance (Grade 2) and Sites of Local Importance (Grade 3). They are designated for a variety of reasons, notably the flora that grows there, the fauna that inhabits the site or the site's contribution to landscape connectivity - linking high-quality areas of wildlife. As part of this plan, the council is extending three existing SINC's and creating three new SINC's.

P26.3 In addition to these changes, and as part of the council's One Planet Sutton programme, the council is committed to the following:

- The creation of 1 hectare of new woodland.
- The enhancement of 2 hectares of woodland (likely to be at Queen Mary's Wood).
- The creation of 2 hectares of new chalk grassland (likely, in part, to be at Wellfield South and in other areas depending on location and feasibility).
- The enhancement of 12 hectares of chalk grassland (likely to be at Roundshaw Downs).

P26.4 The council also intends to implement five enhancement projects on the River Wandle, which have been identified through the Wandle Catchment Plan.

P26.5 Besides SINC's, the borough also has a network of Green Corridors. They largely comprise railway verges, cuttings and embankments but also are designated where SINC's do not form a continuous chain. The Green Corridors are unchanged from the previous plan.



Strategic Objectives

- 5** To use the Green Belt, Metropolitan Open Land, the parks and other open spaces to protect the open feel of the borough and its biodiversity.
- 18** To enhance the quality of the River Wandle and increase its benefits for people and wildlife.
- 19** To protect and enhance the borough's biodiversity.
- 20** To reduce flood risk to and from new development.

Policy 26: Biodiversity

- a** The council will protect and enhance Sites of Importance for Nature Conservation, Green Corridors and biodiversity. It will ensure the restoration of Beddington Farmlands is completed to the agreed quality and implement its Biodiversity Action Plan and agri-environment schemes. Major new development should result in no net loss in biodiversity value, as assessed against the DEFRA biodiversity offsetting metric, the Environment Bank Biodiversity Impact Calculator or any metric which the council subsequently adopts formally. New development should incorporate opportunities to enhance biodiversity, wherever possible.
- b** The council will grant permission for developments that create, conserve or enhance biodiversity and improve access to nature, subject to other policies in the plan. In particular, the council will support the creation of:
 - 1 hectare of new woodland.
 - 2 hectares of new chalk grassland at suitable locations.
 - Various habitat enhancements identified through the council's Biodiversity Action Plan and the Catchment Plans for the River Wandle and Beverley Brook.
- c** The council will not grant planning permission within or adjacent to a SINC where there would be a damaging impact on the nature conservation value or integrity of the site, unless:
 - (i) the need for and the benefits of the development clearly outweigh the harm.
 - (ii) where there are no reasonable alternative sites that would result in less harm.
 - (iii) where development can demonstrate no net loss for biodiversity and, where possible, net gains for biodiversity by providing mitigation and/or compensation measures.
- d** The council will not grant planning permission for development within a Green Corridor where there would be a significant damaging impact to the corridor, unless the need for and benefits of the development clearly outweigh the harm and where development can demonstrate no net loss for biodiversity by providing mitigation and/or compensation measures.
- e** The council will grant planning permission for development provided that the development will not adversely affect the integrity and biodiversity of the Banstead Downs SSSI (Site of Special Scientific Interest) adjacent to the London Borough of Sutton.

For Sites of Importance for Nature Conservation and Green Corridors, see Appendix 6, Maps 6.1 to 6.66 and Policies Map.

POLICY 27: Agricultural Land

Facts and Trends



Background

P27.1 Despite being part of Greater London, the borough still retains some farming activities. The Woodcote Green Belt is dotted with clapperboard houses which were built as smallholdings for returning World War I soldiers. They were distinctive not only for the clapperboard construction but also for their lack of fences and hedges. Subsequent policies have encouraged the enclosure of the land around the smallholding properties but the general openness of the area still remains.

P27.2 Only a small number of smallholdings remain in agricultural use and sometimes the open, rolling landscape is marred by standard, functional agricultural buildings which are prominent in the landscape and other agricultural equipment. Some of the smallholdings have become private dwellings while the area is also home to a number of horticultural and animal-related businesses. The council considers that a mix of private dwellings in the existing buildings and agriculture, horticulture and animal related businesses, including for community supported agriculture and local food production, is an appropriate use for the area.

P27.3 The north-eastern part of the Woodcote Green Belt is classified as Grade 2 (of 5) agricultural land and the remainder is Grade 3. This means that the whole area is classified as Best and Most Versatile Agricultural Land.

Permitted Development

P27.4 Since 2013, the Government has introduced a number of permitted development rights which means that the council has less influence on how the area develops. In summary and subject to some restrictions, agricultural buildings can convert to the following without the need for a planning permission: residential dwellings, shops, professional services (estate agents, solicitors etc), restaurants and cafes, offices, warehouses, hotels and hostels and leisure facilities (cinemas, concert halls, skating rinks etc). Therefore, a council policy on the types of land uses in the agricultural area can only be aspirational.

Agglomeration

P27.5 To maintain the distinctive open landscape of the Woodcote Green Belt, it is important that buildings remain scattered and residential curtilages are small to reflect the history of the area. An agglomeration of neighbouring residential dwellings with large curtilages would create a gradual urbanisation of the area and a loss of character. Furthermore, the area is not suitable for any further housing development being served by almost no public transport and connected by paths and a few private roads.

Strategic Objectives

- 5** To use the Green Belt, Metropolitan Open Land, the parks and other open spaces to protect the open feel of the borough and its biodiversity.
- 8** To ensure that new businesses match residents' expectations, that they will invest in local employment and training opportunities and that they will fit the aspirations of Sutton.
- 19** To protect and enhance the borough's biodiversity.

Policy 27: Agricultural Land

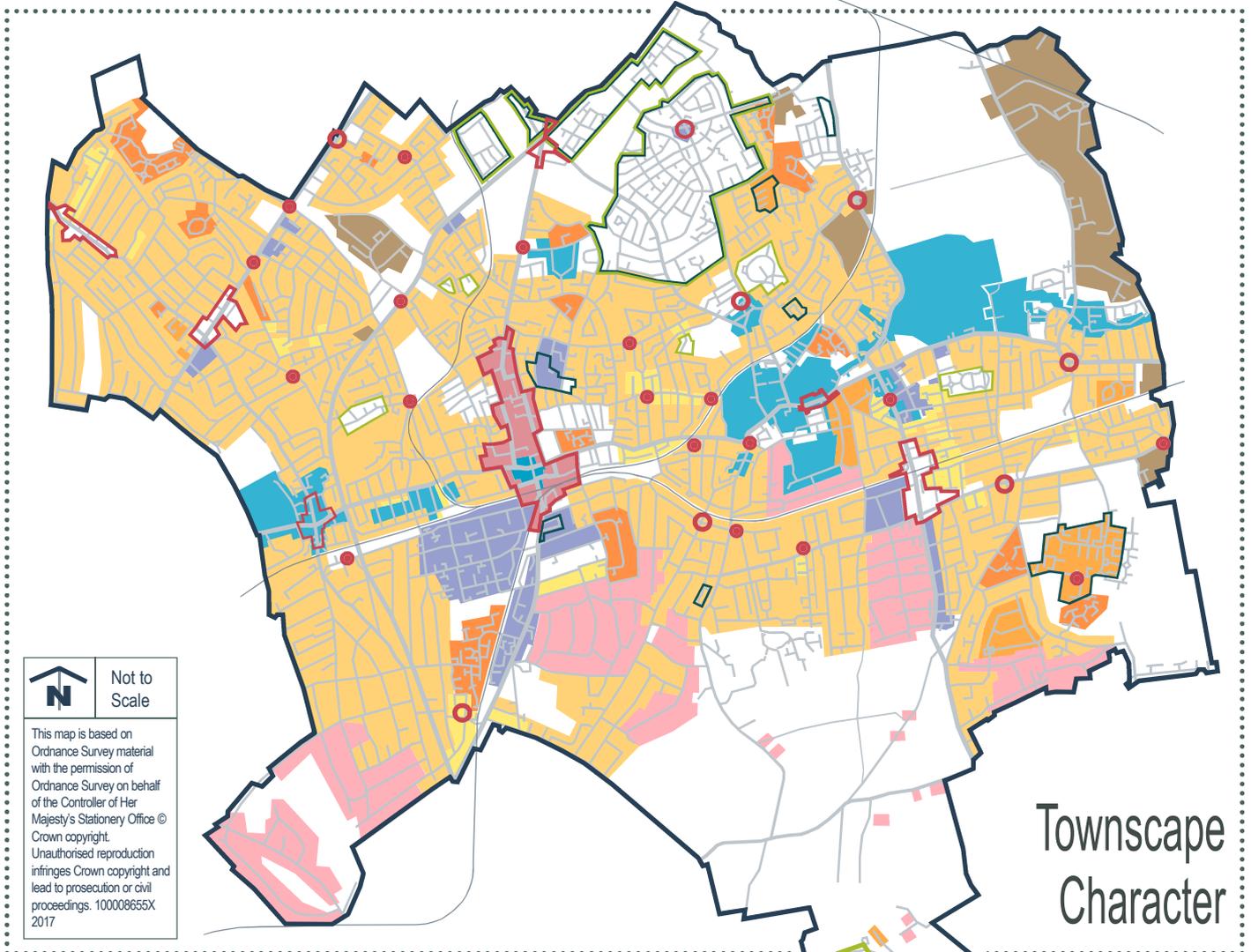
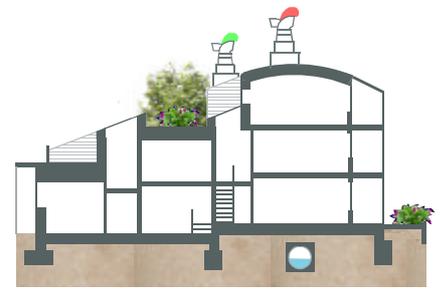
On agricultural land, defined as the Woodcote Green Belt:

- a** The council will only grant permission for agricultural, horticultural and animal-related businesses provided that they are of a scale appropriate with size of the site.
- b** The council will only permit development that would lead to the loss of the Best and Most Versatile Agricultural Land if:
 - (i) it has been demonstrated that the benefits of the development outweigh the loss of Best and Most Versatile Agricultural Land.
 - (ii) the loss would not result in a reduction of the viability of the remaining agricultural land.
- c** The council will not permit new agricultural, horticultural or animal-related business buildings unless it is satisfied that they are necessary, do not affect the character of the area and that there are no other suitable buildings on the site for the proposed use. The council will assess whether existing agricultural, horticultural, or commercial buildings are being used for those purposes. Proposals must be accompanied by a comprehensive business diversification plan, which establishes how the proposals will assist the viability of the business.
- d** The council will grant planning permission for residential units arising out of the replacement or redevelopment of vacant agricultural, horticultural, or commercial buildings, provided that:
 - (i) it can be demonstrated the building had been in active agricultural, horticultural, or commercial use for a 10-year period prior to its becoming vacant and there is no prospect of the building being used for agricultural, horticultural, or commercial in the future.
 - (ii) it can be evidenced that a replacement building for agricultural, horticultural, or commercial use would not be viable.
 - (iii) the residential unit will have a maximum plot size of 0.2ha for each detached dwelling and 0.1ha for each semi-detached dwelling.

For the Woodcote Green Belt map see Appendix 5, Map 5.3, and the Policies Map

POLICY 28: Character and Design

Facts and Trends



Townscape Character

 Not to Scale
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Respecting Character

P28.1 The impacts of growth and high-density development can be mitigated by a respect of local character and high-quality design. In terms of character, it is important that new development respects local character. As the council's Characterisation Study shows, the borough has a varied character, including the garden suburb of St Helier, the industrial villages of Beddington and Hackbridge, the rural villages of Carshalton and Cheam, the uniformly designed Worcester Park, all of which are interspersed with familiar London-style Victorian and Edwardian development and inter-war housing taking its cue from the Arts and Crafts movement. Consequently, any developer should firstly evaluate its surroundings and consider how they can incorporate appropriate elements into a new development.

Key

- | | | | |
|---|-----------------------------|---|------------------------------------|
|  | Conservation Areas |  | Post-war Housing up to 1970 |
|  | Town Centre |  | Recent Housing 1970 to present day |
|  | District Centre |  | Low density housing |
|  | Larger Local Centre |  | Flats and Apartments |
|  | Other Local Centre |  | LBS Estates |
|  | Industrial / Commercial |  | Cottage Garden style estates |
|  | Housing pre-1915 | | |
|  | Inter-war Housing 1918-1939 | | |

Developments in Sutton

P28.2 In the 100 years since the borough began to be intensively developed, a number of styles have come and gone. The pre-1915 housing is characterised by two-storey terraces with small, walled front gardens or substantial properties with regimented building layouts and rich architectural detailing. The inter-war housing was typically built to long, straight streets and comprises short terraces or semi-detached two-storey houses. The streets are typically wide and front gardens have low boundary walls. Although the style appears uniform, in many cases, each property has different detailing.

P28.3 Private post-war housing to 1970 is in relatively short supply and is often small infill sites. They tend to be semi-detached or terraced housing with small private gardens and are usually two-storey housing with plain brickwork. Post 1970, development has largely comprised the replacement of Victorian and Edwardian villas with blocks of flats, small infill development and large housing estate developments on former public sector brownfield land. The flats of the 1970s and 1980s were generally set in large plots but were not responsive to local character while the later flats are on smaller plots but have attempted to respect local character. The smaller infill sites have often been backland development and have contrived branching streets which jar with the grid layout of much of the borough.

Creating Individual Character and Design, Statement Buildings and Contemporary Design

P28.4 On large sites, it is possible for a development to create its own character and design. However, while it is important to create an individual character on these sites, it should not contrast discordantly with the surrounding area which adjoins it. There is a place for statement buildings in the borough but developers should carefully consider whether the site is appropriate for such a building. Like statement buildings, there is a place for contemporary design but, once again, developers should consider carefully whether the site is appropriate for such a design.



Office, Industrial and Retail Development

P28.5 In the 1960s and 1970s, there was considerable office development in the borough and within Sutton Town Centre in particular. The remnants of this growth still exist and have not stood the test of time architecturally - built as a triumph of function over form, they are no longer performing their function, never mind lacking any form to start with. Industrial development since the 1970s has also overplayed function over form in many cases, while retail development is sometimes a mishmash of corporate logos.

Definition of Taller Buildings

Mid-Rise Buildings: Are considered to be tall in the context of relatively low-rise development. In absolute terms, they are in the region of 4 to 6 storeys (12 to 18m).

Tall Buildings: Are significantly taller than the mean height of surrounding development and will have a range of 7 to 10 storeys (21 to 30m).

Very Tall Buildings: Are excessively taller than the surrounding built form and will be from 11 storeys upwards.

Lessons Learned

P28.6 Looking back over a century since the borough began to see intensive development, a number of lessons can be learned:

- Just because the use is not attractive, it does not mean that the development should not be attractive.
- Development should respect local character and its surroundings.
- Development should be appropriate for the townscape.
- Mid-rise developments, such as mansion blocks, and terraced housing can achieve successful intensification at human scale.
- A development without detail is not 'clean', it is plain.
- New streets and routeways should be accessible and easily recognisable.
- Soft and hard landscaping, particularly trees, can play a major part in enhancing a development.
- Well-designed taller buildings are appropriate in the right place if integrated into the local character and context.
- Advertisements should be controlled in number and size.

Strategic Objectives

- 4** To achieve the highest design and environmental standards possible and to future proof buildings in terms of a changing climate.
- 6** To ensure growth is respectful of the suburban character and historic assets and places within the borough, promoting or reinforcing local distinctiveness.
- 14** To improve the public realm in the borough's centres.
- 22** To conserve the borough's historic places and heritage assets, including their settings, and to address heritage at risk as part of a positive strategy for the historic environment.

Policy 28: Character and Design

The council will grant planning permission for new development, including new buildings, alterations and extensions, provided the new development:

- a** Is attractive, designed to the highest standard, especially with regard to architectural detailing, and uses high-quality materials.
- b** Respects the local context and responds to local character and heritage assets.
- c** Is of a suitable scale, massing and height to the setting of the site and/or townscape.
- d** Seeks to improve an area of poor character.
- e** Makes a positive contribution to the street frontage, streetscene and / or public realm, such as using railings and low walls where practicable.
- f** Is inclusive and accessible for all and improves movement through areas with direct, accessible and easily recognisable routes.
- g** Is secure and designed to minimise crime and anti-social behaviour.
- h** Is robust and flexible in use.
- i** Responds to natural features and retains trees, hedges and other landscape features and spaces of amenity value, where possible.
- j** Is not dominated by car and cycle parking.
- k** Creates attractive, functional and clearly defined public and private space.
- l** Protects any important local views and creates new ones wherever possible.
- m** Carefully integrates building services equipment and, in industrial areas, operating equipment.
- n** Maintains the setting and visual amenity of the Green Belt, Metropolitan Open Land, Public Open Space and Urban Green Space.

Opportunities for the removal of poor townscape and its replacement by development of an improved quality and scale will be pursued.

For Green Belt, MOL, Public Open Space and Urban Green Space Maps see Appendix 5, Maps 5.1 to 5.25 and Policies Map.

Landscaping and Trees

- o** New development, where appropriate, should:
 - (i) Make provision for suitable new planting, trees and boundary treatments, taking into account the future effects of climate change.
 - (ii) Incorporate well-designed soft and hard landscaping.

- p** Where trees are present on a proposed development site:
- (i) A landscaping scheme should be submitted alongside the planning application which makes provision for the retention of existing trees, recognising their existing habitat, that are important by virtue of their significance within the local landscape.
 - (ii) Their significance may be as a result of their size, form and maturity, or because they are rare or unusual. Younger trees that have the potential to add significant value to the landscape character in the future should also be retained where possible.
 - (iii) The retention should be reflected in the proposed development layout, allowing sufficient space for new and young trees to grow to maturity, both above and below ground.
 - (iv) Where existing trees are felled prior to permission for development being sought, the council may require replacement planting as part of any permission granted.
 - (v) The council will require compliance with latest arboricultural or silvicultural standards in respect of any tree works or development near to trees.
 - (vi) The type and quantity of trees should also be considered with regard to a changing climate and the need to provide mitigation for that change.

Areas of Taller Building Potential

- q** The Mayor of London requires boroughs to identify Areas of Taller Building Potential. In addition to being located within the areas the council has identified and the requirements of character and design set out above, taller buildings will be expected to:
- (i) be of exemplar design and make a positive contribution to the quality of the local and wider townscape and skyline.
 - (ii) integrate visually with the townscape and streetscape, particularly in terms of an active ground floor frontage.
 - (iii) include a mix of functions that are widely used by the public (such as gyms or retail outlets) in order to ensure the successful integration into the local area, where practicable.
 - (iv) ensure safe, attractive and comfortable amenity/open spaces designed to support social interaction and cohesion and engender a sense of place in predominantly residential developments.
 - (v) protect the setting of any designated heritage assets and the overall historic character that makes an area distinctive and special.
 - (vi) protect the amenity of neighbours and surrounding occupiers.

For Areas of Taller Building Potential see Appendix 7, Maps 7.1 to 7.9 and Policies Map

Advertisements

- r** The council will not grant permission for advertisements that are detrimental to the visual quality of the borough or do not meet safety requirements. In particular, advertisements must respect the design of the building on which they are erected and the character and amenity of the surrounding area.

All development will also be expected to comply with the guidance set out in the council's Urban Design Guide Supplementary Planning Document or its successor document.

Advice on Meeting the Policy

- Accessible London - Achieving an Inclusive Environment Supplementary Planning Guidance (Mayor of London, 2014)
- Character and Context Supplementary Planning Guidance (Mayor of London, 2014)
- National Character Area Profile 114: Thames Basin Lowlands (Natural England, 2014)
- Trees in the Townscape (Tree and Design Action Group, 2012)
- Historic England Advice Note 4 - Tall Buildings (Historic England, 2015)
- Streetscape Guidance (Transport for London, 2016)
- Active Design (Sport England, 2015)

POLICY 29: Protecting Amenity

Facts and Trends



P29.1 The 'amenity' or the features of a place that contribute to its attractiveness and comfort are major factors in the health and quality of life of the borough's residents and workers. It is one of the reasons so many residents move from inner London to the borough or choose to stay where they were born and brought up. Therefore, this policy ensures that standards of amenity are protected.



Strategic Objectives

- 4** To achieve the highest design and environmental standards possible and to future proof buildings in terms of a changing climate.
- 6** To ensure growth is respectful of the suburban character and historic assets and places within the borough, promoting or reinforcing local distinctiveness.

Policy 29: Protecting Amenity

The council will grant planning permission for development unless it adversely affects the amenities of future occupiers or those currently occupying adjoining or nearby properties, or has an unacceptable impact on the residents of the surrounding area.

In assessing the impact of the proposed development, the council will take into consideration the following:

- a** Overlooking causing loss of privacy and how this is addressed by design or separation.
- b** Access is safe and secure and does not cause disturbances.
- c** Outlook / sense of enclosure.
- d** Sunlight, daylight, overshadowing and the need for artificial light.
- e** Noise and vibration levels and times when such disturbances are likely to occur.
- f** Odours, smoke, fumes, dust, litter accumulation, refuse collection/ storage and exterior lighting.
- g** The effect of traffic movement to, from and within the site and car parking.
- h** Microclimate (the climate of a very small or restricted area).
- i** The ability to and the effect of being able to change use (as set out in the Town and Country Planning (General Permitted Development Order) (2015) without the need to obtain planning consent.

If the proposal can be made acceptable by mitigation measures, then the council will seek these measures.

Advice on Meeting the Policy

- Urban Design Guide Supplementary Planning Document (London Borough of Sutton, 2008)
- Transport Assessments and Travel Plans Supplementary Planning Document (L B Sutton, 2008)
- Accessible London - Achieving an Inclusive Environment Supplementary Planning Guidance (Mayor of London, 2014)
- Building Research Establishment's Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice (BRE 2011)

POLICY 30: Heritage

Facts and Trends



Background

P30.1 While Sutton is often classified as a typical suburbia, the truth is far more complex as the borough has a far richer history. It was a rural area until the 19th century characterised by large estates and the architectural reminders are still present in Carshalton and Cheam. The coming of the railway saw considerable development across the borough and the borough is home to some fine Victorian and Edwardian architecture.

P30.2 In addition, there is some notable industrial heritage along the River Wandle and some fine designs from the Arts and Crafts movement, which has influenced much of the inter-war suburban housing. Finally, Historic England has told the council that the borough has some of the most interesting archaeology of all London boroughs. More information on the development of the borough and its heritage can be found in the Characterisation Study. (www.sutton.gov.uk/localplan).

The borough's heritage assets and the protected buildings, structures and areas comprise:

- **15** nationally recognised Conservation Areas
- **176** nationally recognised Listed Buildings
- **1** nationally recognised Historic Park and Garden
- **4** local Historic Parks and Gardens
- **22** Areas of Special Local Character (locally designated areas similar to Conversation Areas)
- **106** Locally Listed Buildings
- **6** nationally recognised Scheduled Ancient Monuments
- **21** nationally identified Archaeological Priority Areas

Full details of these assets can be found in Appendix 8.

AT RISK

The Grotto, Carshalton Park

The Orangery Walls, Beddington Place

The Garden Walls, Beddington Place



Heritage at Risk

P30.3 In the Heritage at Risk Register (December 2015), there were five heritage assets at risk on the register in the borough. During 2016, one has been repaired and Listed Building consent for repairs is currently being sought for another. Therefore, only three assets remain on the register (see left). The council will continue to seeking grant funding for the repair of these assets.

Conserving and Enhancing Heritage Assets

P30.4 The council is continuing its approach to conserving and enhancing heritage assets by ensuring that nationally designated and locally significant heritage assets (listed in Policy 30) are clearly identified and mapped in Appendix 8. The council is also keen that the settings of heritage assets are similarly protected and this is made clear in the policy. In addition, the council's Characterisation Study provides guidance on the styles and history of development within the borough. The council intends to produce Character Appraisals and Management Plans for Conservation Areas in the first instance and then for Areas of Special Local Character to further conserve and enhance their character and appearance.

Heritage-led Regeneration

P30.5 The council sees a role for development in aiding the conservation and enhancement of heritage assets, and for those assets in turn to provide a positive context for high quality in new development. For instance, the sensitive redevelopment of sites that currently detract from the historic high streets of both Carshalton and Cheam Village Conservation Areas and add to the centres' identity and distinctiveness. Similarly, development in other Conservation Areas, such as Wallington Green, could reveal and enhance individual heritage assets which are currently unremarkable due their poor setting. Finally, by identifying existing character and taking that as a cue, there is potential for conservation to act in regeneration. The inter-war style of North Cheam and the garden suburb feel of Rosehill are both character cues which could be the signature for regeneration.

Strategic Objectives

- 4** To achieve the highest design and environmental standards possible and to future proof buildings in terms of a changing climate.
- 6** To ensure growth is respectful of the suburban character and historic assets and places within the borough, promoting and reinforcing local distinctiveness.
- 14** To improve the public realm in the borough's centres.
- 22** To conserve and enhance the borough's historic places and heritage assets, including their settings, and to address heritage at risk as part of a positive strategy for the historic environment.

Policy 30: Heritage

General

- a** The council will conserve and, where practicable, enhance the borough's historic environment. This comprises: Listed Buildings and structures, Scheduled Ancient Monuments, Conservation Areas, Historic Parks and Gardens, Areas of Special Local Character, Locally Listed Buildings and undesignated archaeological remains.
- b** Development that has an impact upon a heritage asset will be expected to conserve and, where practicable, enhance its significance. The council will expect that new development integrates into the historic environment and will look for opportunities from new development affecting heritage assets and their settings to enhance or better reveal their significance.
- c** Great weight will be given to conservation of Sutton's heritage assets. Any harm to the significance of a designated or non-designated heritage asset, or their loss, must be justified. Proposals will be weighed against:
 - (i) the public benefits of the proposal.
 - (ii) whether it has been demonstrated that all reasonable efforts have been made to sustain the existing use, find new uses or mitigate the extent of the harm to the significance of the asset.
 - (iii) whether the works proposed are the minimum required to secure the long-term beneficial use and retain the significance and conservation of the asset.
- d** Proposals likely to affect the significance of a heritage asset, including the contribution made by its setting, should be accompanied by a description of its significance in sufficient detail to allow the potential impacts to be adequately assessed.

Listed Buildings and Structures

- e** The council will:
 - (i) not permit the total or substantial demolition of a Listed Building or Structure unless exceptional circumstances are shown that outweigh the case for retention.
 - (ii) expect proposals for a change of use or alteration or extension to a Listed Building or Structure to have no adverse impact on those elements which contribute to the Listed Building or Structure's special architectural or historic interest and significance, including its setting.
 - (iii) not permit development which it considers would cause harm to the setting of a Listed Building or Structure unless the public benefits outweigh the harm.

For Listed Buildings see Appendix 8, Schedule 8.A, Maps 8.1 to 8.6 and Policies Map.

Scheduled Ancient Monuments

- f** The Ancient Monuments and Archaeology Areas Act (1979) does not allow:
 - (i) the disturbance of or addition to a Schedule Ancient Monument by carrying out works without consent.
 - (ii) the reckless or deliberate damage to a Scheduled Ancient Monument.
 - (iii) the removal of an object without a licence from Historic England.

For Scheduled Ancient Monuments see Appendix 8, Schedule 8.G, Map 8.47 and Policies Map.

Conservation Areas

- g** The council will:
 - (i) expect development within a Conservation Area to conserve and, where practicable, to enhance those elements which contribute to the Conservation Area's special character or appearance. These elements may include landscaped areas, gardens, trees, hedges and boundary treatments as well as the built form. In considering development proposals, consideration will be given to matters including height, scale, massing, materials, urban grain and layout, the public realm and views into and out of the Conservation Area.

- (ii) not permit the total or substantial demolition of an unlisted building which makes a positive contribution to the character and appearance of a Conservation Area and, when in exceptional circumstances demolition is required, the replacement building will be expected to make the same or more of a positive contribution to the character and appearance of the Conservation Area.
- (iii) expect development outside a Conservation Area but which would affect a Conservation Area to conserve and, where practicable, enhance those elements which contribute to the Conservation Area's special character or appearance.

For Conservation Areas see Appendix 8, Schedule 8.E, Maps 8.8 to 8.23 and Policies Map.

Historic Parks and Gardens (both nationally and locally designated)

h The council will:

- (i) expect that development conserves and, where practicable, enhances Historic Parks and Gardens and their settings
- (ii) not permit development which harms the enjoyment, layout, design, character and appearance of Historic Parks and Gardens

For Historic Parks and Gardens see Appendix 8, Schedule 8.D, Map 8.7 and Policies Map.

Areas of Special Local Character

i The council will:

- (i) expect development within an Area of Special Local Character conserves and, where practicable, enhances those elements which contribute to the Area of Special Local Character's particular character or appearance. These elements may include landscaped areas, gardens, trees, hedges and boundary treatments as well as the built form.
- (ii) expect development outside an Area of Special Local Character but which would affect an Area of Special Local Character to conserve and, where practicable, enhance those elements which contribute to the Area of Special Local Character's particular character or appearance.

For Areas of Special Local Character see Appendix 8, Schedule 8.F, Maps 8.24-8.46 and Policies Map.

Locally Listed Buildings and Structures

j The council will encourage the retention, repair and reuse of Locally Listed Buildings and Structures

For Locally Listed Buildings see Appendix 8, Schedule 8.B, Maps 8.1 to 8.6 and Policies Map.

Archaeological Priority Areas

k The council will:

- (i) in consultation with the Greater London Archaeological Advisory Service, require the necessary level of investigation and recording for development proposals that affect, or have the potential to affect Sutton's archaeological heritage. Remains of archaeological importance, whether scheduled or not, should be protected in situ, or if this is not possible, excavated and removed as directed by the Greater London Archaeological Advisory Service.
- (ii) expect the applicant to have sought pre-application advice from the Greater London Archaeological Advisory Service before submitting an archaeological evaluation.

l Where a scheme should be submitted for archaeological site-based survey and/or intervention, in addition to the method statement it will need to include analysis, publication, and archive deposition of the material and the records made, and for the public dissemination of the results to further understanding.

For Archaeological Priority Areas see Appendix 9, Schedule 9.A, Maps 9.1 to 9.22 and Policies Map.

POLICY 31: Carbon and Energy

Facts and Trends



The need for action on climate change

P31.1 Carbon dioxide (CO₂) levels are now at their highest level for almost 1 million years, rising to over 400 parts per million (ppm) compared to around 280 ppm before the 19th century. This has intensified the greenhouse effect and caused a 0.85°C increase in average global temperatures over the last century. 1983-2012 was the warmest 30-year period of the last 1,400 years and 13 of the 15 hottest years on record have occurred since 2000. There is now an overwhelming scientific consensus that to prevent catastrophic climate change, the rise in average global temperatures should not exceed 2°C, which means that CO₂ levels must be stabilised below 450 ppm.

What is a 'zero carbon' Dwelling?

- Achieves at least a 35% on-site reduction in CO₂ emissions over and above the current Building Regulations (Part L 2013).
- The remaining emissions, to 100%, are offset through CO₂ reduction measures elsewhere either funded through planning contributions or a unilateral undertaking by the developer

Minimising CO₂ emissions from the built environment

P31.2 The Climate Change Act 2008 sets a target to reduce UK emissions by 80% below 1990 levels by 2050. Accordingly, national planning policy requires all new developments to minimise CO₂ emissions through energy efficient design and making use of renewable or low carbon energy sources.

P31.3 The Mayor's Climate Change Mitigation and Energy Strategy sets out further targets to achieve a 60% reduction in London's CO₂ emissions by 2025 against a 1990 baseline and to ensure that 25% of London's energy is delivered through district heating networks and other forms of decentralised energy (DE) by that date. The London Plan requires all new buildings to minimise emissions in line with the Mayor's energy hierarchy (1) Be lean, (2) Be clean and (3) Be green and sets a target for all major housing schemes to be 'zero carbon' from 1 October 2016.

P31.4 Sutton is committed to becoming a One Planet Borough by 2025 and has set some of the most challenging sustainability targets in the UK.

Decentralised Energy Networks and District Heating Networks

P31.5 In line with Sutton's One Planet Vision, the council seeks to promote an area-wide district heating network as the main approach for delivering low or zero carbon energy to new and existing buildings within Hackbridge and beyond. The proposed network, which will use sustainable energy from the approved Energy Recovery Facility and existing landfill gas engines at Beddington Farmlands, is seen as the first stage of the council's longer term ambition to extend the network more widely across the borough.

P31.6 An updated heat mapping study for Hackbridge commissioned by the GLA on behalf of the council in 2014 concluded that the proposed network is technically and commercially viable in principle and could potentially deliver carbon savings of over 5,000 tCO₂/year.

P31.7 The council has identified a further 'DE Opportunity Area' within Sutton Town Centre based on an updated view of existing and future heat demand, development sites with potential for locating new or extended district heating networks and available sources of low or zero carbon energy (see Appendix 10, Maps 10.1 and 10.2).

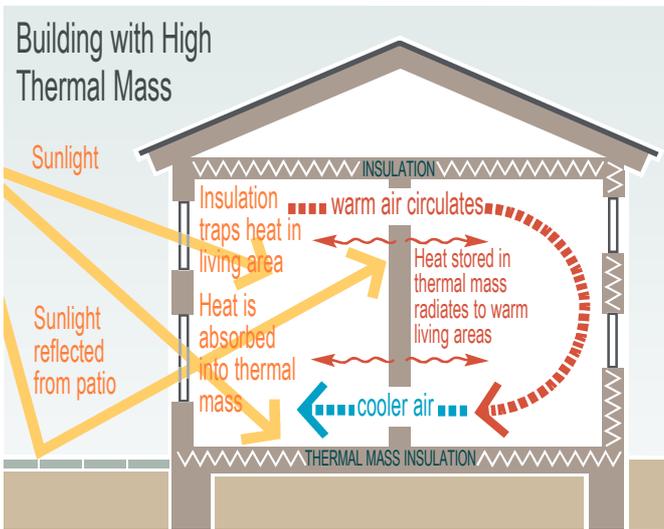
Strategic Objectives

- 4** To achieve the highest design and environmental standards possible and to future proof buildings in terms of a changing climate.
- 21** To cut pollution and address the causes and impacts of climate change by promoting low carbon and environmentally sustainable developments.

Policy 31: Carbon and Energy

- a** Proposed developments should meet the following targets for reducing CO₂ emissions expressed as a percentage improvement over Part L of the 2013 Building Regulations:
 - all residential buildings forming part of major developments should achieve 'zero carbon' standards, by:
 - (i) achieving at least a 35% reduction in regulated CO₂ emissions on site.
 - (ii) offsetting the remaining regulated emissions (to 100%) through the delivery of CO₂ reduction measures elsewhere through a Section 106 contribution to the council's carbon offset fund priced at £60 per tonne over 30 years.
 - all major non-residential developments should achieve at least a 35% reduction in regulated CO₂ emissions on site.
 - all minor residential developments should achieve at least a 35% reduction in regulated CO₂ emissions on site.
- b** In seeking to minimise CO₂ emissions in line with the above targets, all proposed developments will apply the Mayor's energy hierarchy by:
 - achieving the highest standards of energy efficient design and layout.
 - supplying energy efficiently in line with the following order of priority:
 - (i) being designed to connect to existing or planned district heating and/or cooling networks supplied by low or zero-carbon energy, unless it can be demonstrated through whole life cycle evidence that connection is not reasonably possible. All major developments located within identified Decentralised Energy Opportunity Areas (Maps 10.1 and 10.2) should apply the council's 'Decentralised Energy Protocol' (Schedule 10.A).
 - (ii) site wide heating and/or cooling network supplied by low or zero-carbon energy.
 - (iii) communal heating and cooling.
 - using renewable energy generated on-site. Major developments will be expected to achieve at least a 20% reduction in total CO₂ emissions (regulated and unregulated) through renewables with minor developments achieving a reduction of at least 10%.
- c** All planning applications for new dwellings or major non-residential developments should be supported by an Energy Statement incorporating 'as-designed' Building Regulations Part L outputs to demonstrate how the relevant targets for reducing CO₂ emissions will be met. The Energy Statement should include calculations of energy demand and emissions at each stage of the Mayor's energy hierarchy for both regulated and non-regulated elements in line with GLA 'Guidance on Preparing Energy Assessments' as amended.
- d** The council will collaborate with potential heat suppliers, energy service companies, major developers and the community to deliver district heating networks to serve new and existing developments in Hackbridge and within other identified 'Decentralised Energy Opportunity Areas' over the plan period.
- e** All major non-residential developments should achieve BREEAM 'Excellent'.

For Decentralised Energy Opportunity Areas see Appendix 10, Maps 10.1 and 10.2 and Policies Map.



Advice on Meeting the Policy

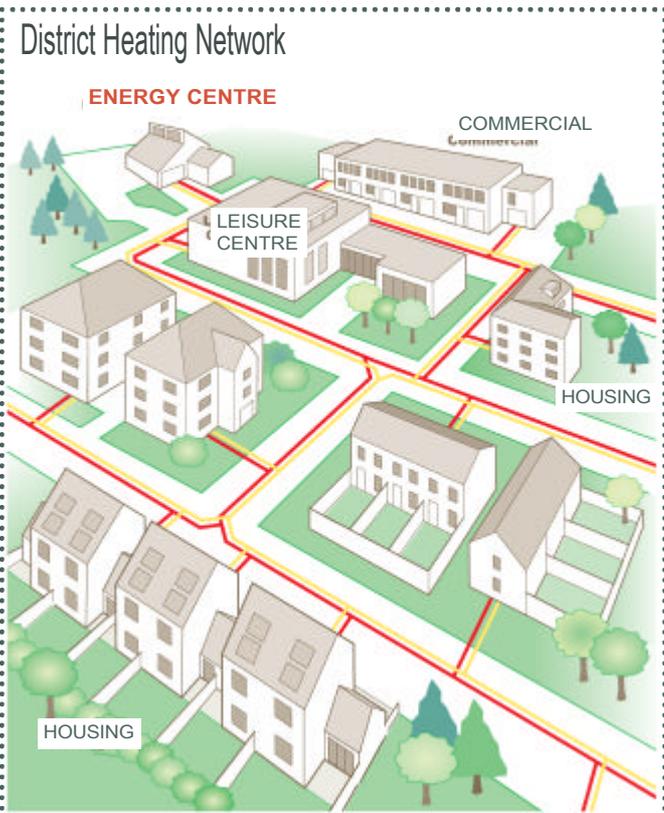
Energy Efficient Design and Layout ('Be Lean')

P31.8 In seeking to minimise CO₂ emissions on site, developers should prioritise the following range of energy efficiency measures from the earliest stages of project planning and design in line with the first step of the Mayor's energy hierarchy ('be lean: use less energy'):

- high standards of insulation (U-values)
- air tightness and reduced thermal bridging
- use of thermal mass
- optimising orientation and solar gain
- appropriate solar shading
- natural ventilation and lighting
- energy efficient lighting
- mechanical ventilation with heat recovery.

P31.9 Energy Statements submitted in support of planning applications should provide details of all proposed energy efficiency measures and the CO₂ savings to be achieved. Passive design measures, including optimising orientation and solar gain, may alternatively be set out in the design and access statement and cross-referenced.

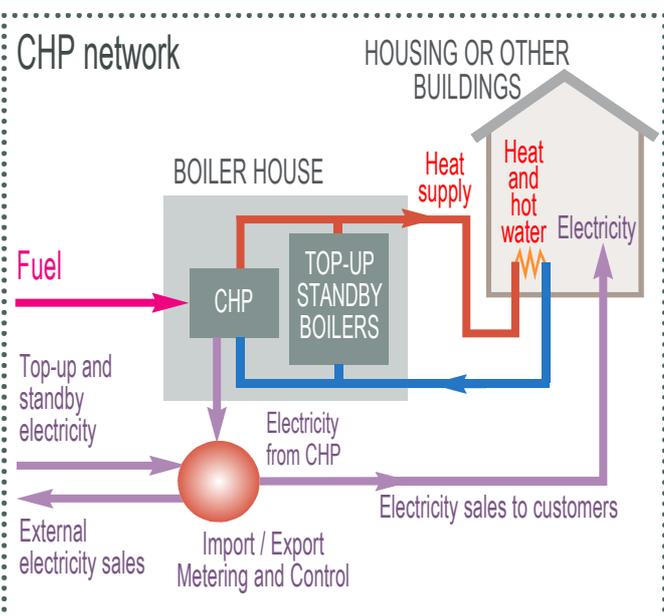
P31.10 The council expects that demand reduction measures alone will be sufficient to meet or exceed the requirements of Part L of the Building Regulations 2013 before the consideration of energy efficient supply measures such as site-wide Combined Heat and Power ('be clean') and renewable energy ('be green'). This should be demonstrated through the inclusion of 'as designed' Building Regulation Part L outputs as part of the Energy Statement.



Energy Efficient Supply ('Be Clean')

P31.11 Having minimised energy demand, all developments must show how their energy supply systems have been selected in line with the order of priority in Part **b** of Policy 31 above and London Plan Policy 5.6B.

P31.12 For all major developments located within or adjacent to Decentralised Energy Opportunity Areas, identified in Maps 10.1 and 10.2, the council has developed a hierarchy of considerations, or 'DE Protocol' (Schedule 10.A), which seeks to ensure that such developments are designed to connect to, and contribute as necessary towards, any existing or future planned DE networks within feasible or viable range (500m). Where there is no existing or planned network within feasible or viable range, developers should investigate the potential for shared heating networks linking neighbouring developments and/or existing buildings, unless it can be shown that this is not reasonably possible.



P31.13 All proposed site-wide CHP networks or communal heating and cooling systems must be designed to run efficiently and be optimally-sized to maximise on-site CO₂ savings. In-unit boilers or electrical heating systems should be avoided wherever possible.



Using Renewable Energy ('Be Green')

P31.14 Once energy efficiency measures and the potential of Decentralised Energy networks have been fully explored, developers should give consideration to the following on-site renewable energy technologies in line with step 3 of the Mayor's energy hierarchy ('be green: use renewable energy'):

- solar photovoltaic
- solar water heating (solar thermal)
- air source heat pumps
- biomass
- micro-CHP
- ground sourced heat pumps

P31.15 Alongside the overall CO₂ reduction targets set out in Policy 31(a), all major developments should aim to reduce total CO₂ emissions (regulated and unregulated) by at least 20% through on-site renewable energy generation wherever feasible with minor developments achieving a reduction of at least 10%.

Carbon Offsetting and Zero Carbon

P31.16 All Energy Statements submitted in support of major residential developments must include 'as-designed' Building Regulations Part L outputs to show that the proposed energy strategy will deliver at least a 35% reduction in regulated CO₂ emissions on site compared to the target emission rate (TER). In order to deliver the council's 'zero carbon' standard, this information should form the basis for calculating the remaining CO₂ emissions to be offset (to 100%) through carbon reduction measures elsewhere.

P31.17 In line with the GLA's 'Guidance on Preparing Energy Assessments', the delivery of offsite carbon reduction measures will be secured through a Section 106 contribution to the council's carbon offset fund priced at £60 per tonne over 30 years (£1,800 per tonne). Details of carbon reduction measures to be implemented by the council through carbon offset funding, including costs and timescales, are available on the Sutton website.

BREEAM Requirements (Building Research Establishment Environmental Assessment Method)

P31.18 All major non-residential proposals should be accompanied by a BREEAM Pre-Assessment Report undertaken by a BRE accredited assessor, showing that the proposed development will achieve an 'Excellent' rating under the appropriate scheme. Once planning permission has been granted, developers should undertake a design stage assessment leading to the submission of an Interim (Design Stage) Certificate under the appropriate BREEAM scheme prior to the start of construction and a post construction stage assessment (as built) leading to final certification prior to occupation.

Advice on Meeting the Policy

P31.19 Developers should have regard to the following sources of guidance:

- London Plan Policy 5.2 'Minimising CO₂ emissions', Policy 5.5 'Decentralised energy networks', Policy 5.6 'Decentralised energy in development proposals' and Policy 5.7 'Renewable energy'.
- GLA Guidance on Preparing Energy Assessments (GLA, March 2015).
- London Heat Network Manual (GLA, 2014).
- Heat Networks Code of Practice (CIBSE 2015).
- Energy Masterplanning Studies of Hackbridge (GLA/ARUP, 2014) and Sutton Town Centre - in preparation (GLA, 2017).
- One Planet Sutton Action Plan (LBS, 2013).

POLICY 32: Flood Risk and Sustainable Drainage

Facts and Trends



River Flooding

P32.1 Areas at risk from fluvial (river) 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. Map 10.3 of Schedule 10.B, taken from the joint Strategic Flood Risk Assessment (SFRA) Level 1 Report prepared on behalf of the council in December 2015, shows the following Environment Agency (EA) flood risk zones:

Flood Zone 1	Low Risk	1 in 1000 annual probability of flooding
Flood Zone 2	Medium Risk	between 1 in 100 and 1 in 1000 annual probability
Flood Zone 3a	High Risk	1 in 100 or greater annual probability
Flood Zone 3b	Functional Floodplain	1 in 20 or greater annual probability

River Flooding

2,900 homes at risk in Sutton

- River Wandle
- Pyl Brook
- Beverley Brook

P32.2 While 96.3% of the land area of the borough falls within Flood Zone 1 (low risk), the remaining 3.7% (affecting 2,909 dwellings) lies within Zones 2, 3a or 3b. While the most significant historical flooding events occurred adjacent to the Pyl Brook and Beverley Brook river corridors in 1937, 1968 and 2007, most flooding events are generally reported along the Wandle in Hackbridge.

P32.3 The Beverley Brook flood alleviation scheme (£1.6m) was completed in 2014. This scheme, funded from DEFRA 'Grant-in-Aid' with a council contribution of £150k, involved a range of measures along Green Lane, and has already prevented flooding of nearby homes during more recent storm events. The council has undertaken studies of three further areas as the basis for future flood alleviation schemes.

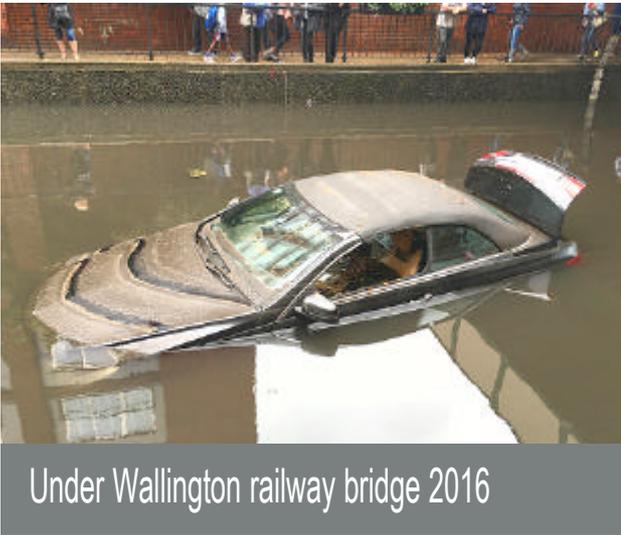
Surface Water Flooding

30th administrative area in England most at risk from flooding

Surface Water Flooding

P32.4 Surface water flooding occurs after heavy rainfall when excess water which does not infiltrate into the ground or drain into surface water sewers runs over the land. Sutton is ranked the 30th area in England most susceptible to surface water flooding and was one of the worst affected by the 2007 floods.

P32.5 The EA's Updated Flood Map for Surface Water shown in Map 10.4 of Schedule 10.B, identifies areas at risk of surface water flooding. According to the SFRA Level 1 Report, 4,287 dwellings and approximately 220 local businesses lie within areas at 'low to medium risk' of surface water flooding with a further 2,860 dwellings and 220 businesses at 'high risk'.



Under Wallington railway bridge 2016



P32.6 Sutton's Local Flood Risk Management Strategy 2015 identifies 12 'critical drainage areas' within the borough (see Appendix 10, Map 10.4), including at Trafalgar Avenue, Worcester Park and Hackbridge, where there are multiple interlinked sources of flood risk and where intense rainfall events are known to cause localised flooding. With a growing population, a changing climate and a high proportion of impermeable surfaces, the borough faces increasing risks of flooding in future if new and existing developments continue to rely on the existing surface water sewer system.

Sewer Flooding

P32.7 Most of the borough is served by separate foul and surface water sewers, with the exception of combined sewers towards the north-west. However, there is a limited sewer network towards the south, where drainage systems generally discharge to soakaways. Surface water sewers are designed to accommodate a rainfall event with more than a 1 in 30 chance of occurring in any year. During more intense events, when their capacity is exceeded, many sewers discharge directly into watercourses and thus contribute to flooding. Map 10.5 of Schedule 10.B shows that Worcester Park, Rosehill, North Cheam and Carshalton have experienced a greater number of sewer flooding incidents than elsewhere.

Groundwater Flooding

P32.8 The borough is divided into two distinct areas with respect to ground conditions. The north is underlain by impermeable London Clay, whereas the south is permeable chalk. Permeable 'river terrace' deposits occur towards the north-east of the borough, along the River Wandle corridor. Map 10.6 of Schedule 10.B shows that there is greater potential for groundwater flooding in the north and east of the borough.

Strategic Flood Risk Assessment (SFRA)

P32.9 Sutton's joint Level 1 SFRA Report provides an updated assessment of all sources of flood risk within the borough, taking account of climate change, and sets out planning guidelines on how new buildings should be located and designed to avoid or minimise flood risk both to and from the development. This information was used as the basis for the 'sequential' test on each of the council's site allocations set out in Chapter 4, which has been undertaken in order to steer new development to those areas with the lowest probability of flooding. The Level 2 SFRA Report provides a more detailed assessment for those site allocations at higher risk, including an analysis of flood depth, velocity, rate, duration and recommended mitigation measures.

P32.10 The SFRA has also helped the council to identify priority flood alleviation schemes for critical drainage areas throughout the borough, including at Beddington Gardens, Worcester Park, and at Wallington Station and South Beddington.

Strategic Objectives

- 19** To reduce flood risk to and from new development.
- 20** To cut pollution and address causes and impacts of climate change by promoting low carbon and environmentally sustainable development.

Policy 32: Flood Risk and Sustainable Drainage

Flood Risk Management

- a** Proposed developments should avoid or minimise all sources of flood risk to people and property, taking account of climate change, without increasing flood risk elsewhere by:
- Preparing site-specific flood risk assessments (FRAs) in support of all proposals in Flood Zones 2 or 3, all major proposals in Flood Zone 1 over 1ha and any proposal in a critical drainage area. FRAs should assess all sources of flood risk to and from the development and show how these risks will be managed, taking climate change into account, in line with minimum requirements set out in national planning policy.
 - Avoiding inappropriate development in flood risk areas in line with the 'sequential' and 'exceptions tests', taking account of government vulnerability classifications and flood zone compatibility guidelines. Allocated sites in flood risk areas should be developed having regard to the recommendations in the SFRA Level 2 Report as amended.
 - Applying a 'sequential approach' to site layout by locating the most vulnerable development within areas of lowest flood risk where possible. All buildings should be set back at least 8m from the banks of main rivers and 5m from the banks of ordinary watercourses to allow improvements and maintenance of land drainage, improve the ecological functioning of river corridors and enhance local amenity.
 - Ensuring that all 'more vulnerable' and 'highly vulnerable' developments within Flood Zones 2 and 3 set finished floor levels a minimum of 300mm above the modelled 1 in 100 annual probability flood level including climate change in accordance with the latest guidance published by the Environment Agency.
 - Ensuring that any residual risks are safely mitigated through the use of flood resistance or resilience measures, including safe access and escape routes where required.

Sustainable Drainage (SuDS)

- b** Proposed developments should incorporate effective sustainable drainage (SuDS) measures as part of the design and layout of the development in order to manage surface water run-off as close to its source as possible and achieve the following minimum SuDS performance standards through application of the Mayor's drainage hierarchy:
- **Greenfield sites:** ensure that peak run-off rates and volumes for the 1 in 100 year rainfall event never exceed greenfield run-off rates for the same event.
 - **Previously developed sites:** ensure that peak run-off rates and volumes for the 1 in 100 year event achieve greenfield run-off rates for the same event, unless it can be demonstrated that all opportunities to minimise final site run-off, as close as reasonably practicable to greenfield runoff rates, have been taken in line with the Mayor's drainage hierarchy. In such cases, run-off rates must not exceed 3 times the calculated greenfield rate in accordance with the Mayor's Sustainable Design and Construction SPG; and
 - ensure that the site drainage strategy can contain the 1 in 30 year event (+ climate change) without flooding and that any flooding occurring between the 1 in 30 and 1 in 100 year event (+ climate change) will be safely contained on site.
- c** All major development proposals should be accompanied by a Drainage Assessment Form and relevant surface water run-off calculations to demonstrate that the council's minimum SuDS performance standards in Part (b) have been met, having regard to national SuDS standards, London Plan Policy 5.13, the Mayor's Sustainable Design and Construction Supplementary Planning Guidance (SPG), Sutton's SFRA Level 1 Report and other sources of guidance and best practice.

- d** All development proposals should include details of how each SuDS measure, and the site drainage strategy as a whole, will be managed and maintained throughout its lifetime, including proposed arrangements for adoption where relevant.
- e** All proposed SuDS measures should be designed to contribute towards the aims of Policy 33 'Climate Change Adaptation', Policy 34 'Environmental Protection', Policy 26 'Biodiversity' with regard to urban cooling, biodiversity, water resources, air quality and creating linked networks of blue and green spaces. Developments adjacent to the Wandle should seek to contribute to the aims of: Policy 5 'Wandle Valley Renewal', the Wandle Catchment Plan, the Mayor's All London 'Green Grid' EA's Thames Basin Management Plan.

Flood Alleviation Schemes and Retrofit SuDS Measures

- f** The council will seek to implement the following priority flood alleviation schemes in accordance with Sutton's Local Flood Risk Management Action Plan:
 - Beddington Gardens
 - Worcester Park
 - Wallington Station and South Beddington.
- g** The council will implement retrofit SuDS measures as part of the refurbishment or redevelopment of housing estates, schools, health facilities, transport schemes and parks.

Principles of Making Space for Water

- Providing space for the river by creating areas that flood to compensate for any loss of floodplain
- Protecting the natural floodplain and creating space for wildlife in areas designed to flood
- Providing space for rain by creating areas that slow and store surface water run-off
- Creating space for amenity by locating play and recreation areas in areas designed to flood.
- Providing 'safe haven buildings' that are built to a higher resilience standard.

Site-Specific Flood Risk Assessments (FRAs)

P32.11 Site specific FRAs should assess all sources of flood risk both to and from the development and identify suitable flood risk management measures, including SuDS, to ensure that occupants and vulnerable land uses remain safe throughout the lifetime of the development, taking account of climate change.

P32.12 In seeking to optimise the layout of the development, FRAs should refer to the Government's vulnerability classifications and flood zone compatibility guidelines in order to steer housing and other more vulnerable uses away from higher flood risk areas within the site and apply the principles of 'making space for water'. For example, the use of low-lying riverside areas for recreation, amenity and environmental purposes can provide an effective means of flood risk management as well as providing green spaces linkages with multiple benefits for people and wildlife. Developments within Flood Zone 3 must not result in a net loss of floodplain storage and should look to increase storage capacity where the opportunity exists.

P32.13 Finally, FRAs should describe how any residual risks will be safely mitigated through appropriate flood resistance or resilience measures, having regard to the SFRA Level 1 Report and government advice on 'Improving the Flood Performance of New Buildings, Flood Resilient Construction' (DCLG, 2007).

P32.14 For more vulnerable developments in flood risk areas, an FRA should provide the necessary evidence to enable the council to apply the 'sequential test' and, where no alternative sites are available in lower flood risk areas, assess whether the proposed development would pass the 'exception test'. For residential buildings to be considered as 'safe', dry pedestrian access / egress and emergency vehicle access should be possible for the 1 in 100 year rainfall event including climate change.

P32.15 Developers should agree the scope of the FRA in consultation with the council and the lead local flood authority (LLFA) from the earliest stages of project planning and design to ensure that appropriate flood risk management measures are included as part of the design and layout. Developers should refer to the EA's guidelines on 'Flood Risk Assessment for Planning Applications' or the EA's 'Standing Advice on Flood Risk Assessment' in cases where an FRA is not required, including for householder applications and minor non-residential extensions. The council will consult the EA on all proposals accompanied by an FRA or for any proposal within 20m of a main river or culverting operation.

Benefits of SuDS

- Reducing flood risk by minimising surface water run-off
- Promoting urban cooling during summer heatwaves
- Reducing water pollution
- Enhancing low flows in drought conditions by providing water storage
- Protecting natural flow regimes in watercourses and thus 'making space' for water
- Creating attractive wildlife habitats and promoting biodiversity
- Enhancing local amenity

Sustainable Drainage (SuDS)

P32.16 SuDS include a range of natural drainage techniques designed to reduce the rate and volume of run-off from new and existing developments by managing surface water as close to its source as possible. SuDS measures work by mimicking natural drainage processes as far as possible by allowing water to soak into the ground (infiltration), storing run-off and releasing it slowly (attenuation), slowly transporting water to the surface (conveyance), removing pollutants and enabling water to be transpired from plants.

P32.17 Infiltration SuDS, such as permeable paving, gravel, soakaways, filter strips, swales, rain gardens and other landscaped areas, rely on discharges to the ground and are therefore affected by the permeability of soils and geology, the groundwater table and the presence of underlying aquifers. Where ground conditions are not suitable for infiltration, attenuation SuDS should be used, such as green roofs, rainwater harvesting, basins, ponds, wetlands, storage tanks and geo-cellular systems.

P32.18 Trees and shrubs can significantly reduce the likelihood of surface water flooding by slowing the rate at which rainfall reaches the ground and increasing infiltration. Research shows that increasing tree cover in urban areas by 10% can reduce surface water run-off by almost 6%. When used with other SuDS measures, tree planting has many benefits for people and wildlife, not only in terms of reducing flood risk, but for air and water quality, urban cooling, habitat creation and for local amenity (see Policy 33).

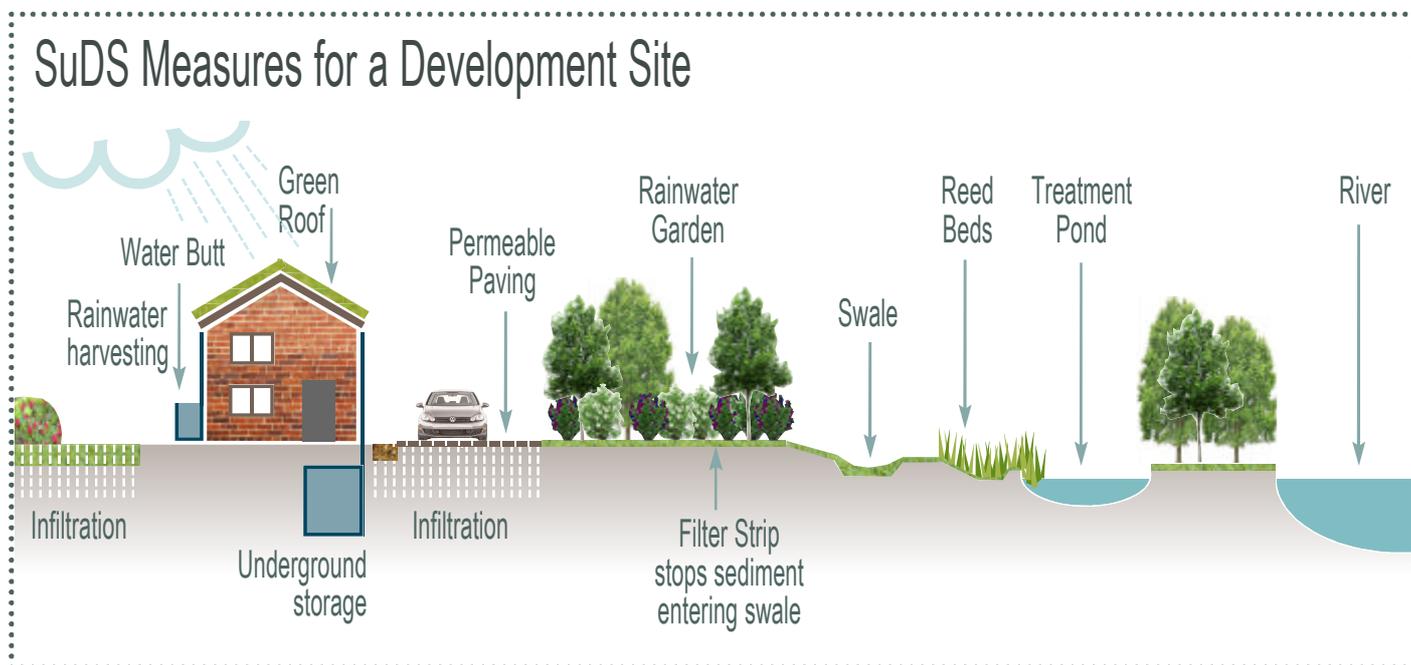
P32.19 All developments should maximise the multi-functional benefits of SuDS and use the council's Drainage Assessment Form and /or the site specific FRA to show that the council's minimum performance standards in Policy 32 (b) have been met in line with the Mayor's drainage hierarchy.

P32.20 If greenfield run-off rates are not proposed, developers must demonstrate how all opportunities to minimise final site run-off, as close to the greenfield rate as practical, have been taken, taking account of ground conditions, permeability of all existing and proposed surfaces on the site; any existing surface water drainage networks, and the need to minimise the risk of blockage at the point of discharge from the site. Microdrainage calculations should be provided for a range of return periods up to and including the 1 in 100 year 6-hour rainfall event plus climate change.

The Mayor's Drainage Hierarchy

- 1** Store rainwater for later use
- 2** Use infiltration techniques, such as porous surfaces in non-clay areas
- 3** Attenuate rainwater in ponds or open water features for gradual release
- 4** Attenuate rainwater by storing in tanks or sealed water features for gradual release
- 5** Discharge rainwater direct to a watercourse
- 6** Discharge rainwater to a surface water sewer / drain
- 7** Discharge rainwater to the combined sewer.

P32.21 New arrangements for SuDS were introduced by the Government in April 2015. While responsibility for approving and securing the implementation of SuDS proposed as part of major applications remains with the local planning authority, the 'lead local flood authority' (LLFA) for Sutton is now a statutory consultee. When planning for SuDS, developers should enter into pre-application discussions with the council and the LLFA from the earliest stages of project planning and design in order to optimise the performance and benefits of the proposed SuDS strategy as an integral part of the design and layout.



Advice on Meeting the Policy

P 32.22 Developers should refer to the following sources of policy advice and best practice:

- the Government's Planning Practice Guidance on 'Planning and Flood Risk as amended.
- the Government's 'Non-statutory technical standards for sustainable drainage systems' (DEFRA, March 2015) as amended.
- the Environment Agency's latest fluvial flood risk map for the borough, Flood Zones, and updated Flood Map for Surface Water available on the GOV.UK website.
- Government Guidance on 'Improving the Flood Performance of New Buildings, Flood Resilient Construction' (DCLG, 2007).
- the Environment Agency's new 'National Flood Map for Planning Tool' available on the GOV.UK website.
- the latest climate change allowances published by the Environment Agency in February 2016.
- Environment Agency guidance on the flood risk activity permitting process i.e. how to apply to the Environment Agency for an environmental permit (formerly known as a flood defence consent) for all works on or near a main river, on or near a flood defence structure or in a flood plain.
- 'Trees in Our Towns' (Woodland Trust, 2012).
- London Plan Policy 5.12 'Flood Risk Management' and Policy 5.13 'Sustainable Drainage'.
- Environment Agency guidance on 'Flood Risk Assessment for Planning Applications' (DEFRA, 2015) and 'Standing Advice on Flood Risk Assessment' (DEFRA, 2012).
- the SuDS Manual (C753) and 'Development and Flood Risk' (C624) published by CIRIA.
- 'Flooding and Historic Buildings' (Historic England, 2015).
- the Mayor's Sustainable Design and Construction SPG (GLA, 2014).
- Sutton's SFRA Level 1 Report (December 2015) and SFRA Level 2 Report (March 2017).
- Sutton's Local Flood Risk Management Strategy 2015 (including 'critical drainage areas').
- Sutton's Drainage Assessment Form.

POLICY 33: Climate Change Adaptation

Facts and Trends



Sutton's Future Climate

P33.1 According to the latest climate projections, London will experience hotter and drier summers, warmer and wetter winters, and an increase in the frequency and severity of storm events over the coming decades. Some climate change is unavoidable, including increased exposure of vulnerable groups to higher temperatures, flooding and drought conditions, so there is an increasing need to ensure that the location, layout and design of new developments are fully adapted and resilient to climate impacts.

Heatwaves and High Temperatures

Increase in mean summer temperatures with climate change

By the 2020s - Increase of 1.5 °C (compared to 1961-1990)

By the 2050s - Increase of 2.7°C

By the 2080s - Increase of 3.9°C



P33.2 Summers are expected to become drier and hotter over the next few decades, with an increase in the average annual daily temperatures as well as more extremely hot days. The latest climate projections envisage that the numbers of very hot summer days (in excess of 25°C) will increase from an average of nine days per year (1961-1990) to 18-21 days per year by the 2020s and to 28-45 days per year by the 2050s. The average hottest summer day in London may approach 35°C by the 2050s.

P33.3 With climate change, built-up areas will become increasingly vulnerable to higher summer temperatures and localised heat waves due to the 'urban heat island' effect. Without effective mitigation, higher temperatures will lead to increased health impacts and mortality among vulnerable groups, increased demand for cooling, increased air pollution, further pressure on water resources and impacts on wildlife.

Water Resources and Drought

167 litres per person per day

P33.4 London and the South East is classified as 'seriously' water stressed, meaning that more water is taken from the environment than the environment can sustain in the long term. London is relatively resilient to drought and it takes two consecutive drier than normal winters to create water supply issues. In 2006 and 2012, London experienced significant droughts, and in 2012 only avoided serious water restrictions by the wettest summer in a century.

P33.5 85% of Sutton's water supply comes from groundwater abstraction via boreholes, with the remaining 15% coming from Bough Beech reservoir. Sutton & East Surrey Water supplies around 160 mL/day, rising to 260 mL/day on a hot summer's day. There are eight licensed abstractions in the borough for water supply. Domestic water use in Sutton is currently around 167 litres per person per day (l/p/d) - an increase of around 50 l/p/d since the 1970s. Increased drought conditions with climate change will further affect water supply and habitats in the borough by reducing river flows, reducing groundwater recharge, damaging water supply infrastructure and increasing demand. Water efficiency measures are therefore essential to support planned growth and development in the borough.

Summer mean rainfall

By the 2020s - A decrease of 6%

By the 2050s - A decrease of 18%

By the 2080s - A decrease of 22%

Winter mean rainfall

By the 2020s - An increase of 6%

By the 2050s - An increase of 15%

By the 2080s - An increase of 20%



Flood Risk

P33.6 With climate change, the frequency and severity of heavy rainfall and flooding events are expected to increase further over the coming decades. The latest projections show that for the medium emissions scenario, the number of heavy rain days (rainfall > 25 mm) will increase by a factor of between 2 and 3.5 in winter, and 1 to 2 in summer by the 2080s.

Strategic Objectives

- 4** To achieve the highest design and environmental standards possible and to future proof buildings in terms of a changing climate.
- 18** To enhance the quality of the River Wandle and increase its benefits for people and wildlife.
- 19** To protect and enhance the borough's biodiversity.
- 20** To reduce flood risk to and from new development.
- 21** To cut pollution and address the causes and impacts of climate change by promoting low carbon and environmentally sustainable developments.

Policy 33: Climate Change Adaptation

Proposed developments should minimise vulnerability of people and property and be fully adapted and resilient to the future impacts of climate change by:

- a** Avoiding or minimising all sources of flood risk to and from the development, managing any residual risks and, where possible, reducing flood risks overall, taking account of the future impacts of climate change (see Policy 32)
- b** Minimising overheating and contribution to the urban heat island effect by permeating the development with blue and green spaces and by incorporating a range of natural cooling measures as part of the design and layout, including passive design measures (e.g. building orientation), shading, planting and soft landscaping, trees, ponds, SuDS measures and other surface water features. All major developments should:
 - comply with the Mayor's cooling hierarchy as set out in London Plan Policy 5.9.
 - incorporate and manage green roofs or green walls where feasible.
 - for previously developed sites - aim to achieve an increase in overall green space coverage of at least 10% compared to baseline conditions prior to development.
 - for previously developed sites - aim to achieve an improved Green Space Factor (GSF) score of at least +0.2 compared to the baseline GSF score prior to redevelopment.
 - greenfield sites - aim to achieve a GSF score of at least 0.5.
- c** Conserving water resources by maximising the flood storage role of rivers, aquifers, ponds, natural floodplains and other surface water features; promoting the benefits of SuDS for groundwater recharge; and achieving high standards of water efficiency. All new dwellings should limit domestic water consumption to 110 litres per person per day (l/p/d) in line with the Government's higher 'optional requirements' for water efficiency set out in Part G of the Building Regulations as amended.

- d** Maximising the role of borough-wide blue and green space networks, including the Green Spaces safeguarded for the Wandle Valley Regional Park (part of the Mayor's Green Grid), Green Belt, Metropolitan Open Land, the Wandle Catchment and other river corridors, natural floodplain, wildlife sites, green corridors, woodland areas, trees and backgardens in urban cooling and in achieving a range of benefits for flood risk management, water quality, air quality, wildlife habitats, amenity and healthy lifestyles. All developments should seek to integrate urban greening measures from the earliest stages of project planning and design, including within the public realm
- e** Conserving and enhancing the range and ecological variability of existing wildlife habitats and species to avoid losing biodiversity in the face of future climate change (see Policy 26)
- f** Taking account of the expected changes in the local climate throughout the lifetime of the development by incorporating sufficient flexibility of design and layout to enable adaptation to future climate impacts and other changing economic, environmental or social demands.



Urban Cooling and Green Space

P33.7 Planning for green space at the building and neighbourhood scales, for example by incorporating green roofs, soft landscaping, tree planting, SuDS measures and surface water features as part of the design and layout of new developments, can be highly effective in counteracting overheating and the 'urban heat island' effect by providing evaporative cooling, shading and the inflow of cooler air.

P33.8 At the area-wide scale, creating new open spaces and permeating developments with green space links connecting to wider networks of open land, such as the Wandle Valley Regional Park (part of the Mayor's Green Grid), strategic open land, river corridors, natural floodplain, wildlife sites, woodland areas, trees and backgardens have an even more important long-term role in mitigating the adverse impacts of heatwaves and air pollution on vulnerable groups while delivering a range of benefits for people and wildlife.

P33.9 Studies show that increasing green cover by 10% in built up areas could help to keep surface temperatures at levels similar to the 1961-90 average until the end of this century. Further research commissioned by the GLA shows that maximum summer temperatures in built-up areas increase sharply with the proportion of continuous development. At 30% continuous development, an increase of + 4°C is seen compared to undeveloped areas: at 70% this rises to + 6°C. The most effective approach to urban cooling is therefore to increase green cover and tree planting as part of new developments wherever feasible and by protecting existing green spaces and trees (see Policies 25 and 26).

The council's proposals for Wandle Valley Renewal set out under Policy 5 offer particular opportunities to deliver urban greening and a range of other climate change adaptation objectives over the plan period.



Benefits of green roofs

- providing cooling during summer heatwaves by mitigating the urban heat island (UHI) effect
- maintaining and enhancing habitats and species diversity
- providing sustainable drainage (SuDS) and minimising flood risk by reducing surface water run-off
- reducing energy use and CO₂ emissions in buildings by providing high standards of insulation
- providing accessible outdoor space



P33.10 The council's 'Green Space Guidelines for Sutton' recommend that all residential and major non-residential developments on previously developed sites should aim to achieve at least a 10% increase in green coverage, particularly in built-up areas deficient in open space and therefore at greatest risk of overheating during summer heatwaves. The guidelines also include details of the council's 'Green Space Factor' scoring system which should be used by developers for calculating the extent to which different types of green infrastructure have been incorporated as part of the design and layout. If on-site delivery of green space is not feasible, the council will negotiate Section 106 agreements to deliver appropriate mitigation measures elsewhere.

Green Roofs

P33.11 Green roofs (or 'living roofs') have a thin layer of soil like material or substrate supporting many different plant species and providing suitable habitats for a variety of birds and invertebrates.

P33.12 The council recommends the use of 'dry meadow extensive' to 'semi-intensive' biodiverse roofs. These mimic the dry grassland remnants of the North Downs, require minimal maintenance and are of value to local wildlife. 'Hybrid sedum' roofs, which support a mix of sedum and wildflowers, are also recommended as a way of improving biodiversity gain for lightweight structures. However, sedum roofs are of limited biodiversity value and should only be used where the structure of the building cannot support a more biodiverse green roof.

P33.13 The generating capacity of solar photovoltaic arrays is often increased when installed in combination with green roofs. This is because the cooling effect of vegetation enables the panels to maintain a more optimal operating temperature at around 25°C. There is neutral impact on solar thermal arrays.

Tree Planting

P33.14 The council recognises the many benefits of tree planting and woodland areas in helping the borough respond to a changing climate by reducing ambient temperatures through direct shading and evaporation, absorbing air pollution along major transport routes, creating wildlife habitats and reducing flood risk. Developers should select a variety of native tree species and ages at an appropriate size and density to provide shade to buildings in summer, allow for solar gain in winter and enhance visual interest and diversity. Tree planting along the length of pedestrian and cycling routes can significantly reduce the impacts of direct sunlight during summer heatwaves, particularly for vulnerable groups such as school children. Existing mature trees should be retained on site wherever possible.

P33.15 In seeking to promote the benefits of trees, developers should apply the best practice guidelines set out in 'Trees in the Townscape' published by the Trees and Design Action Group in 2014.

P33.16 The Mayor has set a target to plant an additional two million trees and increase tree cover across London by 5% by 2025 to help with both the mitigation of and adaptation to climate change. The council's proposals for the creation of new woodland and enhancement are set out under Policy 26, although additional schemes will be sought where appropriate

The Mayor's Cooling Hierarchy

- 1 Minimise internal heat generation through energy efficient design
- 2 Reduce heat entering a building in summer through orientation, shading, reflection, fenestration, insulation and green roofs/walls
- 3 Manage heat within the building through exposed internal thermal mass and high ceilings
- 4 Passive ventilation
- 5 Mechanical ventilation
- 6 Active cooling systems

Other Cooling Measures

P33.17 In seeking to minimise overheating in line with the Mayor's cooling hierarchy, developers should seek to incorporate a range of passive design measures from the earliest stages of project planning and design.

P33.18 These include high standards of insulation, the use of building layout, orientation and planting to reduce solar gain, the use of high thermal mass materials to store excessive daytime heat that can be released at night, creating light coloured building facades to minimise the need for artificial cooling, external shading measures and passive ventilation. In buildings affected by overheating, external blinds, eaves and planting can be specified to shade both glazed and external movement areas. These shade high summer sun but allow the weaker winter and evening sun to increase the heat and light input to the building.

P33.19 Major developments should aim to comply with overheating standards published by CIBSE (Chartered Institute of Building Service Engineers).

Information to be provided in support of planning applications

P33.20 Sustainability statements submitted with major planning applications (which may form part of the design and access statement) or landscaping schemes as appropriate should provide details of any proposed green infrastructure together with a proposed aftercare, management and monitoring arrangements), tree planting measures and how the proposed development will meet the council's minimum green coverage and Green Space Factor standards in Policy 33(b).

Advice on Meeting the Policy

P33.21 Developers should refer to the following sources of policy advice and best practice:

- Government Planning Practice Guidance on climate change
- UK Climate Projections (UKCP09) and UK Climate Change Risk Assessment (DEFRA, 2016)
- London Plan Policy 2.18 'Green Infrastructure', Policy 5.9 'Overheating and Cooling', Policy 5.10 'Urban Greening', Policy 5.11 'Green Roofs' and Policy 5.15 'Water Use and Supplies'
- the Mayor's Sustainable Design and Construction SPG (GLA, 2014) as amended
- the Mayor's 'All London Green Grid' (GLA, March 2012)
- the GLA's 'Green Roof toolkit' (GLA, 2012)
- 'Borough Climate Change Adaptation Strategy' (LB Sutton 2011)
- 'Green Space Guidelines for Sutton' (LB Sutton 2011) - incorporating the Green Space Factor
- Wandle Catchment Plan (Wandle Trust 2014)
- One Planet Sutton Action Plan (LBS 2013)



Wandle Catchment Plan

Key Aims:

Water: the river's water should be clean and plentiful, and varied in its flow speeds, widths and depths.

Wildlife: the river should support a mosaic of habitats with high biodiversity.

Good Access: local people should be able to access sympathetically managed pathways along the whole river.

Engagement: Councils, businesses, government agencies and the public working together to improve the river.



The River Wandle Catchment

P34.1 The River Wandle is one of the finest chalk streams in London. Within the borough the Wandle extends from its sources at Waddon Ponds (Beddington branch) and Carshalton Ponds (Carshalton branch) to the confluence of the two branches at Wilderness Island before running northwards towards Wandsworth. At Mitcham, a short tributary called the Beddington Corner branch also joins the main channel. This branch carries discharge from Beddington Sewage Treatment Works.

P34.2 The EU Water Framework Directive sets a target for all waterbodies to achieve 'good ecological status' by 2027 based on a range of chemical and biological indicators. The EA's Thames River Basin Management Plan 2015-21 sets out interim objectives which should be met by 2021.

P34.3 While the Carshalton branch is currently 'good' for water quality, the remainder of the Wandle from Waddon Ponds to Wandsworth is failing for phosphate, ammonia, ecology and habitat. This waterbody has been designated as a 'sensitive area' (eutrophic) under the EU Urban Waste Water Treatment Directive and consequently Thames Water is required to install phosphate-stripping equipment at Beddington Sewage Treatment Works by 2018.

P34.4 To achieve Water Framework Directive targets and promote the wider benefits of the Wandle for people and wildlife, the Wandle Trust worked with the council, other boroughs, the Environment Agency, the London Wildlife Trust and local stakeholders to prepare the River Wandle Catchment Plan in 2014.

Water Quality

P34.5 A major cause of water pollution in built-up areas is run-off from impermeable surfaces within development sites, roads, car parks and other hardstanding areas. During rainfall, pollutants such as oil, sediment and litter can be washed off into nearby watercourses leading to a deterioration in chemical and biological quality.

P34.6 Many sustainable drainage (SuDS) measures can help to minimise water pollution as well as reducing flood risk (see Policy 33). Such 'water sensitive urban design' measures mimic natural processes by using vegetation to filter out pollutants, providing temporary storage in ponds to allow contaminated sediment to settle out and using infiltration trenches or porous surfaces to trap pollution and allow for biological breakdown.

P34.7 The Wandle catchment offers opportunities for incorporating SuDS and water sensitive urban design measures as part of new developments or by retrofitting them into the existing urban landscape, for example as part of highway improvements, landscaping schemes and other area renewal projects within the Hackbridge and Beddington areas (see Policy 5).



9,500 Londoners are dying from long-term exposure to air pollution every year

Water Supply and Sewerage Infrastructure

P34.8 In order to ensure that adequate water supply, surface water, foul drainage and sewerage treatment capacity is in place to serve all new developments, developers and the relevant statutory body will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that it would not lead to problems for existing users.

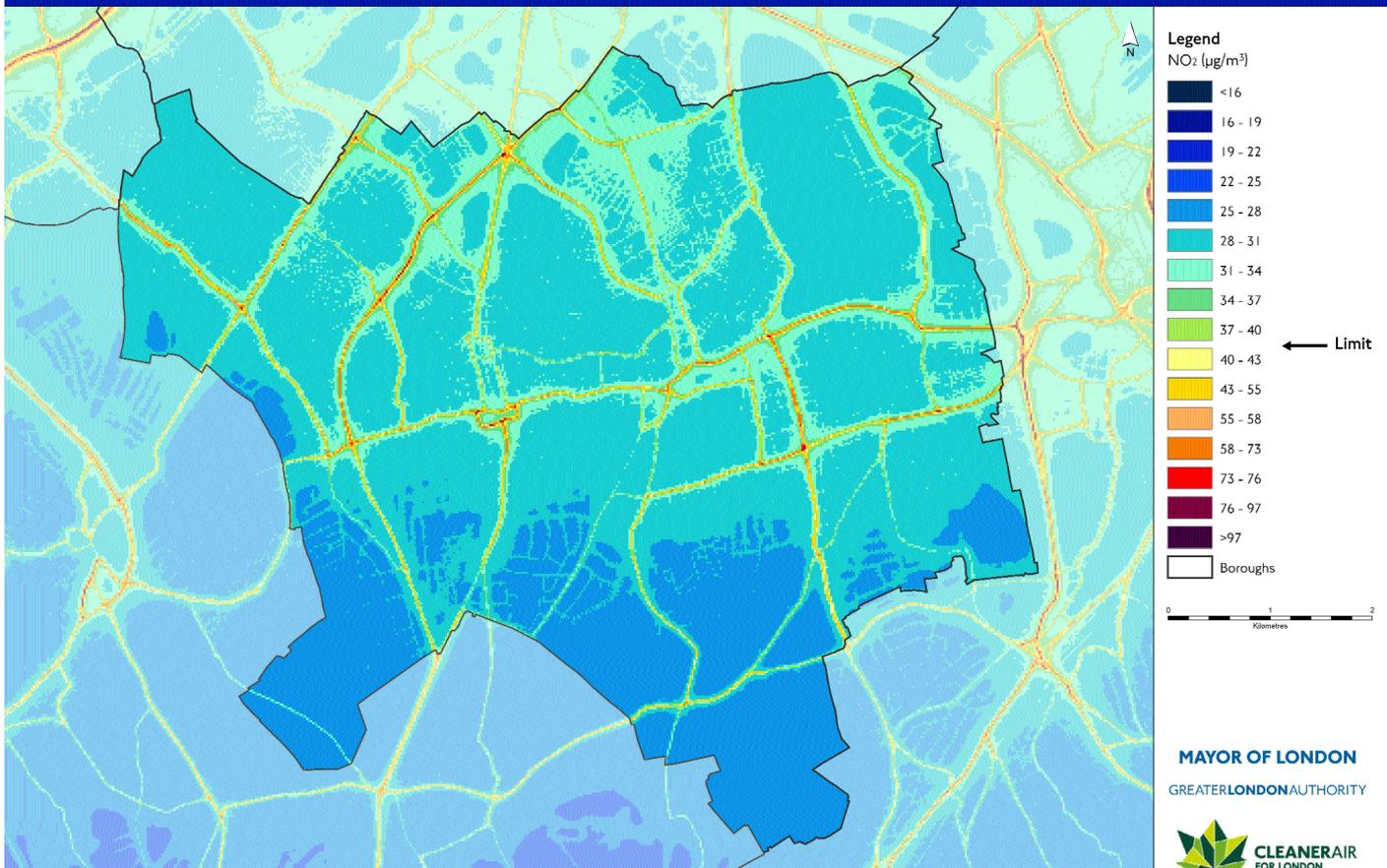
Air Quality

P34.9 The EU Ambient Air Quality Directive 2008 and National Air Quality Strategy set legally binding standards for a range of harmful air pollutants. The main pollutants of concern are nitrogen dioxide (NO₂), fine particulates (PM₁₀ and PM_{2.5}), sulphur dioxide (SO₂) and low level ozone which can cause health problems amongst vulnerable groups, particularly older people and those with respiratory conditions. Increasing summer temperatures and heatwaves expected with climate change are likely to exacerbate these problems in future.

P34.10 According to study prepared on behalf of the GLA, around 9,500 Londoners are dying from long-term exposure to air pollution every year and over 400 schools across the capital are located in areas exceeding safe legal pollution levels. While the Mayor's current Air Quality Strategy sets out a number of measures, such as the Low Emission Zone, which were intended to deliver national standards across London, the Mayor's draft Clean Air Action Plan (June 2016), seeks to go much further in dealing with what is increasingly seen as a public health emergency. It is now proposed to extend the Ultra-Low Emission Zone (ULEZ) for HGVs, buses and coaches to cover the whole of London by 2020.

London Borough of Sutton
Annual Mean NO₂ concentrations 2013

LAEI 2013





The Council runs 5 air quality monitoring sites across the Borough



P34.11 Vehicle emissions account for a large proportion of local air pollution within the borough. Following an initial review in 2000, the council declared a number of Air Quality Management Areas (AQMAs) within the borough, mainly along the congested A232, A217, A24 and A237 routes where national standards for PM10s and NO2 were routinely being exceeded. After a further review undertaken by the London Air Quality Network, the council declared the whole borough as an AQMA and updated Sutton's Local Air Quality Action Plan in 2013.

P34.12 The council runs four air quality monitoring sites across the borough at Carshalton, Wallington, Worcester Park and Beddington Lane. Key priority areas are Worcester Park and Wallington, where NO2 levels have exceeded national standards over recent years. The Beddington Lane area, affected by high levels of local air pollution from industrial sites, waste activities and associated HGV movements, is another priority. A further air quality monitoring system is due to be installed in the Beddington/Hackbridge area as part of the planning permission for the Energy Recovery Facility at Beddington Farmlands.

P34.13 Planning has an important role in minimising local air pollution both by influencing the location of polluting developments and ensuring that vulnerable uses are not exposed to existing pollution. Key issues include whether the development would cause national standards to be exceeded, significantly affect traffic levels, introduce new point sources of air pollution or give rise to unacceptable impacts on sensitive uses and wildlife habitats during demolition, construction.

P34.14 As part of the council's Beddington Renewal Programme, the Beddington Strategic Industrial Location Environmental Strategy sets out a comprehensive programme of environmental improvements and transport measures aimed at improving air quality, walking and cycling links and the environmental management of waste operations.

Contaminated Land

P34.15 Contaminated land can cause harm to human health, property and the wider environment. If there is reason to believe that the site may be contaminated, the developer should complete a preliminary risk assessment or desktop study by a suitably qualified person to determine the likelihood of the contamination being present on site. The developer should build a conceptual model that shows all potential contamination sources, the pathways by which it may reach vulnerable receptors and a risk assessment to show how likely this is to occur. At this stage, a review of all available environmental information, a site walkover may be sufficient to develop a conceptual model of all potential contamination sources and the pathways by which it may reach vulnerable receptors.

P34.16 Where high risks have been identified the developer will be required to demonstrate to the council how they will reduce the risk to the receptor to an acceptable level. The extent of works required to remediate a contaminated site should be based on the proposed use and the need to ensure that it is no longer has the potential to be classed as contaminated defined by Part IIA of the Environmental Protection Act 1990. Planning conditions or obligations can be used as appropriate to ensure that contaminated sites are remediated to the required standard prior to construction by determining the scope of further site surveys and assessments, what the scheme should include, implementation arrangements, monitoring and maintenance.

Light pollution can be defined as any adverse effect of artificial lighting arising from:

Glare: the uncomfortable brightness of a light source viewed against a dark sky.

Light Trespass: the spillage of unwanted light from the site.

Sky Glow: orange glow caused by scattering of light by dust particles and water droplets



P34.17 The council maintains a register of land designated as contaminated with potentially unacceptable risks to health and the environment. The strategy is continually updated when additional information is received regarding remediation and identification of contaminated land.

Light Pollution

P34.18 Excessive or poorly designed lighting can have adverse impacts upon quality of life, amenity, the historic environment, wildlife habitats and enjoyment of the night sky. Lighting should therefore be carefully designed and located to minimise light pollution and maintain or enhance the character of the local environment, particularly within Conservation Areas and near nature conservation sites and green chains, which act as commuting routes for nocturnal creatures.

Noise and Vibration

P34.19 Noise impacts depend on many factors, including volume, pitch, time of day, the frequency and pattern of noise events and its general character. Wherever practicable, noise-sensitive uses, such as housing, hospitals and schools, should be separated from major sources of noise, such as roads, railways and industrial activities. It is equally important that noise-generating developments should, if possible, be sited away from existing sensitive uses. The Noise Policy Statement for England (DEFRA, 2010) defines a range of 'observed effect levels' as the basis for evaluating the overall effect of noise exposure on sensitive uses, including construction impacts.

Hazardous Installations

P34.20 The council has been made aware of the following notifiable sites and high pressure gas pipelines by the Health and Safety Executive:

- London Road Depot, Hackbridge.
- Wrythe Lane gas holder, Carshalton.
- West Barnes Lane gas holder, Worcester Park.
- Hooley / Woodmansterne Road gas pipeline.
- Woodcote / Croydon Works gas pipeline.
- Mogador / Woodcote gas pipeline.
- Woodmansterne Road / Croydon gas pipeline.

Strategic Objectives

- 4** To achieve the highest design and environmental standards possible and to future proof buildings in terms of a changing climate.
- 18** To enhance the quality of the River Wandle and its benefits for people and wildlife.
- 19** To protect and enhance the borough's biodiversity.
- 21** To cut pollution and address the causes and impacts of climate change by promoting low carbon and environmentally sustainable developments.

Policy 34: Environmental Protection

Water Quality and the River Wandle

- a** Development proposals should maintain and improve water quality and minimise pollution of adjacent water bodies or groundwater resulting from surface water run-off by applying the principles of 'water sensitive urban design' as part of the proposed SuDS strategy (Policy 32).
- b** Where water quality issues are potentially significant, planning applications should be supported by an assessment of the likely impacts of the proposed development on water quality, river flow, groundwater and biodiversity together with details of any measures proposed to minimise pollution of adjacent water bodies or groundwater. All proposals located within the River Wandle catchment or adjacent to other watercourses should make a positive contribution to the aims of the Environment Agency's Thames River Basin Management Plan, the Wandle Catchment Plan, and the council's Biodiversity Action Plan. Where necessary, the council will negotiate Section 106 agreements with developers to deliver river restoration objectives.
- c** Prior to the occupation of any development resulting in additional demand for on-and off-site water supply, surface water drainage, foul drainage and sewerage treatment capacity:
 - (i) the developer together with the relevant statutory undertaker, should demonstrate that sufficient water supply, surface water drainage, foul drainage and sewerage treatment capacity exists to serve the development; or
 - (ii) extra capacity will be provided prior to any discharge of foul or surface water from the site being occupied.

Air Quality

- d** All major development proposals with potentially significant adverse impacts on air quality, located within 150m of a sensitive receptor or incorporating CHP or biomass boilers, should be accompanied by an Air Quality Assessment setting out:
 - impacts on existing receptors during the demolition /construction phase;
 - impacts on existing receptors once the development is occupied and operational;
 - impacts on future occupants of the development from exposure to the predicted levels of air pollution and
 - cumulative impacts from other committed developments in the vicinity.
- e** All development proposals should seek to contribute towards the achievement of national air quality objectives as far as possible and support the objectives of the council's Air Quality Action Plan. Any proposal that would have significant adverse impacts on air quality or expose the public to existing sources of air pollution will not be permitted unless appropriate mitigation measures are put in place to reduce these impacts to acceptable levels. Where necessary, the council will negotiate Section 106 agreements with developers to offset any unacceptable air quality impacts, including through the implementation of measures in Sutton's Air Quality Action Plan.
- f** All development proposals should be at least 'air quality neutral' with respect to particulates (PM10s) and nitrogen oxides (NOx) based on the emissions benchmarks set out in Appendix 7 of the Mayor's Sustainable Design and Construction SPG as amended. Any proposed CHP or biomass boilers should meet the emissions standards in the Mayor's Sustainable Design and Construction SPG. Any individual or communal gas boiler should achieve a NOx rating of less than 40mg/kWhr.

Contaminated Land

- g** Development proposals located on or near potentially contaminated sites should be supported by a preliminary risk assessment, consisting of a desk top study, site walkover report and a conceptual site model, taking account of existing site conditions, available environmental information, previous uses, the groundwater regime, pollution pathways and potential receptors.

- h** Where necessary, a detailed site investigation should be undertaken prior to construction to assess the nature and extent of contamination and potential risks to human health, adjacent land uses or the local environment having regard to the Environment Agency's 'Managing and reducing land contamination guiding principles' (2016) or any successor documents.
- i** Where unacceptable risks are identified, a proposed remediation scheme, with arrangements for implementation, validation, monitoring and maintenance, should be submitted to the council. The council may use conditions or planning obligations to ensure that such sites are remediated to the required standard by determining the scope of site investigations and remediation schemes.

Noise and Vibration

- j** Developments that would generate noise or vibration affecting existing noise-sensitive land uses, such as housing, schools and hospitals, will not be permitted unless adequate mitigation measures are proposed to reduce the adverse impacts to acceptable levels, having regard to the Mayor's Sustainable Design and Construction SPG. Where necessary, the council may set conditions or negotiate planning agreements to (reduce noise to acceptable levels, taking account of ambient noise levels and local character.
- k** Noise-sensitive developments should be separated from major noise-generating activities wherever practicable. All planning applications for noise-sensitive developments located near to an existing noise-generating activity should be accompanied by a Noise Assessment, which should determine whether the overall effect of noise exposure (including construction impacts) would be above or below the 'significant observed adverse effect' and 'lowest observed adverse effect' levels defined in DEFRA's 'Noise Policy Statement for England 2010'.

Light Pollution

- l** All development proposals should incorporate measures to minimise the intrusiveness of artificial lighting and thus the potential adverse impacts on residential amenity, the character and appearance of the historic environment, public safety, protected wildlife and quality of life. Applicants are encouraged to use low energy lighting systems in order to conserve energy and preserve the darkness of the night-time sky, particularly near public open spaces, woodlands and land protected for nature conservation.
- m** Lighting schemes submitted in support of major development proposals should have regard to the Institution of Lighting Engineers' 'Guidance Notes for the Reduction of Obtrusive Light' (2005), and the Mayor's Sustainable Design and Construction SPG. Details of proposed measures should be provided through submission of a scheme prior to the start of construction on site. Where necessary, the council may set conditions to control levels of luminance, glare, spillage, angle, lighting type and hours of operation.

Construction Impacts

- n** All development proposals should minimise the impacts of air pollution, dust, odour, noise, vibration, water pollution, soil contamination, CO₂ emissions and biodiversity on nearby sensitive locations arising from demolition and construction.
- o** For all major developments, developers must submit a Construction Environmental Management Plan prior to construction in line with the council's Code of Practice on the 'Control of pollution and noise from demolition and construction sites', the Mayor's guidance on 'Control of dust and emissions from construction and demolition' and other sources of best practice. Certification should also be achieved under the Considerate Constructors' Scheme.

Hazardous Substances and Installations

- p** Development proposals involving the use, storage, installation or processing of explosive, inflammable, corrosive, toxic or other harmful / hazardous substances that are a potential safety risk will not be permitted. Planning permission will only be granted for developments involving hazardous substances, or uses requiring hazardous substances consent, where there are no unacceptable risks to occupiers, public health and safety or to nature conservation interests.

- q Proposed developments within the vicinity of existing notified sites or other known hazards will be assessed on the basis of potential adverse impacts resulting from this close proximity.

Advice on Meeting the Policy

Water Quality

- EU Water Framework Directive
- EA's Thames River Basin Management Plan 2015-21
- London Plan Policy 5.13 'Sustainable drainage'; Policy 5.14 'Water quality and wastewater infrastructure'; and Policy 5.15 'Water use and supplies'
- London Sustainable Drainage Action Plan (GLA, 2016)
- River Wandle Catchment Plan (Wandle Trust, 2014)
- UK Guidance for Water Sensitive Urban Design (CIRIA, 2014)
- SuDS Manual (C697) (CIRIA, 2014)
- Pollution Prevention Guidelines (EA, 2014)
- 'Sensitive Water Management' (Wandle Trust, 2014)

Air Quality

- National Air Quality Strategy (DEFRA, 2007)
- Mayor's draft Clean Air Action Plan (GLA, June 2016)
- 'Health Impacts of Air Pollution in London' (Kings College, London on behalf of the GLA, 2015)
- London Plan Policy 7.14 'Improving air quality'
- Mayor's Sustainable Design and Construction SPG Appendices 5, 6 and 7
- Borough Local Air Quality Action Plan (LB Sutton, 2013)
- Beddington Strategic Industrial Location Environmental Strategy (LB Sutton, 2014)

Noise

- Noise Policy Statement for England (DEFRA, 2010) or any successor document
- Guidance on the good acoustic design of buildings (Section 5 of BS 8223:2014)
- Mayor's Ambient Noise Strategy (GLA, 2004)
- London Plan Policy 7.15 'Reducing and managing noise'
- Mayor's Sustainable Design and Construction SPG (GLA, 2014)

Contaminated Land

- Category 4 Screening Levels for assessment of contaminated land (DEFRA, 2010)
- 'Managing and reducing land contamination: guiding principles' (EA, 2016)
- London Plan Policy 5.21 'Contaminated Land'
- Borough Contaminated Land Inspection Strategy (LB Sutton, continually updated)

Construction Impacts

- Code of Practice 'Pollution & Noise from Demolition and Construction Sites' (LB Sutton 2008)
- 'Control of dust and emissions from construction and demolition' (GLA, 2015)
- 'Demolition Protocol' (London Remade, 2014)
- 'Environmental Good Practice on Site' (CIRIA, 2014).

Light pollution

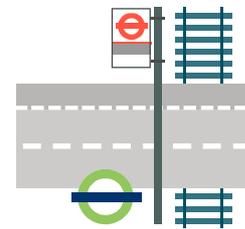
- 'Guidance Notes for Reduction of Obtrusive Light' (Institution of Lighting Engineers', 2005)
- Bats and lighting - overview of evidence and mitigation (Bat Conservation Trust, 2014).

Hazardous Substances

- 'Planning Advice for Developments near Hazardous Installations' (Health and Safety Executive, 2008) as amended.

POLICY 35: Transport Proposals

Facts and Trends

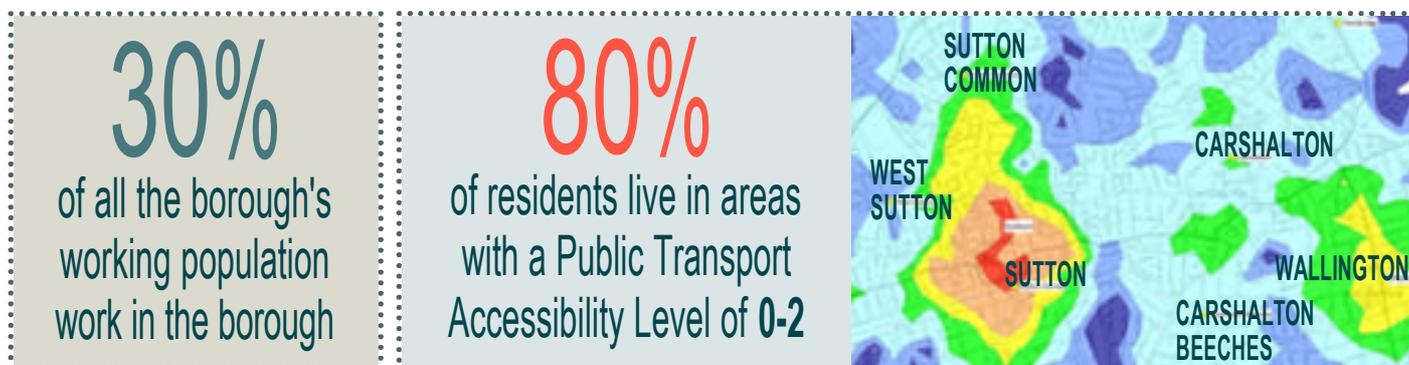


P35.1 Large parts of the borough are relatively poorly served by public transport - 80% of residents live in areas with a Public Transport Accessibility Level of 0-2 where the level of public transport is measured on a scale of 0-6, with 6 being the most accessible area. In addition, although 95% of the urban area of the borough is within 400m of a bus service, many areas are only served by one low frequency service.

P35.2 While trips on foot (28%) and cycling (2%) make up nearly one third of all trips there is considerable scope to increase these figures given the short nature of many local trips and that 30% of all the borough's working population work in the borough provided the right conditions can be created.

P35.3 Increasing traffic dominance/severance, poor air quality and deteriorating pedestrian environment undermine the quality of public spaces particularly in town centres.

P35.4 There is a tendency to focus transport investment largely on radial rather orbital movement.



Strategic Objectives

- 1** To meet the borough's share of London's future housing need and make a positive contribution to meeting housing needs across the wider area of south west London.
- 8** To work with existing businesses so that they expand and help them to enhance their premises.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.
- 14** To improve the public realm in the borough's centres.
- 15** To improve public transport within the borough and across south London, and secure improvements to the road network to address the impacts of new development where necessary.
- 16** To enhance cycle routes.
- 17** To improve footpaths and encourage walking.
- 21** To cut pollution and address the causes and impacts of climate change by promoting low carbon and environmentally sustainable developments

Policy 35: Transport Proposals

The council will support and implement transport improvements to expand and enhance the boroughs transport infrastructure in order to widen transport choice and support new development.

- a The council has identified the following highway schemes (as shown on the Policies Map) that, subject to funding, could be implemented during the plan period. This is not an exhaustive list and would not preclude other schemes that may come forward during the plan period and meet the above objectives.

Sutton Town Centre

- Proposals to transform the existing gyratory system to make the roads less traffic dominated and more pedestrian and cycle friendly, including measures to encourage shared space, reassignment of priorities and landscape improvements.

Critical Schemes required regardless of Tramlink

- Throwley Way / Carshalton Road (A232) / Chalk Pit Way / Manor Park Road junction improvements - by 2021.
- High Street / Old Gasworks junction improvements - by 2026.
- Cheam Road (A232) / St Nicholas Way / Sutton Park Road junction improvements - by 2026.

Other Schemes

- Sutton Court Road (A232) / High Street junction improvements.
- Construction of a new road link between Grove Road and the Brighton Road / High Street junction.
- A new link connecting the northern end of the High Street and Marshalls Road using Burnell Road and Lewis Road.
- Crown Road / High Street junction Improvements

London Cancer Hub

Within the borough improvements could be required at the following junctions:

- Brighton Road / Chiltern Road / Cotswold Road.
- Brighton Road / Downs Road.
- Cotswold Road / Downs Road.
- Belmont Rise (A217) / Cheam Road (A232).
- Banstead Road South / The Warren.
- Banstead Road / Staplehurst Road.

Rest of the Borough

- A scheme to realign and reconstruct Beddington Lane and associated highway/environmental improvements, including pedestrian and cycle improvements, within the Strategic Industrial Location.
- A traffic management scheme in Carshalton to address traffic and safety issues, involving the diversion of HGVs in a westbound direction via Ruskin Road to relieve congestion and improve safety on the A232 at Carshalton Ponds.
- Working with Royal Borough of Kingston upon Thames and Transport for London to identify and resolve the constraints to traffic flow on the road corridor North Cheam - Worcester Park - Old Malden - A3 Roundabout, to improve traffic flow, bus priority and air quality.

- b** In addition, the council will encourage the improvement of public transport services and infrastructure across the borough and measure to promote walking and cycling. The following schemes have been identified but this would not preclude other schemes that may come forward during the plan period and meet the above objectives.
- Improvements to investigate trains and trams sharing the existing rail corridor between Sutton and Belmont.
 - Improvements to rail capacity and services across the borough.
 - Rail station access and interchange improvements including step free access and improved bus/train interchange facilities/services.
 - Improvements and extensions to bus services and infrastructure, e.g. improvements to frequency and duration of services (such as Sunday services), bus priority measures, improved bus stops and real time information.
 - Improvements to walking and cycling facilities, e.g. both new segregated cycle and shared paths, improved footways and crossings and new cycle 'Quietways'.



Advice on Meeting the Policy

P35.5 The need for the above schemes in Sutton Town Centre either arises directly from the Sutton Town Centre Masterplan or the subsequent work commissioned to look at what transport measures are required to support further growth in the town centre. (see Sutton Town Centre Options Appraisal Study, AECOM 2016).

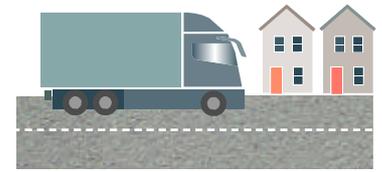
P35.6 The need for transport improvements to serve the London Cancer Hub site will depend on the scale and timing of the development proposed and a full transport assessment would be needed to identify such proposals. In the meantime, the WSP report 'London Cancer Hub: Development Framework Transportation Report (October 2016) has identified a number of potential highway improvements that could be required based on the scale of development and phasing identified in the Local Plan and its supporting documents. The policy indicates a number of locations where junction improvement schemes could be needed both immediately adjoining the site and further from the site within the borough. In addition, other junction improvements may be required outside the borough as highlighted in the WSP report.

P35.7 It is also intended that any new development should be served by public transport improvements and Transport for London's (TfL) report 'London Cancer Hub: Transport Issues and Options Report' (August 2016) sets out a series of options to improve accessibility to the site and reduce the impact of the development on the surrounding transport network.

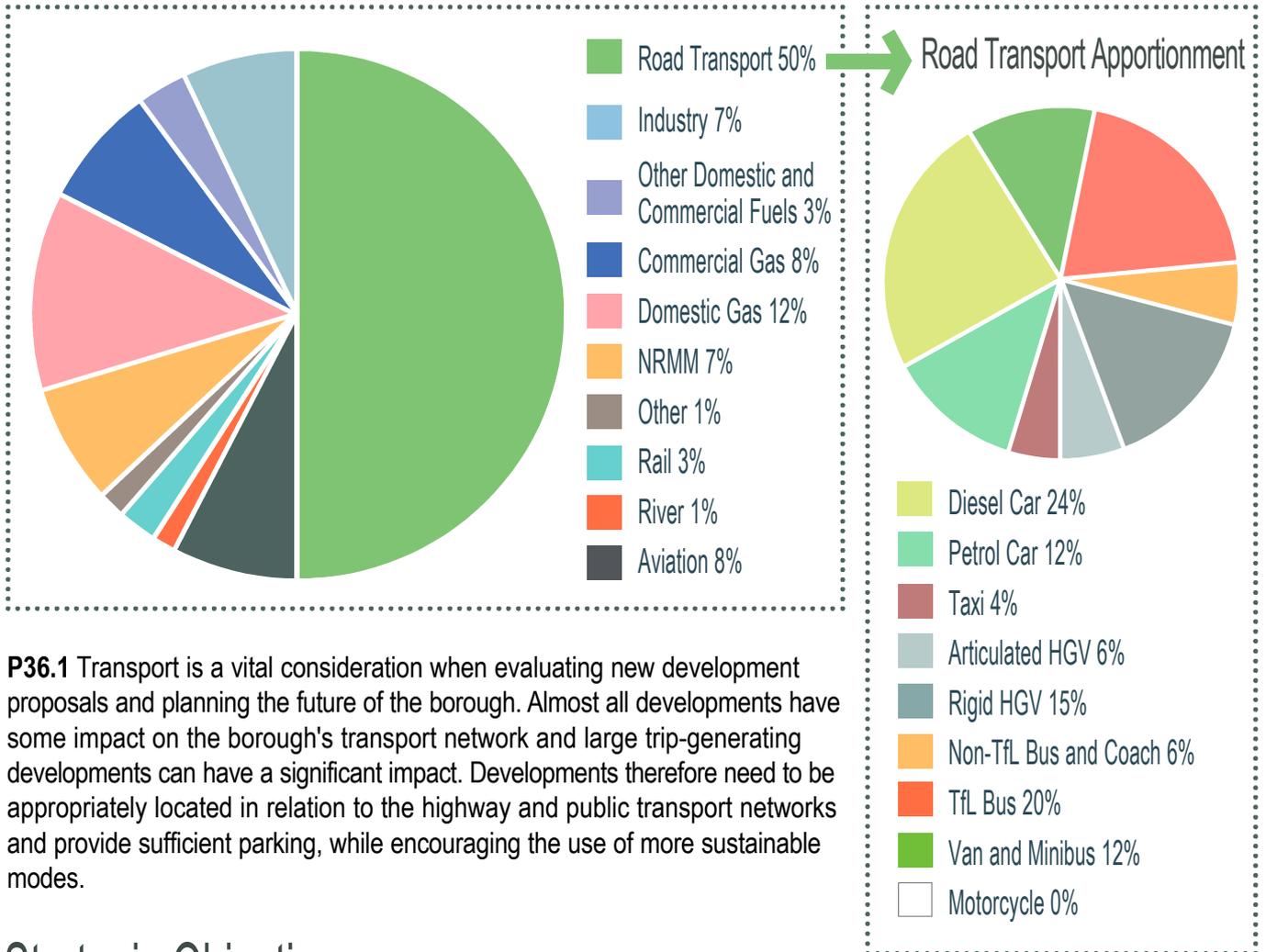
P35.8 The traffic management scheme at Carshalton is a long standing council scheme in the Development Plan involving the safeguarding of land at existing junctions. As the management of the A232 is a TfL responsibility it may look to address the traffic and safety issues in other ways. However, TfL currently has no funding for a scheme at this location. Therefore, the council proposes to continue the safeguarding. The council will take into account the Mayor of London's Streetscape Guidance (2016), where appropriate, in the design of new schemes.

POLICY 36: Transport Impact

Facts and Trends



NOx Source Apportionment in Greater London 2013



P36.1 Transport is a vital consideration when evaluating new development proposals and planning the future of the borough. Almost all developments have some impact on the borough's transport network and large trip-generating developments can have a significant impact. Developments therefore need to be appropriately located in relation to the highway and public transport networks and provide sufficient parking, while encouraging the use of more sustainable modes.

Strategic Objectives

- 6** To ensure growth is respectful of the suburban character and historical assets and places within the borough, promoting of reinforcing local distinctiveness.
- 13** To ensure popular uses are located in borough centres.
- 14** To improve the public realm in the borough centres.
- 15** To improve public transport within the borough and across South London and secure improvements to the road network to address the impacts of new development where necessary.
- 16** To enhance cycle routes.
- 17** To improve footpaths and encourage walking.
- 21** To cut pollution and address the causes and impacts of climate change by promoting low carbon and environmentally sustainable developments.



Policy 36: Transport Impact

- a** Development proposals will be assessed for their impact on the highway and public transport network as well as the local environment and should be located so as to minimise any adverse impact on the highway network and maximise the use of sustainable modes of transport. Major trip-generating developments should be located in town centres and other locations with good public transport accessibility or take steps to raise the public transport accessibility levels (PTAL) through improvements to public transport.
- b** Applicants should set out how they propose to manage and mitigate the transport impacts of their development. Therefore Transport Assessments and Travel Plans will be required for all major development applications, while for smaller developments Transport Statements will be required. The thresholds as to whether a Transport Assessment, Transport Statement and/or Travel Plan will be required are set out in Appendix B of the Transport Assessments and Travel Plans SPD or any successor document. For most developments, Construction and Logistics Plans are likely to be required which set out the impacts from the construction of new developments and how they will be addressed. Where developments are likely to generate significant goods vehicle movements, either operationally or during construction, Delivery and Service Plans are likely to be required.
- c** Planning permission will not be granted unless any transport improvements considered necessary by the council to overcome any adverse impacts of the development can be secured by planning agreement (S106 Obligations) / planning conditions or an undertaking given by the developer that they will be implemented as part of the development.

Advice on Meeting the Policy

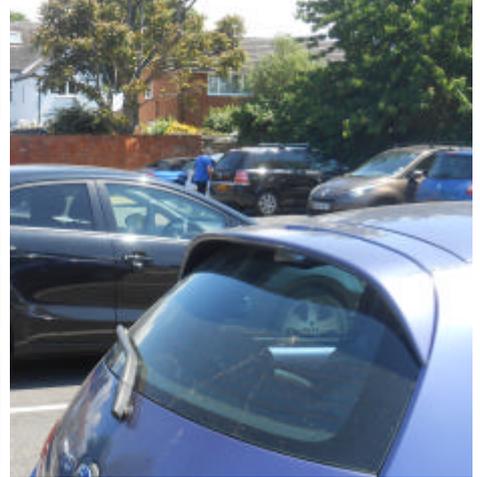
P36.2 It is important to assess the likely transport impact of new development, and in particular, consider the likely trip generation in relation to the capacity of the existing transport network and the impact on the environment. The cumulative impact of any neighbouring applications and the impact on neighbouring boroughs, should also be taken into account. The thresholds for requiring transport assessments/travel plans as well as guidance on their content are set out in the council's Transport Assessments and Travel Plans Supplementary Planning Document (2008) or will be set out in any successor document. The council has also produced guidance on the need for and the operation of car clubs in new developments: Car Clubs Supplementary Planning Document (2007) and the guidance will be re-introduced in any successor document. Transport for London has produced guidance on both Construction Logistics Plans and Delivery and Service Plans. The council welcomes initiatives that reduce the impact of freight deliveries / servicing on residents and the local environment. It therefore supports, in principle, measures aimed at breaking down larger vehicle loads so that they can be carried by smaller, more sustainable vehicles and the provision of unattended delivery facilities in sustainable locations such as 'click and collect'.

POLICY 37: Parking

Facts and Trends



6th highest
car ownership levels
in London



77%
of Sutton households
own at least ONE car
or van

compared to 58%
across the London
region



P37.1 The high levels of car ownership contribute to parking stress particularly in streets of older housing stock with little or no off-street parking.

P37.2 The Government requires that local planning authorities should take into account local car ownership levels as well as the availability of public transport in setting parking standards. However, parking can occupy a significant amount of the site area in new residential developments and providing spaces at non-residential developments can encourage more trips to be made by car.

Strategic Objectives

- 2** To provide homes of the right price, of the right tenure and of the right size for the borough's current and future residents.
- 9** To provide new opportunities for new businesses to come and flourish in the borough.

Policy 37: Parking

- a** New developments will be expected to provide car parking in accordance with the council's restraint-based, maximum car parking standards taking into account public transport accessibility levels, existing publicly available parking provision and usage in the vicinity of the site, and the need to deter unnecessary car use while avoiding overspill parking problems.

A proportion of all parking spaces should be provided for parking for disabled people and the charging of electric vehicles. New developments will also be required to provide cycle parking in accordance with the council's cycle parking standards. Details of these standards and how they will be applied are set out in Appendix 11.

- b** In town centres and other accessible locations, applications for developments proposing limited or no parking will be favourably considered, provided the applicant can demonstrate to the council's satisfaction that this will not result in an increase in on-street parking which would adversely affect traffic flow including bus movement, highway safety, residential amenity and the local environment.
- c** Proposals for car-free development should normally:
- (i) be located in a PTAL 5 or 6 area.
 - (ii) provide disabled parking and parking for operational / servicing needs.
 - (iii) enter into a legal agreement prohibiting residents from obtaining on-street parking permits.
 - (iv) be located with a Controlled Parking Zone (CPZ) or contribute to the implementation of a CPZ where one does not currently exist.
 - (v) provide evidence that the public transport infrastructure has sufficient capacity to accommodate the increased demand from the development, or make a contribution towards increased capacity.



Advice on Meeting the Policy

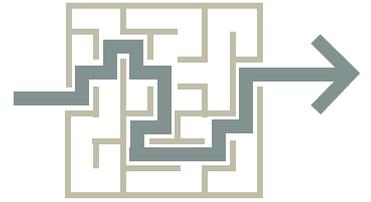
P37.3 Any development or land use needs to provide sufficient off-street parking to avoid causing overspill parking on-street while not encouraging unnecessary car use. The Mayor's London Plan sets out a restraint-based parking policy and maximum parking standards for London.

P37.4 The use of maximum parking standards is intended to allow developers to provide car parking up to a specific standard but not to exceed it. The number of spaces allowed is normally lower in those areas most accessible by public transport in order to encourage the use of public transport and other forms of sustainable transport. Hence, they are considered to be restraint-based parking standards.

P37.5 In response to government policy changes introduced in the NPPF, the Mayor has published revisions to the London Plan on parking, which allow councils the scope to increase certain residential and office standards to reflect lower public transport accessibility in outer London. The council's standards both incorporate that flexibility and allow parking provision to reflect local circumstances. Parking standards in relation to office development in town centres and employment uses in Strategic Industrial Locations will therefore be applied flexibly on a case by case basis. Residential developments in less accessible areas (PTAL 0 and 1) will normally be expected to be provided in full (as a minimum) and this approach may be similarly applied, on a case by case basis, in PTAL 2 areas where the council considers it to be appropriate given local circumstances. These circumstances might include local car ownership levels, the potential impact of overspill car parking in terms of congestion, safety and amenity as well as the availability of public transport.

POLICY 38: Infrastructure Delivery

Facts and Trends



Community Infrastructure Levy (CIL)

P38.1 CIL is a charge levied on the net increase in floorspace arising from development in a council's area. It is used to fund infrastructure that is required to support development in the borough.

P38.2 Sutton adopted its CIL Charging Schedule on 1 April 2014. As part of the preparation work carried out to introduce CIL, the council identified a list of strategic infrastructure items (known as the Regulation 123 List) on which Sutton CIL funds would be spent.

P38.3 The council will spend CIL receipts at a local level (15-25%, dependent on progress of neighbourhood plans), following appropriate consultation. The council will also use CIL receipts to cover its administrative costs of introducing and collecting the charge, which is currently set at 5%. Further details of Sutton's CIL can be viewed at: [www.sutton.gov.uk / info / 200464 / planning_policy / 1336 / development_plan_documents_dpds / 6](http://www.sutton.gov.uk/info/200464/planning_policy/1336/development_plan_documents_dpds/6)

Mayoral CIL

P38.4 The Mayor of London introduced a CIL charge in April 2012. Its aim is to collect £300 million as a contribution towards the introduction of Crossrail 1, which is due to come into operation in 2019. The Mayor's CIL charge in Sutton is £20 per m². It is levied on all land uses except health and education and is collected by the London Borough of Sutton and transferred to the Mayor.

Planning Obligations

P38.5 Planning obligations (or 'Section 106 agreements') are undertakings which can either be agreed between a landowner and local planning authority relating to a planning permission, or submitted by the developer unilaterally. They are normally used when planning conditions cannot adequately control the development. They are used to secure the provision of necessary infrastructure.

P38.6 The council will use planning obligations in line with paragraphs 203-206 of the National Planning Policy Framework and the council's Revised Planning Obligations Supplementary Planning Document (April 2014) to mitigate the potential effects of proposed development.

P38.7 As part of the CIL Regulations (2010, as amended), the Government revised the tests for planning obligations. A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- a** necessary to make the development acceptable in planning terms.
- b** directly related to the development.
- c** fairly and reasonably related in scale and kind to the development.

P38.8 The CIL Regulations also limit the pooling of contributions towards a particular piece of infrastructure to a maximum of five developments.

P38.9 The council's Revised Planning Obligations Supplementary Planning Document sets out at Section 3 how the council will seek planning contributions/ infrastructure works through CIL, Section 106 and by condition.

P38.10 This list is not exhaustive. It is envisaged that Section 106 agreements and conditions will be needed to address a number of issues that arise in relation to the mitigation of a particular development.

Viability

P38.11 In considering planning obligations, the council will take into account economic viability, the full range of benefits provided by a development, the extent to which it contributes towards delivering Local Plan objectives, other planning policies and whether a development is publicly funded. Financial viability has become a key issue in the planning process. Where, during the negotiation of a development proposal, it is argued that the council's requests for contributions would render development unviable, the council will expect developers to provide information on viability through an 'open-book' approach.

P38.12 A London Borough Development Viability Protocol has been agreed to provide a benchmark to the development industry about the overall principles of viability in the planning process. The council is a member of the forum and has signed up to the protocol.

Infrastructure Planning

P38.13 The Local Plan sets out the council's approach to development between 2016 and 2031. It is essential that, to complement the growth, a range of social infrastructure (e.g. health and schools); physical infrastructure (e.g. transport) and green infrastructure is provided, particularly in areas experiencing the majority of growth.

P38.14 An 'Infrastructure Study' has been prepared as background evidence to the Local Plan. It sets out details on the key infrastructure schemes that are likely to be required to complement growth over the Local Plan period. It also includes details of the mechanisms for funding, the costs of provision and indicative timescales for delivery.



Strategic Objectives

- 7** To provide the necessary education and health facilities and to ensure utilities and digital infrastructure are fit for purpose.
- 15** To improve public transport within the borough and across south London, and secure improvements to the road network to address the impacts of new development where necessary.
- 16** To enhance cycle routes.
- 17** To improve footpaths and encourage walking.
- 18** To enhance the quality of the River Wandle and its benefits for people and wildlife.
- 19** To protect and enhance the borough's biodiversity
- 20** To reduce flood risk to and from new development.
- 21** To cut pollution and address the causes and impacts of climate change by promoting low carbon and environmentally sustainable developments.

Policy 38: Infrastructure Delivery

The council will seek planning contributions to ensure the necessary infrastructure to support the Local Plan is delivered using two main methods:

Community Infrastructure Levy (CIL)

The council will charge CIL on developments in accordance with the CIL Regulations (2010, as amended).

The council will spend CIL receipts on:

- 'strategic' infrastructure in accordance with the Sutton CIL Regulation 123 List.
- projects identified for 'local CIL'.
- CIL administration expenses.

Section 106 Agreements ('S106s'/'planning obligations')

The council will seek planning obligations to ensure that all new development meets on and off-site requirements that are made necessary by, and are related to, any proposed development, subject to the three tests set out in Regulation 122 of the CIL Regulations (2010, as amended), and associated guidance set out in the council's Revised Planning Obligations Supplementary Planning Document (April 2014).

Infrastructure

The council will work with relevant providers to ensure that the necessary infrastructure is secured to support growth in the Borough over the Plan period (2016-2031). Details of key infrastructure requirements over the Plan period are set out in Table 2.

POLICY 39: Monitoring

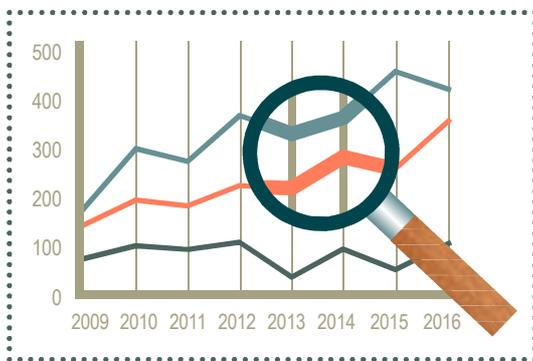
Facts and Trends



P39.1 The council recognises that ongoing plan monitoring and review are essential to:

- delivering the objectives of the plan.
- assessing the implementation of strategic policies.
- analysing the effectiveness of all policies.

P39.2 In order to ensure plan monitoring is carried out comprehensively, the council has created a Monitoring Framework (see Table 3) which will measure the progress being made in meeting the strategic objectives. The Framework also includes a range of indicator and targets for the purposes of monitoring and reviewing the plan:



- Contextual indicators that show the baseline position of the socio-economic considerations.
- Local indicators which reflect the policies of the plan.
- Relevant targets which derive from the London Plan.

P39.3 The reporting of the indicators and targets in the Monitoring Framework will take place through the council's Monitoring Reports which the council produces on a regular basis.

Strategic Objectives

This is an all-encompassing policy and so **all** strategic objectives are relevant to this policy.

Policy 39: Monitoring

The council will monitor and review the effectiveness of the plan's policies in achieving the strategic objectives of the policies and related objectives and targets set out at local and regional level. The council's Monitoring Reports will set out progress on the indicators and targets within the Monitoring Framework.



Contingency Planning

P39.4 The council is aware that it may not always be possible to have maximum certainty about the deliverability of the Local Plan. In order to ensure that the Local Plan is flexible and can deal with changing circumstances, the council has identified a number of possible risks and constraints to delivery and has developed contingency plans to address these risks. Monitoring will provide the basis on which the contingency plans within the Local Plan would be triggered.

Scenario 1

There is a significant (more than 20%) shortfall in the actual housing delivery against the housing delivery projected in the Housing Trajectory after five years. The council will seek to identify the reason for the shortfall and attempt to address any delivery constraint. If this is not possible, the council will return to the initial list for the Strategic Housing and Economic Land Availability Assessment and seek to identify any sites which would be suitable, available and achievable in light of the changed circumstances. Additionally, the council will investigate potential sites that will be identified in the forthcoming Greater London Authority's Strategic Housing Land Availability Assessment.

Scenario 2

Take-up of space by private sector life science companies is poor after seven years. The council and its partners will undertake profile-raising activities regionally, nationally and internationally.

Scenario 3

Allocations in Sutton Town Centre planned in the first five years of the plan have not come forward in the first five years. The council will investigate the reasons for the allocations not coming forward. For instance, it may be due to planning or developer reluctance. If the reason is planning, the council will review its development management decisions. If the reason is developer reluctance, the council will meet with the owners of the stalled sites to identify the root cause. The council will work with national and regional government to seek support for the developers or review its allocations.

Scenario 4

Major transport schemes are not coming forward. The council will continue to work with Transport for London and other stakeholders to identify ways forward as it has done in the past. The council is aware that infrastructure delivery is rarely simple, often costly and frequently has long lead-in times for development.

Scenario 5

Elements of the Wandle Valley Renewal policy planned in the first five years of the plan have not come forward in the first five years. The council will monitor all aspects of the Wandle Valley Renewal policy to identify the non-delivery of any element. The council will work with the delivery agents on any particular non-deliverable element and identify solutions to the non-delivery.

Scenario 6

Allocations in the district centres planned in the first five years of the plan have not come forward in the first five years. The council will investigate the reasons for the allocations not coming forward. For instance, it may be due to planning or developer reluctance. If the reason is planning, the council will review its development management decisions. If the reason is developer reluctance, the council will meet with the owners of the stalled sites to identify the root cause. The council will work with national and regional government to seek support for the developers or review its allocations.

POLICY 40: Site Allocations

Facts and Trends



P40.1 In addition to detailing policies for guiding planning decisions, the Local Plan also allocates sites for specific land uses required to achieve the delivery of the Strategic Objectives and Strategic Policies.

P40.2 The allocations do not preclude development coming forward elsewhere in the borough and the suitability of development on other sites will be judged against the policies of the Local Plan.

P40.3 The allocations state the particular land uses the council expects to be developed on a particular site. However, in the case of social and community infrastructure and free-standing offices, it is difficult to allocate particular sites for such uses as these are usually stand-alone uses and may occur in any number of sites. Therefore, Policy 40 allows for applications for social and community infrastructure and free-standing offices to override the plan's allocation where these uses are proposed and where exceptional circumstances exist.

Strategic Objectives

This is an all-encompassing policy and so **all** strategic objectives are relevant to this policy.

Policy 40: Site Allocations

- a** The council will grant planning permission for development in accordance with the land uses set out in the upper box on the second page of the site allocation, subject to the proposed development meeting the other policies in the Local Plan.
- b** In exceptional circumstances, if a proposal for social and community infrastructure or a free standing office building is submitted for a site which is not allocated for such uses, the council may permit development for social and community infrastructure or a free standing office building contrary to the allocation.

How to Read the Site Allocations

4.1 This part of the document deals with the range of possible sites that may be needed for development within Sutton over the next 10 to 15 years.

4.2 Allocated sites included within the Local Plan are those sites yielding 10 or more residential units and their allocation is likely to involve a change(s) of land use. In the cases of smaller sites or larger sites which do not involve a change(s) of land use, it is considered that the planning policies contained within the Local Plan will be sufficient to guide future planning decisions. Therefore, the fact that a site is not specifically allocated does not indicate it is inappropriate for a particular type of development.

4.3 The allocations broadly prescribe the development that will be permitted on each site and highlight some site-specific considerations. This information is not comprehensive and all site allocations will be expected to comply with the policies within the Development Plan (ie: the London Plan and the Local Plan).

4.4 In respect of predicted housing supply every effort has been made to ensure phasing information is correct, however, information from landowners and developers changes frequently in London's housing market. With respect to location and spatial distribution of housing the areas set out in Policy 1 'Sustainable Growth' are the Areas of Potential Intensification around the town and district centres and the Suburban Heartlands.

Notes

Site Numbers: All Site Allocations with the prefix 'STC' fall within Sutton Town Centre. Remaining Site Allocations have the prefix 'S' to indicate that they are outside Sutton Town Centre. The London Cancer Hub has a prefix of 'LCH1'.

Current Land Use and Ownership: The land use and ownership was correct as of September 2016. It is therefore the responsibility of the owner/developer to obtain the full, up-to-date planning history for the site.

Public Transport: Public transport is assessed according to the Public Transport Accessibility Levels (PTALs) methodology. Level 6 denotes an area with excellent public transport connections and services. Level 1 refers to those areas of the Borough which have poor public transport services. The PTALs are as of 2014 and do not take account of predicted future changes to PTALs.

Policies Map: The designations refer to the Policies Map.

Relevant Planning History: This section covers planning applications and permissions which are similar in land use terms to all or part of the allocation and which were submitted or granted on the site. Planning permissions concerning hazardous substances are included where it is considered appropriate.

Allocation: The allocation provides stakeholders with the information on the type(s) of land use the council is expecting on the site. Further information specific to the site is also provided.

Development of allocations within Sutton town centre must also have regard to the Sutton Town Centre Masterplan (2016) and the London Cancer Hub Development Framework (2016).

The site information does not constitute an exhaustive list of criteria for development and all schemes will need to comply with the policies within the Development Plan (ie: the London Plan and the Local Plan).

In considering development proposals for those sites with mixed-use allocations, the council may allow some flexibility in the overall composition of land-uses provided the proposal remains in conformity with the Local Plan for a particular site.

For the purposes of the Site Allocations 'town centre uses' please see the Glossary.

For the purposes of the Site Allocations employment uses include all B Class uses except B1(a)(Freestanding Offices) which, by virtue of Policy 16, are considered more appropriately located in highly accessible locations by public transport such as town centres.

Flood Risk: Fluvial (river) flood risk is graded with Flood Zone 1 being the least likely areas to flood. Flood Zone 3a shows areas at high risk of flooding, while Flood Zone 3b represents the functional floodplain. The comments on flood risk, which are included for each site, are intended as a guide and are based on Sutton's Level 2 Strategic Flood Risk Assessment (2016).

Indicative Phasing: Indicative phasing is divided into three periods: April 2016-March 2021; April 2021-March 2026; and, April 2026-March 2031. The council has consulted with stakeholders to ensure that the indicative phasing information is as accurate as possible. However, it should be noted that the London development industry is very dynamic and that phasing assessments are always liable to change.

Indicative Housing Capacity:

- Within Sutton Town Centre:

The development capacity is based on the figures set out in the Sutton Town Centre Masterplan (2016)

- Outside Sutton Town Centre:

The London Plan Density Matrix has been applied to calculate indicative housing capacity. However, it should be stressed that the matrix is a basic method for calculating capacity and does not take into account special site constraints.

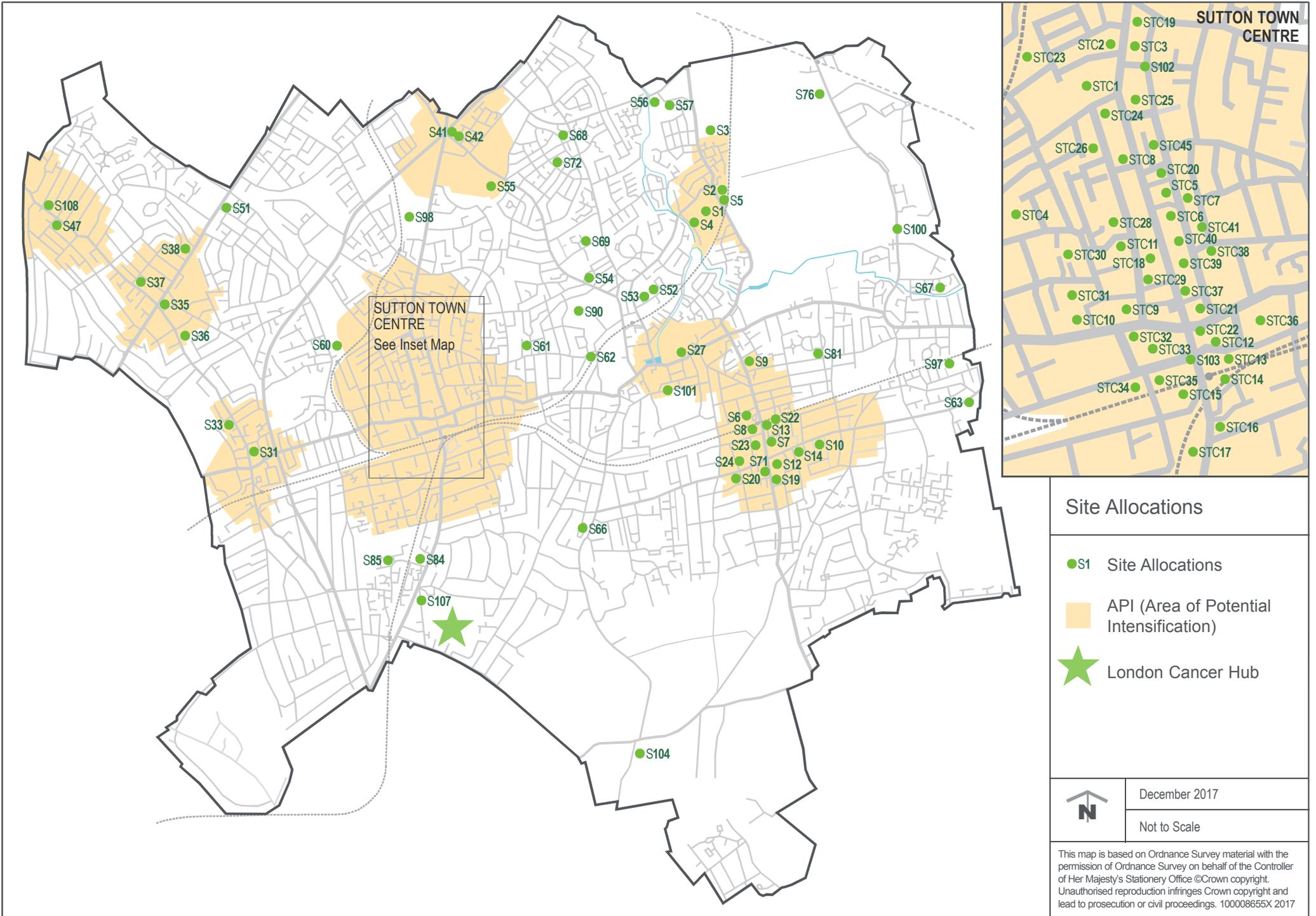
- All Sites:

The capacity stated for each site is merely a guide. It does not follow that a planning application will be granted if the application contains the stated amount of housing units. Equally, through the submission and approval of a planning application, it may be possible to achieve a suitable development which exceeds the guideline capacity.

Indicative Non-Residential Capacities in Sutton Town Centre: The figures identified in the Site Allocations represent the total gross capacity of development on the site. No deductions have been made for existing uses/floor areas. These figures are derived from the Sutton Town Centre Masterplan (2016).

Indicative Non-Residential Capacities in London Cancer Hub: The figures identified in the Site Allocations are derived from the London Cancer Hub Development Framework.

Delivery Mechanism: In order to ensure the delivery of the sites and consequently the Local Plan, the council has consulted extensively with stakeholders to ensure the sites are deliverable. However, as stated above, the London development industry is very dynamic and delivery mechanisms are liable to change.



Site Allocations

- S1 Site Allocations
- API (Area of Potential Intensification)
- ★ London Cancer Hub

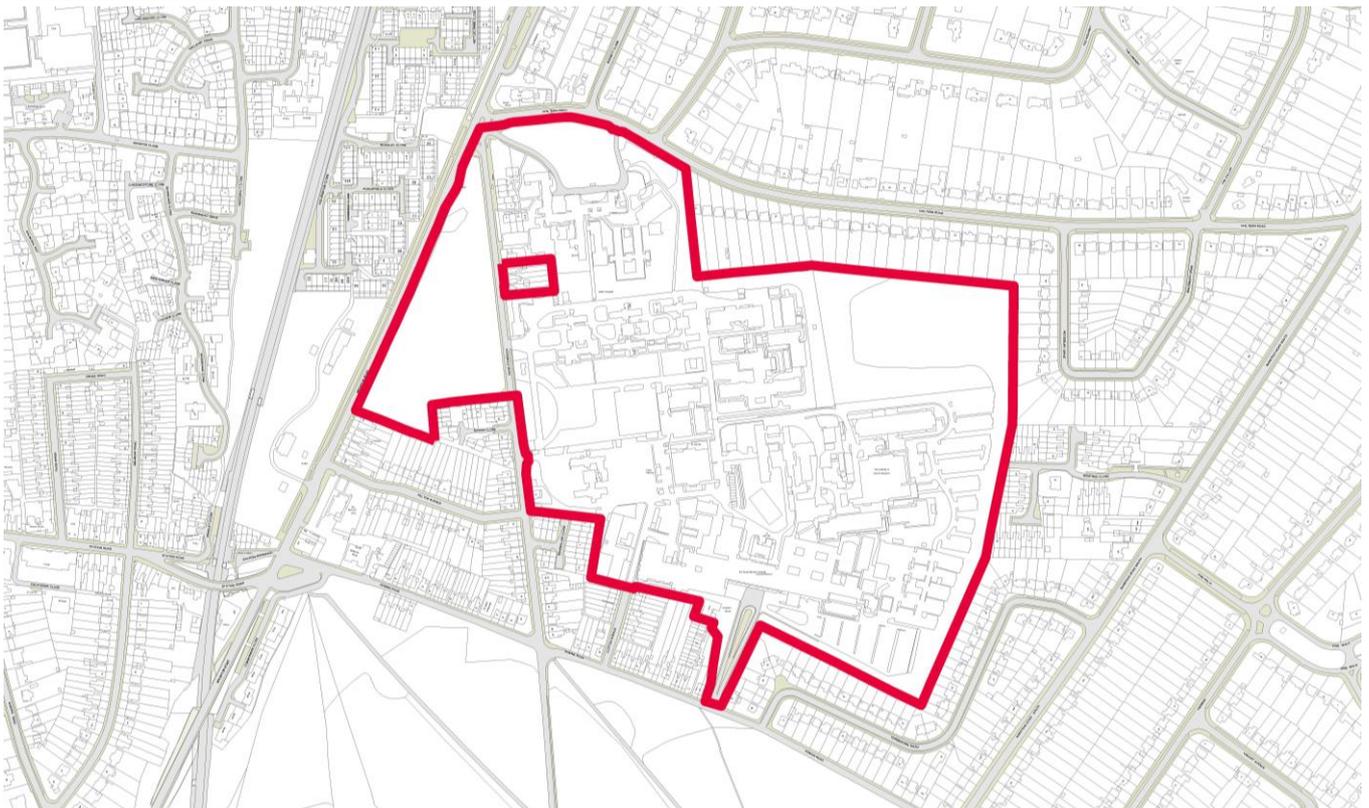


December 2017

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Location:	Belmont
Ward:	Belmont
Site Area:	22.57 Hectares
Current Land Use:	Health & Medical Research
Ownership:	Council / Private / NHS
PTAL:	Level 1b and 2
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located in Belmont in the south of the Borough and is occupied by the Institute of Cancer Research, the Royal Marsden, the former Sutton Hospital site and allotments. Part of the site has been purchased by Sutton council to redevelop as a secondary school, subject to planning permission. The site can be accessed from Downs Road and Cotswold Road. The character of the area surrounding the site is residential. The land in the east of the site is covered by a legal covenant that prevents building on it. There are number of Locally Listed building on and near the site.

POLICIES MAP DESIGNATIONS

Locally Listed Buildings; Proposed Tramlink Extension; Site of Interest for Nature Conservation; Site Allocation; Urban Green Space.

RELEVANT PLANNING HISTORY

Outline Planning permission (B2009/61542) was granted for three research buildings for the north site of ICR. Planning permission (B2016/73429) was granted in 2016 for a four storey building for B1b uses. Planning application (B2015/733385) has been submitted for the erection of a cancer support centre.

Site 'LCH1 London Cancer Hub' is allocated for:

MIXED USE: HEALTH, MEDICAL RESEARCH AND DEVELOPMENT AND SECONDARY SCHOOL TOGETHER WITH ASSOCIATED ANCILLARY DEVELOPMENT INCLUDING RETAIL, COMMUNITY USES, PATIENT HOTEL/ACCOMMODATION, OPEN SPACE AND NEW TRANSPORT INFRASTRUCTURE INCLUDING A NEW UNDERGROUND CAR PARK.

Subject to the medical needs of the Epsom and St Helier Foundation Trust any development of this site could include an integrated hospital with the Royal Marsden. Alternatively, a slightly smaller medical facility could be required solely for the Royal Marsden. The size of the hospital facility would affect the amount of research and development facilities that could be accommodated on site. The quantum of other uses on the site would be likely to remain the same under either option.

Any development scheme should pay particular regard to:

- Providing a comprehensive development of the whole site having regard to the principles and phasing of development set out in the 'London Cancer Hub Development Framework' (2016) approved by the council and the supporting documents. In particular ensuring that the future development enhances permeability across the site by establishing a clear hierarchy of routes for vehicular, pedestrian and cycle movement.
- Ensuring the existing allotment site is only used for new development once the suitable alternative allotment space has already been provided within the proposed open space area to the east of the site.
- Ensuring that the development is of the highest quality of design both in terms of the design of new buildings and surrounding spaces. The height of the new development should respect the surrounding building heights and focus taller buildings towards the centre of the site. Where possible, to retain and integrate buildings considered to be of local architectural or historical interest into any new development.
- Ensuring that the development incorporates a hierarchy of open spaces of different characteristics designed to provide both a quality patient experience and to promote interaction between users of the facilities. To maintain, where possible, good quality trees existing on the site and implement a comprehensive landscaping strategy across the whole site. In particular to provide a major amenity area along the eastern boundary of the site to include new allotment gardens should the existing allotments adjacent to Cotswold Road need to be relocated.
- Ensuring the development is supported by the required level of enhanced transport infrastructure and new developments or phases of development should not be permitted until the required level of transport considered necessary by the council has been secured and the development not subsequently occupied until those transport measures are implemented. These works could include new junction works, improved public transport services and facilities and car parking provision to ensure traffic and parking do not impact on surrounding area. In particular, to ensure the development makes provision for tram access into the site which could be either from the west linking to the existing railway or to the north from Brighton Road. A coherent network of cycle and pedestrian routes should also be provided.

INDICATIVE HOUSING CAPACITY

Not Applicable.

INDICATIVE NON-RESIDENTIAL CAPACITIES

The supporting documentation to the Development Framework estimates that the site has the potential to accommodate around 280,000m² of floorspace suitable for a mix of different uses. The development capacities and mix of development are indicative based on these documents. An integrated hospital could require a floorspace of 102,630m² whereas a hospital for the Royal Marsden could require 78,410m². The ICR could have a potential requirement for 26,300m² of floorspace. As a result the amount of commercial medical and research floorspace could range between 107,130m² and 131,350m². Other uses on the site could include community/retail (10,880m²), new school (12,390m²), patient hotel/accommodation (2,200m²) and the Maggie's centre (1,150m²).

INDICATIVE PHASING

The supporting documentation to the Development Framework expects that the London Cancer Hub would take 20 years to be fully developed and identifies 4 potential overlapping phases of development known as 'waves':

- Wave 0: This wave comprises the completion of on-going capital projects that either already have planning permission or are in the process of seeking planning permission totalling 22,285m². This includes a proposed new secondary school (12,390m²), committed building works at the ICR (8,745m²) and the Royal Marsden (Maggie's centre) 1,150m².
- Wave 1: This wave includes the first wave of commercial growth and key infrastructure including the proposed new underground car park and could start around 2018 involving over 60,000m² of development including around 40,000m² of research and development floorspace, further building work at the ICR (12,400m²), a patient hotel/accommodation and part of the community/retail floorspace.
- Wave 2: The development composition for this wave depends on whether the Epsom and St Helier Trust decides it wishes to establish an integrated hospital on the site or whether the hospital facility will be for the treatment of Marsden patients only. In either case, this phase could involve the development of over 150,000m² of floorspace and could commence around 2020. The potential hospital floorspace might therefore range from 78,000m² -103,000m² and the research and development floorspace from 39,000m²-63,000m². The ICR could develop around a further 5,000m² of floorspace with a similar amount of commercial/retail floorspace.
- Wave 3: This wave involves a possible further 27,000m² of research and development floorspace and could come forward around 2025. However, this phase of the development could not come forward until the existing allotments have been suitably relocated elsewhere in the site.

DELIVERY MECHANISM

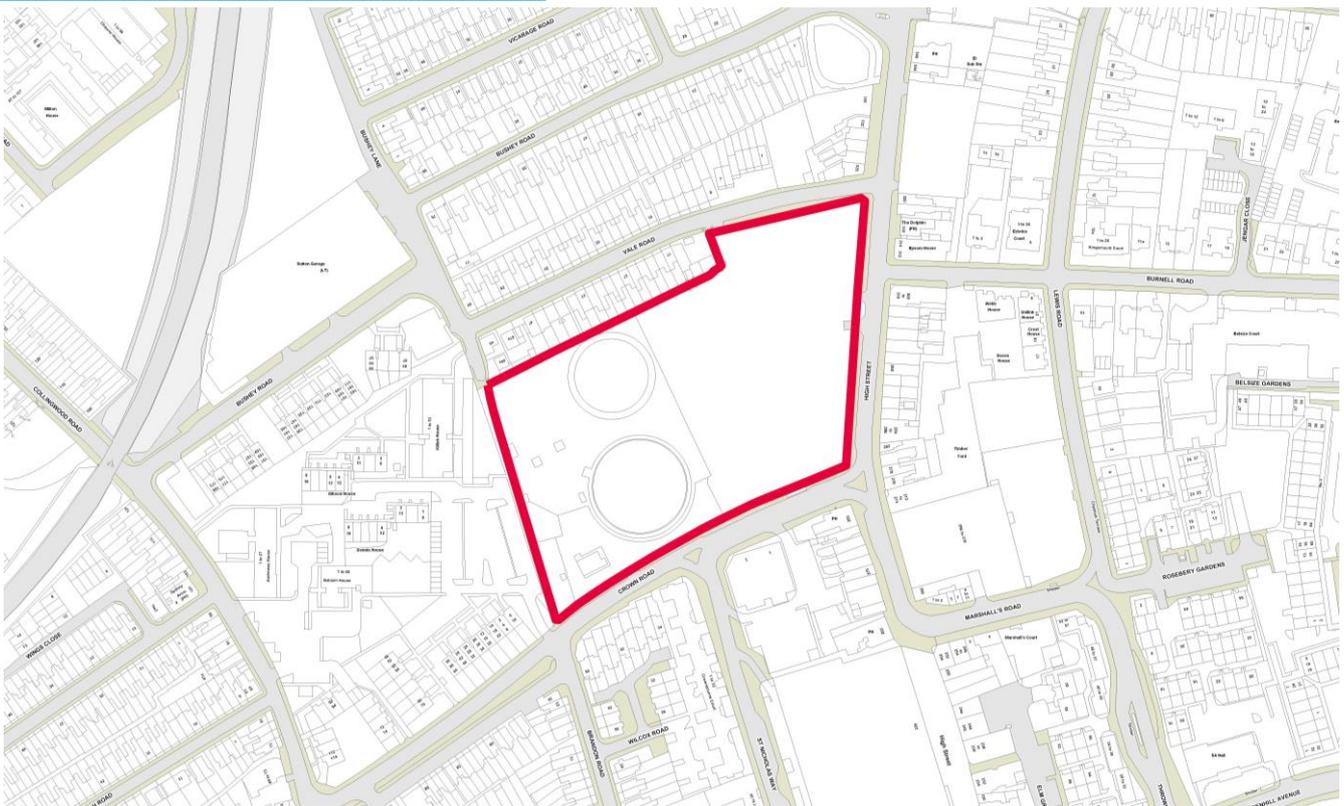
The Life-sciences is a global and expanding market and this sector is undersupplied in the UK economy. The London Cancer Hub will offer an exciting new life sciences destination. More detail on delivery is set out in the JLL report.

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STC1: THE OLD GAS WORKS

Crown Road / High Street, Sutton

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	2.3 Hectares
Current Land Use:	Former gas works, retail, offices
Ownership:	Private
PTAL:	Level 5
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located to the north of Crown Road, opposite the northern end of St Nicholas Way and is bound by the High Street to the east and Vale Road to the north. The Collingwood estate lies to the west and the northern boundary adjoins the rear of two-storey, mainly terraced houses in Vale Road. The character of the area is mixed, including residential dwellings, retail, offices and restaurants, reflecting the town centre location. The site has been cleared and the planning permission is now being implemented.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontages; Site Allocation; Sutton Town Centre; Transport Proposals.

RELEVANT PLANNING HISTORY

Planning permission (B2013/68306) was granted in 2014 for 186 dwellings, a large supermarket and other mixed uses in 2014. The site has been cleared, remediation taken place and is now under construction. The site is anticipated to complete in 2017.

Site 'STC1 The Old Gas Works' is allocated for:

MIXED USE: RESIDENTIAL, RETAIL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Adopted North Sutton Sites Planning Brief SPD (2012) the Sutton Town Centre Masterplan (2016)
- Providing a landmark buildings up to 12 storeys, stepping down near the existing residential properties in Vale Road
- Development of an enhanced residential neighbourhood in the north of the town centre.
- Providing active frontages at ground floor/first floor levels
- Providing a mix of housing types, including family-sized units
- Providing a mix of other town centre uses
- Retaining the building line along the High Street (unless required for public transport)
- Protecting land for Tramlink/a Tramlink stop along the High Street frontage
- Creating small block sizes fronting streets
- Facilitating pedestrian movement by ensuring the building layout and the public realm are designed in a way that makes it easy to navigate through and around the site.
- Providing high quality public realm improvements including a public space on the corner of the High Street and Crown Road (Zurich Square) and the provision of street trees
- Separate out the servicing access for a food superstore which would be located from Crown Road to the west of the site.
- Remediating the site of any contamination
- Ensuring integration of all development proposals on all the adjoining land ownerships within this allocation. Where redevelopment of the sites cannot be brought forward together, development on individual sites must not prejudice future redevelopment of the adjoining sites
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures
- Developers, working in conjunction with the relevant statutory undertakers, will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users.

INDICATIVE HOUSING CAPACITY

186 net additional dwellings - Based on extant planning permission.

INDICATIVE NON-RESIDENTIAL CAPACITIES

Foodstore (A1): 12,221 sqm (net sales area of 6,708sqm of which 4,359sqm [65%] is convenience retail and 2,349sqm [35%] is comparison retail) and other retail: 2,861 sqm - Based upon the extant planning permission.

INDICATIVE PHASING

Phase 1: April 2016 to March 2021 (site is under construction).

DELIVERY MECHANISM

The current landowners gained planning permission in 2014 for comprehensive redevelopment for residential, retail and a new public square. The site is under construction and is expected to be completed by 2017.

Location: Sutton Town Centre
Ward: Sutton North
Site Area: 0.15 Hectares
Current Land Use: Retail and Car park
Ownership: Private
PTAL: Level 5
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site is located in the northern end of the town centre, with a frontage to the High Street and access from Vale Road. Buildings in the surrounding area include the North Sutton sites (now under construction) and Helena House, a 6-storey building on the eastern side of the High Street. A 2-storey terrace with retail at ground floor and residential above adjoins the site to the south-east, and a 2 storey residential terrace adjoins the site to the west.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Potential Intensification; Area of Taller Building Potential; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontages; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

Planning application (B2007/59028) was refused for the demolition of existing buildings and the erection of a part 3, part 5 storey building with retail at ground floor and residential above. The site became a Morrison's in 2013.

Site 'STC2 Morrisons Local And Car Park' is allocated for:

MIXED USE: RESIDENTIAL and RETAIL

Any development scheme should pay particular regard to:

- Providing buildings of between 3-4 storeys in height with frontage to the High Street and Sutton Green
- Providing an active retail frontage at ground floor level with the High street and active frontages in the form of retail or office to Bushey Road.
- Respecting and enhancing the setting of Sutton Green
- Protecting land for Tramlink along the High Street frontage
- Providing high quality public realm improvements including the provision of gateway features on Sutton Green to mark the entry into the town centre
- Explore opportunities with adjacent landowners to form a larger development block
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

14 net additional dwellings - Based on the guidance in the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 521 sqm - Based on the guidance in the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

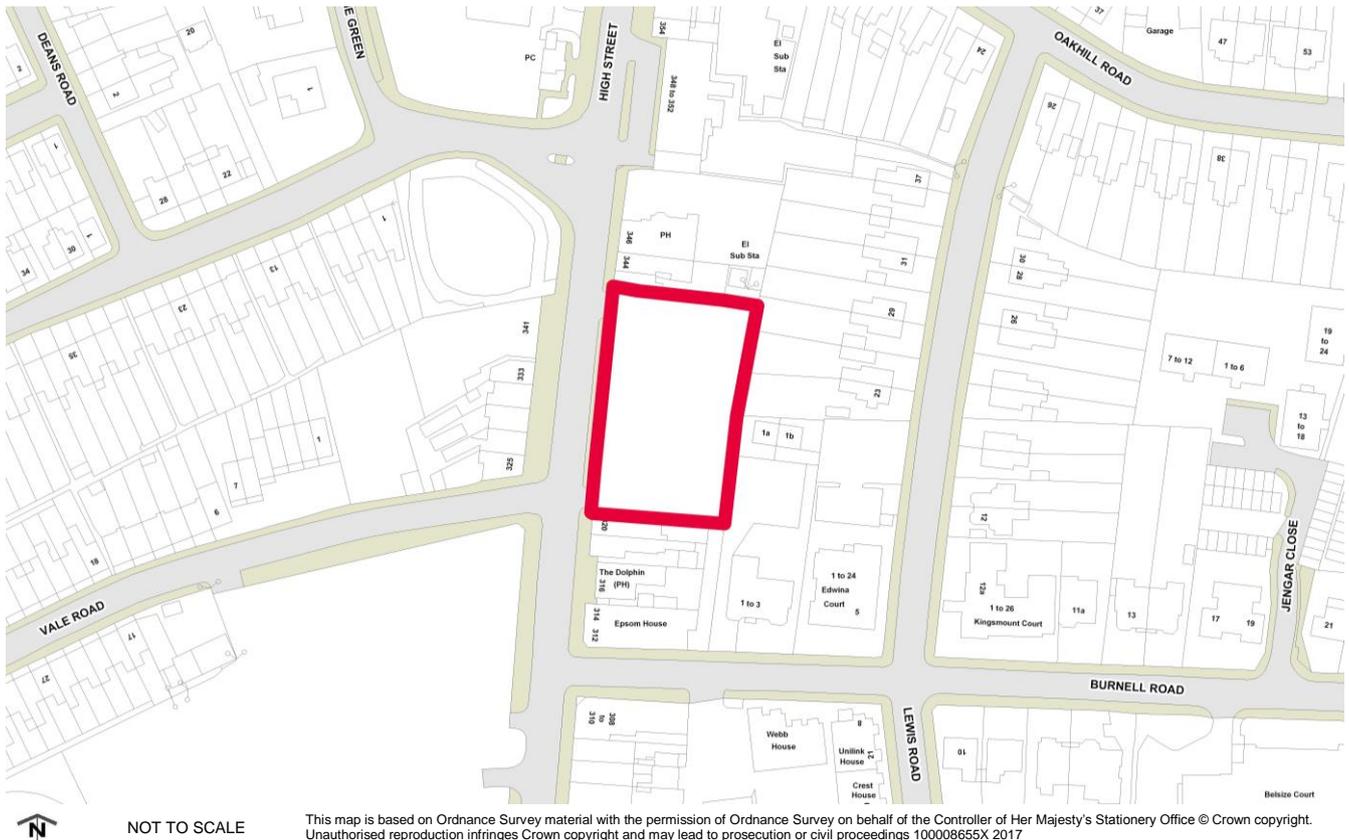
DELIVERY MECHANISM

The current landowners have indicated to the council that the site is likely to come forward for redevelopment within the Plan period. Any developers should explore opportunities with adjacent landowners to form a larger development block.

STC3: FORMER BURGER KING SITE

334-340 High Street, Sutton

Location:	Sutton Town Centre
Ward:	Sutton North
Site Area:	0.20 Hectares
Current Land Use:	Former Restaurant and Parking
Ownership:	Private
PTAL:	Level 5
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is located to the northern end of the town centre and was occupied by the UK's first drive through restaurant. It has now been demolished. A Grade II Listed Building is located to the north of the site, the southern boundary adjoins shops and the eastern boundary, to the rear of the site, partially adjoins dwellings gaining access from Lewis Road.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Potential Intensification; Area of Taller Building Potential; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontages; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

Planning Permission (B2013/67198) was granted in 2013 for the demolition of existing buildings and erection of ground floor retail units and 40 flats above. The site is now under construction and is expected to complete in 2017.

Site 'STC3 Former Burger King Site' is allocated for:

MIXED USE: RESIDENTIAL and RETAIL

Any development scheme should pay particular regard to:

- The guidance in the Sutton Town Centre Masterplan (2016)
- Providing buildings of between 4 and 5 storeys in height
- Contributing towards a residential neighbourhood in the north of the town centre
- Providing active frontages at ground floor level with the High Street
- Creating a strong building line along the High Street (unless required for public transport)
- Protecting land for Tramlink along the High Street frontage
- Providing high quality public realm improvements including the provision of gateway features on Sutton Green to mark the entry into the town centre
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

40 net additional dwellings - Based on the extant planning permission

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 662 sqm - Based on the extant planning permission

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The current landowners had planning permission granted in 2014 for comprehensive redevelopment for residential and retail. The site is under construction and is expected to be completed by 2017.

Location: Sutton Town Centre
Ward: Sutton Central
Site Area: 1.1 Hectares
Current Land Use: Youth and Education Services
Ownership: Council
PTAL: Level 4
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site is located to the west of Sutton Town Centre and the surrounding development is predominantly residential. The site adjoins the Beulah Road / Clarence Road Area of Special Local Character (ASLC) to the north and east, designated due to the heritage value of the late-Victorian and Edwardian housing. The site is occupied by a youth centre, a nursery and an adult learning centre. The site has access from Robin Hood Lane and Orchard Road.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Potential Intensification; Decentralised Energy Opportunity Area; Site Allocation. The site adjoins an ASLC.

RELEVANT PLANNING HISTORY

Planning Permission (B2010/62451) was granted in 2010 for the refurbishment and extension of Block C to be used as a short stay school. This scheme has been implemented.

Site 'STC4 Sutton West Centre' is allocated for:

(i) PRIMARY SCHOOL or (ii) RESIDENTIAL

(The site is safeguarded for a primary school and other uses will only be considered if it is demonstrated that the site is no longer required for that use)

Any development scheme should pay particular regard to:

- Sutton Town Centre Masterplan (2016)
- Relocating the Limes College to an alternative site
- Respecting the height and density of the surrounding residential development
- Respecting the amenity of nearby residents
- Respecting the character of the adjacent Area of Special Local Character
- Encouraging the use of sustainable modes of transport through design since the site has excellent links to shops, services and public transport nodes
- Providing high quality residential units, which respect the height and density of the surrounding residential development
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

If the site is not required for a primary school 56 net additional dwellings - Based on comprehensive redevelopment set out in the Sutton Town Centre Masterplan.

INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

The council is the landowner and has safeguarded the site for a primary school. However, in the event a school is not progressed on this site it is suitable for residential development, subject to the relocation of the Limes College.

Location: Sutton Town Centre
Ward: Sutton Central
Site Area: 0.22 Hectares
Current Land Use: Vacant Land & NHS
Ownership: Private
PTAL: Level 6a
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site is located on the corner of Throwley Way and Lodge Place, directly to the east of the High Street. A single storey doctor's surgery and a vacant piece of land (former office building called Windsor House) occupy the site. A bus stop and lay-by are located on Lodge Road. The character of the area is mixed, reflecting the Metropolitan Centre.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Primary Shopping Frontage; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre. Adjacent to Proposed Tramlink Extension.

RELEVANT PLANNING HISTORY

Planning Permission (B2010/62741) was granted for the demolition of Windsor House and erection of a part four, part five, part six storey building comprising ground floor offices and 27 flats above. In 2014 (B2014/69267) an application was submitted for A1 Retail space on ground floor and 31 flats above.

Site 'STC5 North of Lodge Place' is allocated for:

MIXED USE: RESIDENTIAL and RETAIL

Any development scheme should pay particular regard to:

- The guidance in the Lodge Place Planning Brief SPD (2010) and the Sutton Town Centre Masterplan (2016)
- Providing buildings of between 2 and 6 storeys in height
- Providing active frontages on the ground floor in the form of retail along Lodge Place and Throwley Way
- Securing improved pedestrian links between the High Street and Throwley Way / Manor Lane
- Providing high quality public realm improvements on Lodge Road and supporting the urban boulevard improvements along Throwley Way.
- Designing high quality buildings that respect the curvature of Lodge Place
- Contributing towards a residential neighbourhood in the north of the town centre
- Protecting land for Tramlink along the Throwley Way frontage
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

63 net additional dwellings - Based on the guidance in the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 489 sqm - Based on the guidance in the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

The landowners of the Windsor House part of the site had planning permission granted in 2010 for comprehensive redevelopment for residential and retail. The landowners intend to progress a scheme on the site. In addition the GP surgery located in the Old Court House is to be transferred to another site in 2018, freeing up the existing site for redevelopment. The landowners have expressed an intention to redevelop the site once it has been vacated.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.40 Hectares
Current Land Use:	Retail and Car Park
Ownership:	Private
PTAL:	Level 6
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located to the south of Lodge Place with frontages to the High Street, Lodge Place and Throwley Way. The site comprises two large format shops and associated surface parking areas and four shop units fronting the High Street. The character of the area reflects the mixed use nature of a town centre.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Locally Listed Buildings; Primary Shopping Frontage; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre. Adjacent to Proposed Tramlink Extension.

RELEVANT PLANNING HISTORY

Planning application B2004/53161 for a ten-storey mixed use development was lodged and subsequently withdrawn. A similar application, B2005/54590, was submitted in 2005 and was refused by the council. An outline application, B2006/55542, was lodged in 2006 and was refused by the council.

Site 'STC6 SOUTH OF LODGE PLACE' is allocated for:

MIXED USE: RESIDENTIAL and RETAIL

Any development scheme should pay particular regard to:

- The guidance in the Lodge Place Planning Brief SPD (2010) and the Sutton Town Centre Masterplan (2016)
 - Providing buildings of between 1 and 7 storeys in height
 - Providing active frontages on the ground floor in the form of retail along Lodge Place and the High Street
 - Securing improved pedestrian links between the High Street and Throwley Way / Manor Lane
 - Providing high quality public realm improvements on Lodge Place and supporting the urban boulevard improvements along Throwley Way.
 - Retaining access to the Marks & Spencer service yard
 - Contributing towards a residential neighbourhood in the north of the town centre
 - Protecting land for Tralink along the Throwley Way frontage
 - Enabling connection to any planned decentralised energy network serving the town centre
-

INDICATIVE HOUSING CAPACITY

31 net additional dwellings - Based on the guidance in the Sutton Town Centre Masterplan

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 2,525 sqm - Based on the guidance in the Sutton Town Centre Masterplan

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The current landowners have indicated to the council that the site is likely to come forward for redevelopment within the Plan period.

Location: Sutton Town Centre
Ward: Sutton Central
Site Area: 0.09 Hectares
Current Land Use: Car repair and maintenance
Ownership: Council (with private lease)
PTAL: Level 6a
Fluvial Flood Risk: Zone 1



SITE DESCRIPTION

The site is located on the eastern side of Throwley Way and accommodates a single storey building fronting onto the gyratory road. A row of two storey semi-detached houses back on to the site and a pedestrian/cycle path is located to the south of the site, adjacent to Times Square MSCP, linking Throwley Way to Lenham Road behind. The character of the area is mixed reflecting the town centre location.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Decentralised Energy Opportunity Area; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

None.

Site 'STC7 Kwikfit Site' is allocated for:

MIXED USE: RESIDENTIAL and RETAIL

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing buildings of between 2 to 4 storeys in height, stepping down near residential properties to the east of the site on Lenham Road
- Providing active frontages on the ground floor in the form of retail or other town centres uses along Throwley Way
- Securing improved pedestrian links between the High Street and Throwley Way / Manor Lane
- Providing high quality public realm improvements, particularly along the link between Manor Lane and Throwley Way, and supporting the urban boulevard improvements along Throwley Way.
- Protecting land for Tralink along the Throwley Way frontage
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required.

INDICATIVE HOUSING CAPACITY

15 net additional dwellings - Based on the guidance in the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 456 sqm - Based on the guidance in the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council intends to bring this site forward for redevelopment within the Plan period.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.07 Hectares
Current Land Use:	Dwellings, Offices and Yard
Ownership:	Private
PTAL:	Level 5
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on the northern side of Greenford Road and is comprised of a vacant yard and workshop to the east and to the west, on the corner of St Nicholas Way, a private residence and converted offices. Immediately adjoining to the east is a row of 4 shops fronting the High Street with residential above. Two large retail buildings are in close proximity to the subject site; the 4 storey St Nicholas Centre is located across Greenford Road and the 5 storey ASDA building adjoins the site to the north.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

The eastern part of the site has a number of similar planning permissions in recent years including B2013/68373 granted for two retail units and 5 flats, B2015/72062 was refused for two retail units and 6 flats and B2016/74342 was also refused for two retail units and 6 flats.

Site 'STC8 North of Greenford Road' is allocated for:

MIXED USE: RESIDENTIAL and RETAIL

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing buildings of between 3 and 6 storeys in height with any taller element located on the St Nicholas Way frontage.
- Providing active frontages at ground floor to Greenford Road and St Nicholas Way
- Providing high quality public realm improvements
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required.

INDICATIVE HOUSING CAPACITY

18 net additional dwellings - Based on the guidance in the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 428 sqm - Based on the guidance in the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council understands that the site landowners intend to submit further applications for the eastern part of the site.

STC9: CIVIC CENTRE SITE

St Nicholas Way, Sutton

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.9 Hectares
Current Land Use:	Council offices, library, educational facilities, community facility units, surface car park
Ownership:	Council
PTAL:	Level 5
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on the corner of St Nicholas Way and Cheam Road and accommodates a four-storey, U-shaped building with a range of civic uses, including council offices, a large public library, educational facilities, shop/community facility units and a surface car park. A pedestrian underpass under St Nicholas Way links the site and the High Street. The site is in close proximity to a number of Listed Buildings.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

None.

Site 'STC9 Civic Centre Site' is allocated for:

MIXED USE: CIVIC, COMMUNITY, RESIDENTIAL, RETAIL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
 - Creating a more permeable and legible site, with the development of a series of individual building blocks
 - Providing a highly visible gateway location to deliver public facing, active uses in the town centre including council facilities, library, cafes/restaurants and shops
 - Providing landmark buildings between 4 to 11 storeys in height stepping down to 3 to 4 storeys adjacent to the St Nicholas Churchyard
 - Providing active frontages at ground floor, particularly to St Nicholas Way
 - Providing a high quality public realm and enhanced pedestrian connections from the High Street to the west, improve connectivity to the site across St Nicholas Way and Cheam Road
 - Providing an enhanced pedestrian/cycle environment of Gibson Road, Hill Road, St Nicholas Road, St Nicholas Way
 - Removal of the underpass to Hill Road
 - Respecting and enhancing the setting of the Listed St Nicholas Church and Church yard
 - Respecting the settings of the Listed Trinity Methodist Church and Sutton Baptist Church
 - Protecting land for Tramlink along the St Nicholas Way frontage
 - Enabling connection to any planned decentralised energy network serving the town centre
 - Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required.
 - Protecting the views of Trinity Church spire by stepping down to 3 to 4 storeys at the junction of Cheam Road and St Nicholas Way.
-

INDICATIVE HOUSING CAPACITY

165 net additional dwellings - Based on the guidance in the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 711 sqm - Based on the guidance in the Sutton Town Centre Masterplan (2016)

Offices (B1a): 13,896 sqm - Based on the guidance in the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

The council is the landowner and intends to bring forward this site for redevelopment within the Plan period.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.9 Hectares
Current Land Use:	Theatre and Place of Worship
Ownership:	Council and Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is located to the west of the town centre on Cheam Road and is occupied by a theatre in a 2 storey converted church with a brick façade and later additions to the rear. The site is surrounded by a mix of uses and building heights. The western part of the site is occupied by the Christian Science Church.

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Site Allocation; Sutton Town Centre. Tree Preservation Order

RELEVANT PLANNING HISTORY

Outline planning permission (B2016/74227) was submitted in 2016 for the Christian Science Church for the erection of a 4 storey building comprising ground floor D1 uses and 9 flats.

Site 'STC10 Secombe Theatre Site' is allocated for:

(i) Community (ii) PRIMARY SCHOOL and/or (iii) RESIDENTIAL

(The site is safeguarded for a primary school and other uses will only be considered if it is demonstrated that the site is no longer required for that use)

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing a new primary school
- Re-provision of a Theatre on an alternative site if a primary school is required
- Providing a frontage to Cheam Road and Gibson Road
- Retaining the planting within and around the site, in particular the protected trees
- Ensuring the traffic flow on Cheam Road is not unduly affected. Providing buildings between 4 to 8 storeys in height
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required.

INDICATIVE HOUSING CAPACITY

If a primary school is not required on the site and subject to the re-provision on the Secombe Theatre 65 net additional dwellings - Based on the guidance in the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Primary School (D1)

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council owns the Secombe Theatre so will engage with the adjacent landowners about the potential for land assembly for a new primary school. If a primary school is not delivered on the site the council considers it would be suitable for residential redevelopment.

STC11: BEECH TREE PLACE

Beech Tree Place/ West Street, Sutton

Location:	Sutton Town Centre
Ward:	Sutton West
Site Area:	0.37 Hectares
Current Land Use:	Sheltered/Supported Housing
Ownership:	Council / Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

This site is located on the western side of St Nicholas Way, immediately north of the St Nicholas Churchyard. It comprises residential properties along Beech Tree Place and two pairs of semi-detached houses immediately to the north, on West Street. Most of the properties are owned by the Council and used as sheltered and supported housing. Two houses on West Street are Council owned and leased to voluntary groups.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

None.

Site 'STC11 Beech Tree Place' is allocated for:

MIXED USE: RESIDENTIAL and RETAIL

Any development scheme should pay particular regard to:

- Providing building heights up to 6 storeys along St Nicholas Way, stepping down to 3 to 4 storeys along West Street, to complement the existing houses, and towards St Nicholas churchyard to respect the setting of the church
- Providing new east-west links between the High Street and Beech Tree Place
- Providing active frontages along St Nicholas Way and the church yard
- Protecting land for Tramlink along the St Nicholas Way frontage
- Providing high quality public realm improvements, particularly along St Nicholas Way
- Protecting land for Tramlink along the St Nicholas Way frontage
- Enabling connection to any planned decentralised energy network serving the town centre
- Replacing social, community uses, hostel accommodation/sheltered housing where required to meet an identified housing need
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required

INDICATIVE HOUSING CAPACITY

64 net additional dwellings - Based on the guidance in the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 312 sqm - Based on the guidance in the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council intends to bring forward this site for redevelopment within the Plan period.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.22 Hectares
Current Land Use:	Offices and vacant land
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on the northern side of Sutton Court Road and comprises two sites: Watermead House office building and a vacant site at 17 Sutton Court Road. The site adjoins Sutton Police Station to the north and east, and Bank House to the west which has recently been refurbished for residential use. Opposite the site is the South Point redevelopment.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

Planning permission B2011/63901 for a 14 storey building comprising ground floor commercial and 82 flats above on the vacant part of site. Planning permission (B2015/72658) was granted in 2015 for an additional 14 units. Watermead House has Prior Approval for conversion to 73 units. Planning permission B2015/71611 granted an additional 9 units.

Site 'STC12 North of Sutton Court Road' is allocated for:

MIXED USE: RESIDENTIAL and RETAIL

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing active shopping frontages at ground floor along Sutton Court Road
- Providing buildings of between 7 and 10 storeys in height and possibly over 11 storeys to complement the proposed cluster of taller buildings around the station.
- Protecting land for Tramlink along the Sutton Court Road frontage
- Providing high quality public realm improvements around the site
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required.

INDICATIVE HOUSING CAPACITY

178 net additional dwellings - Based on extant planning permissions and prior approvals

INDICATIVE NON-RESIDENTIAL CAPACITIES

None

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

Both site have permissions or prior approval and are currently being implemented.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.85 hectares
Current Land Use:	Vacant Land and Residential
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is located to the south of Sutton Court Road and is adjoins Sutton Railway Station and the railway tracks. The site comprises: a vacant 16 storey office building, two vacant lots on both sides and the site of six subdivided/demolished houses to the east. The site is opposite another major redevelopment site.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre. Adjacent to a Conservation Area

RELEVANT PLANNING HISTORY

Planning permission B2013/67182 was granted for a residential led mixed use redevelopment including a 22 storey building, 332 flats, offices, retail, restaurants, assembly and leisure and a hotel on the South Point site. In addition planning permission has been granted for 132 (12 existing units) flats at 24-34 Sutton Court Road.

Site 'STC13 South of Sutton Court Road' is allocated for:

MIXED USE: RESIDENTIAL, HOTEL, HEALTH & FITNESS and OTHER TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The guidance in the Development Framework for Sutton Station and Adjacent Land SPD (2005) and the Sutton Town Centre Masterplan (2016)
- Providing active shopping frontages at ground floor along Sutton Court Road
- Providing a landmark buildings up to 22 storeys in height
- Providing smaller buildings up to 11 storeys in height, stepping down to the east
- Providing a mix of housing types, including family-sized units
- Providing a public transport interchange on Sutton Court Road
- Protecting land for Tramlink along the Sutton Court Road frontage
- Securing pedestrian connections from Sutton Court Road through to Sutton Railway Station and The Quadrant
- Providing high quality public realm improvements on Sutton Court Road, the pedestrian connection through to Sutton Station and the creation of a new public space outside Sutton Station.
- Providing other uses, including a mix of leisure and community uses, a hotel and small business
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required.
- Developers, working in conjunction with the relevant statutory undertakers, will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users.

INDICATIVE HOUSING CAPACITY

452 net additional dwellings - Based on extant planning permissions

INDICATIVE NON-RESIDENTIAL CAPACITIES

A1 (Retail): 1,978 sqm

B1 (Offices): 2,450 sqm

D1 (Health and Fitness): 887 sqm

C1 (Hotel): 80 bedroomed hotel and 39 bedroomed apart hotel

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

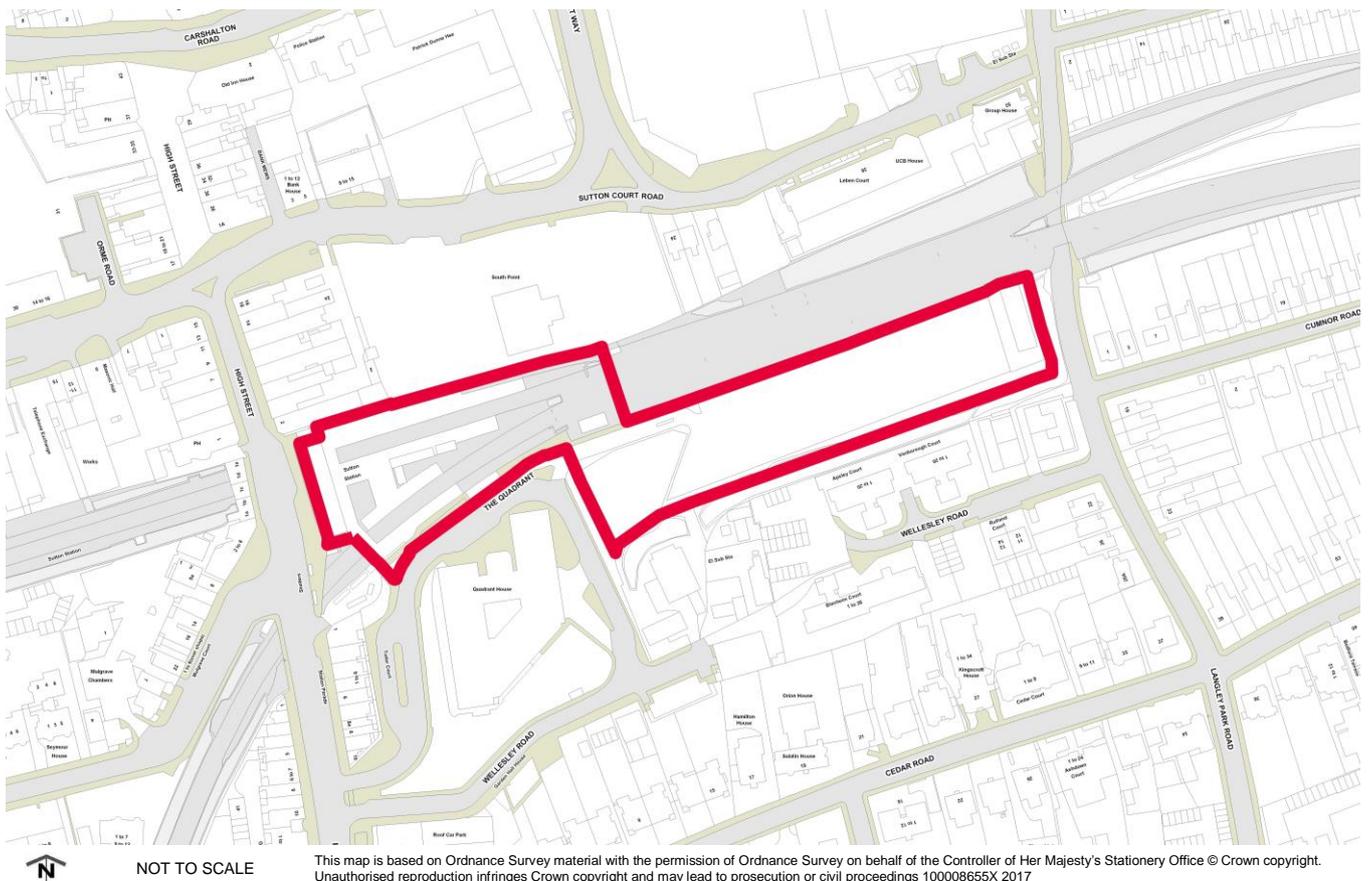
DELIVERY MECHANISM

The South Point redevelopment is now being implemented. The council understands that the development of 24-34 Sutton Court Road will be implemented within Phase 1 of the Plan.

STC14: SUTTON STATION

High Street / The Quadrant, Sutton

Location:	Sutton Town Centre
Ward:	Sutton Central / Sutton South
Site Area:	1.34 Hectares
Current Land Use:	Railway Station, Retail, Surface Car Park
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located at the southern end of Sutton Town Centre and is comprised of Sutton Station in the western portion of the site, fronting the High Street, and a surface car park in the eastern portion of the site, accessed from Brighton Road via the Quadrant. The station building is single storey at street level and steps down at the rear to track level. The site is located within the Sutton High Street Crossroads Conservation Area.

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Conservation Area (partially); Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre; Transport Proposals

RELEVANT PLANNING HISTORY

None.

Site 'STC14 Sutton Station' is allocated for:

MIXED USE: OFFICES, RESIDENTIAL, RETAIL, PUBLIC CAR PARKING and TOWN CENTRES USES

Any development scheme should pay particular regard to:

- The guidance in the Development Framework for Sutton Station and Adjacent Land SPD (2005) and the Sutton Town Centre Masterplan (2016)
- Providing a new landmark building of up to 20 storeys in height, located over the railway station and with frontage to a new town square
- Providing buildings of between 6 to 8 storeys on the car park portion of the site to the east, stepping up in height towards the railway line
- Securing a new town square fronting the High Street
- Providing active frontages at ground floor level
- Securing pedestrian connections from Sutton Station through to Sutton Court Road and The Quadrant
- Providing high quality public realm improvements along the High Street and on the pedestrian connection through to Sutton Court Road/The Quadrant
- Providing a significant amount of office floorspace and mix of town centre uses such as retail, restaurants and cafes
- Providing a mix of housing types, including family-sized units
- Providing a decked car park to replace the existing car parking and for other uses on the site
- Providing an effective transport interchange between rail, bus and Tramlink
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required.

INDICATIVE HOUSING CAPACITY

85 net additional dwellings - Based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 925 sqm

Offices (B1): 8,327 sqm

INDICATIVE PHASING

Phase 2: April 2021 to March 2026

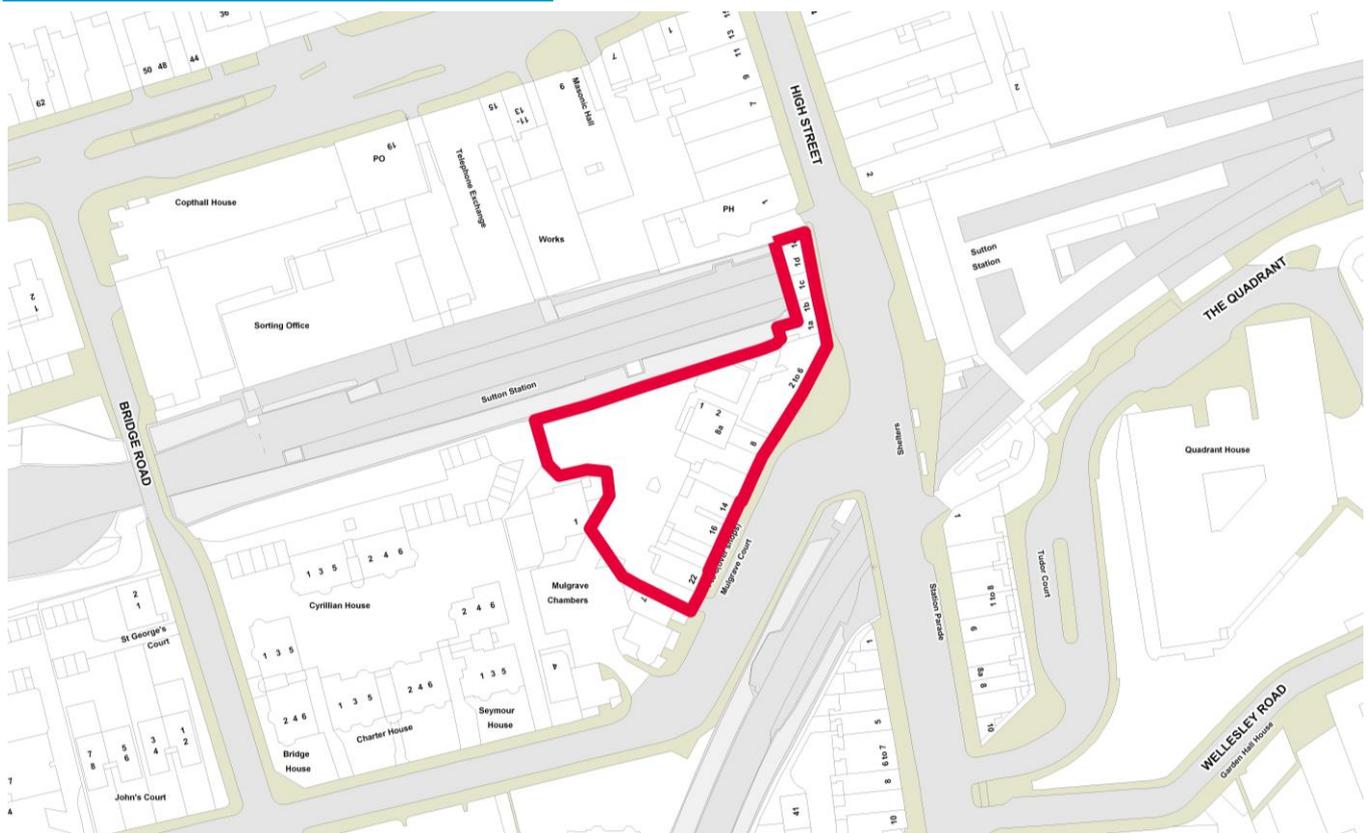
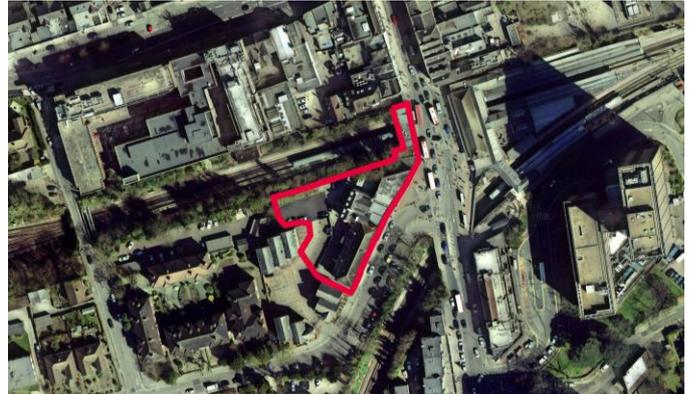
DELIVERY MECHANISM

The council has discussed the site with the Network Rail who has indicated that the site could be brought forward in Phase 2 of the Plan.

STC15: SHOPS OPPOSITE STATION

Mulgrave Court / Brighton Road, Sutton

Location:	Sutton Town Centre
Ward:	Sutton Central / Sutton South
Site Area:	0.24 Hectares
Current Land Use:	Retail, Takeaway, offices and Residential
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located at the junction of Mulgrave Road, Brighton Road and the High Street and is directly opposite Sutton Station. It comprises a parade of shops, partially on the bridge over the railway tracks, and some with office units above. The railway line is located along the northern boundary of the site. The Sutton Town Centre Crossroads Conservation Area is located just to the north. The site is an existing allocation for mixed use.

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Conservation Area; Decentralised Energy Opportunity Area; Indicative Road Link; Public Transport Improvement Corridor (Tramlink); Secondary Shopping Frontage; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

Prior approval (B2013/68540) was granted in 2014 for the conversion of the offices to 10 flats.

Site 'STC15 Shops Opposite Station' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The guidance in the Development Framework for Sutton Station and Adjacent Land SPD (2005) and the Sutton Town Centre Masterplan (2016)
- Providing buildings up to 4 storeys in height
- Providing active frontages at ground floor level
- Creating a new road link through the site to the north and connecting to Grove Road
- Contributing to high quality public realm improvements in front of the Station and Mulgrave Road
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required

INDICATIVE HOUSING CAPACITY

10 net additional dwellings - Based on extant prior approval

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 363 sqm

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council has discussed the site with the landowners who have indicated that the site could be brought forward in Phase 3 of the Plan.

STC16: SUTHERLAND HOUSE

Brighton Road, Sutton

Location:	Sutton Town Centre
Ward:	Sutton Central / Sutton South
Site Area:	1.34 Hectares
Current Land Use:	Vacant Offices
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is located on Brighton Road to the south of Sutton Station and to the north of Cedar Road. The existing building is comprised of two main components; the main Sutherland House Tower (12 storeys) and the front podium (3 storeys). The ground floor of the podium building is occupied by retail uses and vacant units.

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

Planning permission B2009/60941 was granted for 96 flats and a hotel but was never implemented. Planning application B2012/65951 was not determined for 160 flats. Prior approval B2013/68280 for 128 flats was granted but not implemented. Prior approval B2013/68362 and B2014/69720 were both withdrawn. Prior approval B2014/70099 for 128 flats was approved.

Site 'STC16 SUTHERLAND HOUSE' is allocated for:

MIXED USE: RESIDENTIAL, RETAIL AND RESTAURANTS

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing for the redevelopment and extension of the existing office building, part of the building potentially up to 22 storeys
- Providing active frontages at ground floor levels in the form of retail and restaurants
- Providing high quality public realm improvements including the provision of gateway features to mark the entry into the town centre and greening on Brighton Road
- Retaining the planting within and around the site, in particular the mature and protected trees
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required

INDICATIVE HOUSING CAPACITY

128 net additional dwellings - Based on the prior approval

INDICATIVE NON-RESIDENTIAL CAPACITIES

Existing ground floor uses retained

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The prior approval has been implemented and expected to complete in 2016-17.

Location:	Sutton Town Centre
Ward:	Sutton South
Site Area:	0.32 Hectares
Current Land Use:	Petrol Station
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on the western side of Brighton Road, at the southern end of the town centre and is occupied by a petrol service station and a small parade of shops with office uses above. The sites adjoin railway tracks to the west and the Subsea7 building, currently under construction, to the south. Existing buildings in the area range in height from 3 to 11 storeys and are mainly residential. Sutherland House, a 12 storey vacant office building, is located across Brighton Road to the north east of the site

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

None.

Site 'STC17 PETROL STATION NORTH OF SUBSEA 7' is allocated for:

MIXED USE: RESIDENTIAL, RETAIL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing buildings of between 4 and 12 storeys in height, with a taller element located towards the railway line in the west of the site
- Providing active frontages at ground floor along Brighton Road to continue the existing parade in the form of retail or other town centre uses
- Providing a large retail floorplate
- Providing high quality public realm improvements along Brighton Road
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required

INDICATIVE HOUSING CAPACITY

108 net additional dwellings - Based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 1,438 sqm

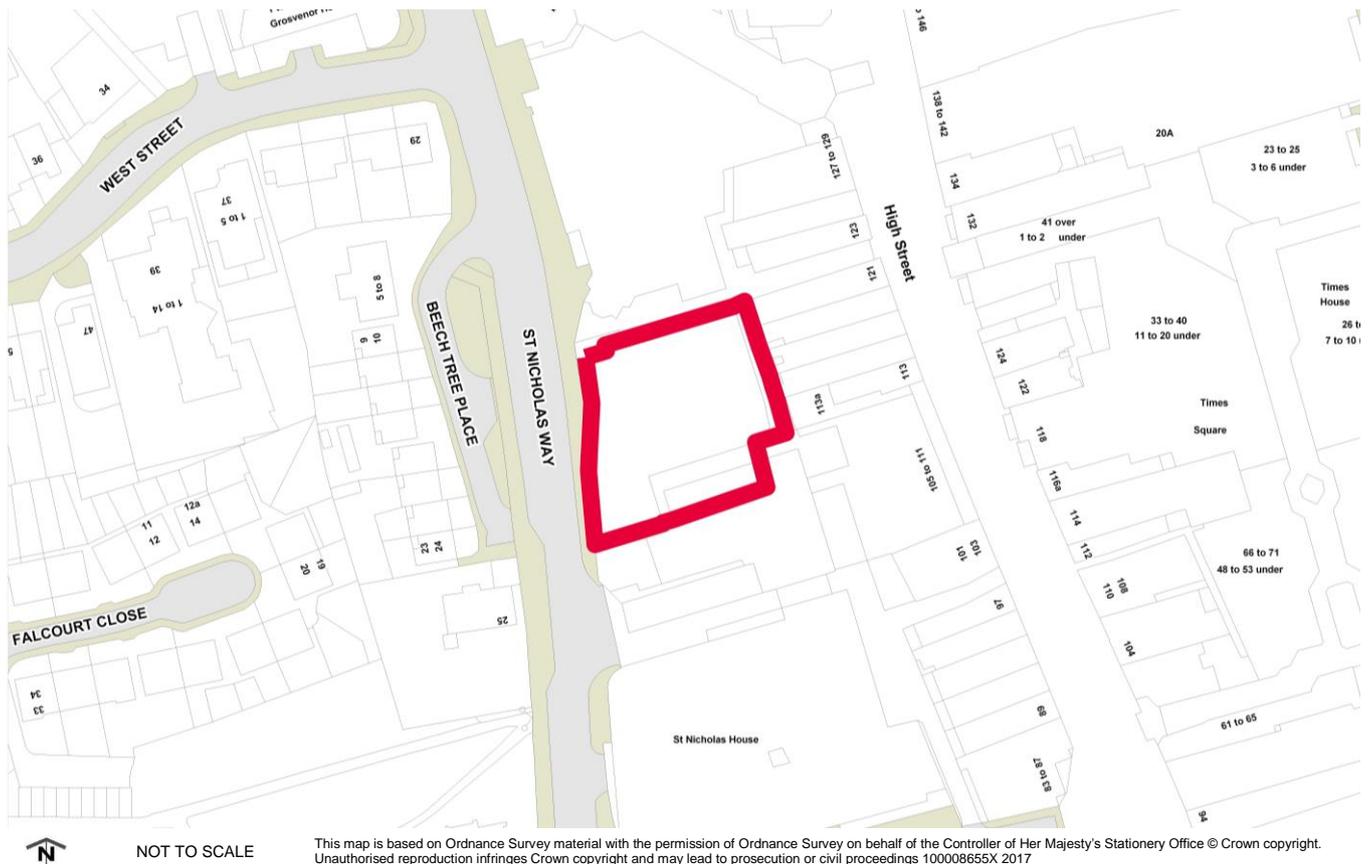
INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

Site owners have indicated the site could come forward within the Plan period.

Location:	Sutton Town Centre
Ward:	Sutton Central / Sutton South
Site Area:	0.32 Hectares
Current Land Use:	Vacant Offices
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is the Superbowl located on St Nicholas Way and comprises a three storey building which has a return frontage along Church Street, offering a pedestrianised access from St Nicholas Way to the High Street. To the southern side of the site is retail and to the north is the unused rear entrance to a store located within the St Nicholas Centre. The area is of a mixed character comprising a range of building uses, styles, scales and designs.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Conservation Area; Decentralised Energy Opportunity Area; Secondary Shopping Frontage; Sutton Town Centre.

RELEVANT PLANNING HISTORY

Planning permission (B2014/70802) was granted in 2015 for a 127-bedroomed hotel and restaurant. A subsequent application (B2016/74546) was granted in 2016 for 140-bedroomed hotel and restaurant.

Site 'STC18 SUTTON SUPERBOWL' is allocated for:

MIXED USE: (i) HOTEL and RESTAURANT, or (ii) RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing buildings of up to 10 storeys in height
- Providing active frontages at ground floor along St Nicolas Way and Church Street
- Providing new restaurant space or town centre uses
- Providing high quality public realm improvements along St Nicholas and Church Street
- Securing improved pedestrian links between the High Street and St Nicholas Way via Church Street
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required

INDICATIVE HOUSING CAPACITY

If a hotel scheme is not implemented 25 net additional dwellings – Based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Hotel (C1): 140 Bedrooms – Based on extant planning permission

Restaurant (A3) 514 sqm - Based on extant planning permission

or Retail (A1): 1,196 sqm – Based on the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

Planning permission has recently been granted and the site owners have indicated that it will be implemented. However, in the event that the hotel scheme is not progressed the council considers the site suitable for residential with ground floor town centre uses.

Location:	Sutton Town Centre
Ward:	Sutton North
Site Area:	0.11 Hectares
Current Land Use:	Offices
Ownership:	Private
PTAL:	Level 5
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is a 6-storey property located to the far north of Sutton town centre on the eastern side of High Street. A grade II listed pub lies to the south of the site with a large surface car park, two-storey shops adjoin the site to the north and Sutton Green lies to the west. A secondary access is offered from Lewis Road to the east.

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

Prior approval (B2014/70711) was granted in 2015 for conversion to 39 flats. A subsequent application (B2016/74886) was approved in 2016 for 38 flats

Site 'STC19 Helena House' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing buildings of up to 6 storeys in height
- Providing active frontages with the High Street at a ground floor level in the form of town centres uses such as retail, offices and restaurants
- Providing high quality public realm improvements
- Respecting and enhancing the setting of Sutton Green
- Protecting land for Tramlink along the High Street frontage
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required.

INDICATIVE HOUSING CAPACITY

38 net additional dwellings – Based on the Prior Approval

INDICATIVE NON-RESIDENTIAL CAPACITIES

A1 (Retail): 340 sqm – Based on the Prior Approval

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

Prior approval has recently been granted and the site owners have indicated that it will be implemented.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.05 Hectares
Current Land Use:	Vacant Offices
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is located on the western side of Throwley Way. The existing predominantly 2 storey office building is a featureless modern brick building constructed in 1979. The flat roof design and white treatment of the roof and around the eaves result in an unobtrusive building of a relatively low scale in a town centre location.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Conservation Area; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

Prior approval (B2015/72702) was granted for the conversion to 8 flats. In addition Outline permission was granted for an additional two floors to provide another 8 flats.

Site 'STC20 HERALD HOUSE' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing buildings of between 3 to 4 storeys in height due to the proximity of the houses on Manor Place
- Providing active frontages on the ground floor in the form of town centre uses along Throwley Way and Manor Place
- Securing improved pedestrian links between the High Street and Throwley Way / Manor Place
- Providing high quality public realm improvements on Manor Place
- Supporting the urban boulevard improvements along Throwley Way.
- Contributing towards a residential neighbourhood in the north of the town centre
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required

INDICATIVE HOUSING CAPACITY

16 net additional dwellings – Based on extant planning permissions

INDICATIVE NON-RESIDENTIAL CAPACITIES

A1 (Retail): 330 sqm - The Sutton Town Masterplan (2016)

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

Prior approval has recently been granted and an outline permission for additional storeys. The site owners have indicated that a scheme will be brought forward.

STC21: SUTTON PARK HOUSE

15 Carshalton Road, Sutton

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.26 Hectares
Current Land Use:	Offices
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on the northern side of Carshalton Road and also fronts the east side of Throwley Way, Sutton and comprises a 6 storey building with ground, first, second, third, fourth, fifth and mezzanine floors used as offices. Surrounding developments along Carshalton Road comprise a mixture of commercial and residential properties.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre; adjacent to a Conservation Area.

RELEVANT PLANNING HISTORY

Prior Approval (B2014/70673) was granted in 2014 for 94 residential dwellings.

Site 'STC21 Sutton Park House' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing buildings of between 4 to 8 storeys with taller elements on the south eastern edge, subject to the sensitive treatment of the setting of the adjacent listed building and the conservation area
- Providing active frontages on the ground floor in the form of town centre uses along Throwley Way Throwley Road
- Securing improved pedestrian links between the High Street and Throwley Way
- The opportunity to provide larger retail floorplates
- Providing high quality public realm improvements on Throwley Road and supporting the urban boulevard improvements along Throwley Way.
- Protecting land for Tralink along the Throwley Way frontage
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required

INDICATIVE HOUSING CAPACITY

94 net additional dwellings – Based on extant Prior Approval

INDICATIVE NON-RESIDENTIAL CAPACITIES

A1 (Retail): 1,559 sqm - Based on the Sutton Town Centre Masterplan (2016)

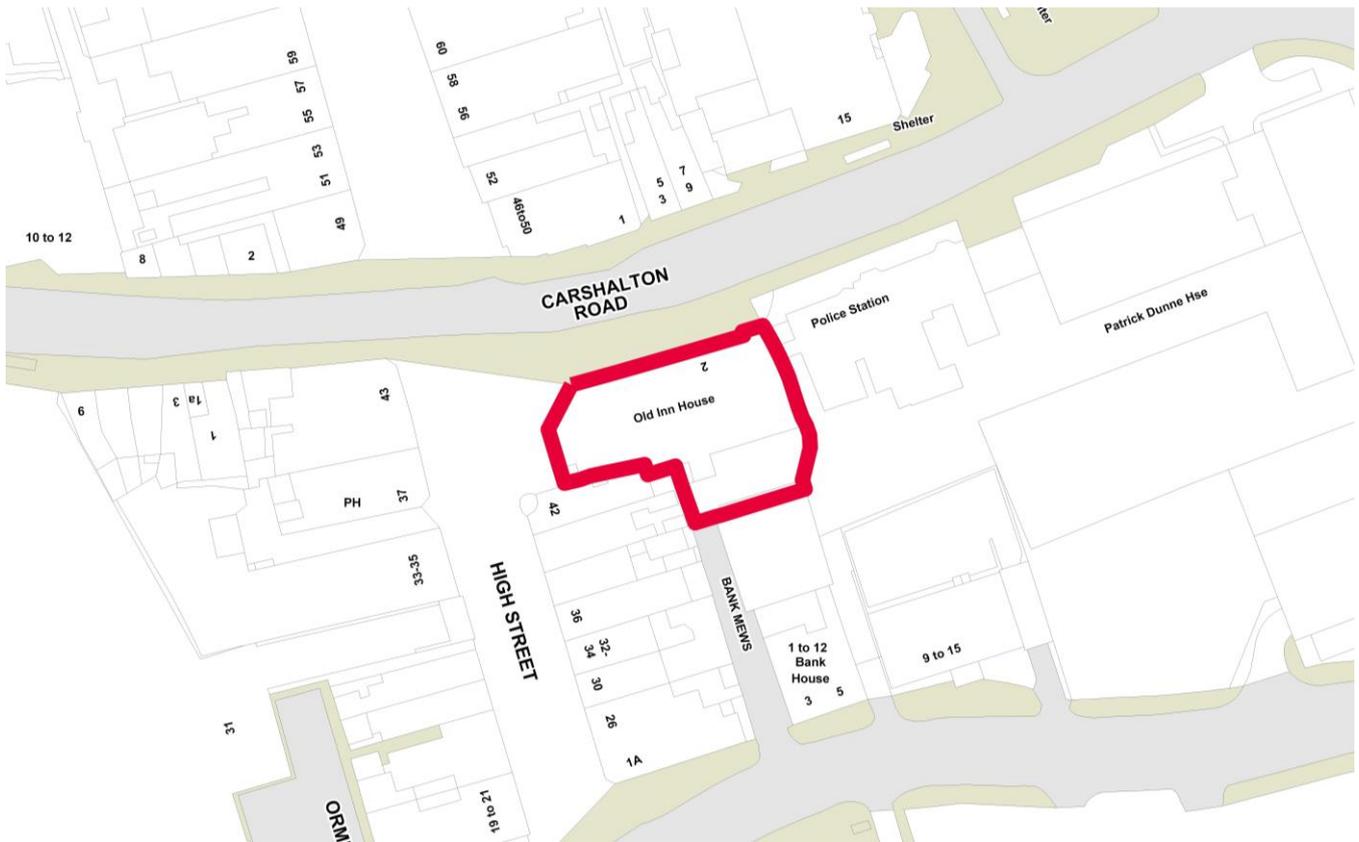
INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

Prior approval has recently been granted. However, the council understand that the landowners wish to progress a comprehensive redevelopment.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.08 Hectares
Current Land Use:	Offices, Ground Retail, Cafes
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The subject site is located on the southern side of Carshalton Road, Sutton is occupied by a detached 5 storey building with retail and first, second, third and fourth floors used as offices. The primary entrance to the site is from Carshalton Road, with the provision of 34 car parking spaces accessed Bank Mews.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Conservation Area; Decentralised Energy Opportunity Area; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

Prior approval (B2014/69719) was granted in 2015 for conversion of the offices to 28 flats. A subsequent prior approval (B2015/72748) was refused in 2016 for 36 flats as an Article 4, to remove permitted development right to convert offices to flats, had been introduced by this time.

Site 'STC22 Old Inn House' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing buildings of up to 5 storeys in height
- Providing active frontages on the ground floor in the form of town centre uses along Carshalton Road and the High Street
- Providing high quality public realm improvements on Carshalton Road and the High Street
- Supporting the urban boulevard improvements along Carshalton Road
- Protecting and enhancing the setting of the conservation area
- Protecting land for Tramlink along the Throwley Way frontage
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required

INDICATIVE HOUSING CAPACITY

28 net additional dwellings – Based on extant prior approval

INDICATIVE NON-RESIDENTIAL CAPACITIES

A1 (Retail): 443 sqm - Based on extant prior approval

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

Prior approval has recently been granted and the council understands this will be implemented.

STC23: BUS GARAGE

Bushey Road / Bushey Lane, Sutton

Location:	Edge of Sutton Town Centre
Ward:	Sutton North
Site Area:	0.55 Hectares
Current Land Use:	Bus Garage
Ownership:	Private and Council
PTAL:	Level 4
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located north of Sutton Town Centre, adjacent to the main railway line and residential dwellings. The site is occupied by a large bus garage. To the north of the site are allotments and to the south of the site is the Collingwood Estate and the former Gas Holder site redevelopment. The allotments to the north of the site are designated as a Green Corridor, Site of Interest for Nature Conservation and Urban Green Space. The access to the site for buses is from Bushey Lane.

POLICIES MAP DESIGNATIONS

Area of Potential Intensification; Decentralised Energy Opportunity Area. Adjacent to a Green Corridor, Site of Interest for Nature Conservation; Site Allocation; Urban Green Space.

RELEVANT PLANNING HISTORY

None.

Site 'STC23 Bus Garage is allocated for:

MIXED USE: RESIDENTIAL and BUS GARAGE

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- The need to re-provide the bus garage
- Providing a mix of housing types, including family-sized units
- Aligning developments with the existing street pattern to create continuity with Vicarage Road and Rectory Road
- Enabling connection to any planned decentralised energy network serving the town centre
- The site's location within a Critical Drainage Area
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required

INDICATIVE HOUSING CAPACITY

203 net additional dwellings - Based on Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

None.

INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

The owners of the bus garage have indicated that the site could come forward in the Plan period.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.27 Hectares
Current Land Use:	Retail and Parking, Residential
Ownership:	Private
PTAL:	Level 5
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The Halfords Site is located in northern part of Sutton town centre, immediately to the south of the Gas Holder redevelopment site. The site is occupied by a ground floor retail unit and surface car parking, with residential dwellings located above the shop. Immediately to the south of the site is a large supermarket and multi-storey car parking. Adjacent to the site is a Grade II Listed pub.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Potential Intensification; Area of Taller Building Potential; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontages; Site Allocation; Sutton Town Centre; adjacent to a Listed Building.

RELEVANT PLANNING HISTORY

None.

Site 'STC24 Halfords Site' is allocated for:

MIXED USE: RESIDENTIAL and RETAIL

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Development of an enhanced residential neighbourhood in the north of the town centre.
- Providing active frontages at ground floor levels on St Nicholas Way and Crown Road in the form of retail
- Providing buildings up to 12 storeys in height, with taller elements located to the corner of the St Nicholas Way and Crown Road frontage
- Protecting land for Tralink along St Nicholas Way and Crown Road
- Providing high quality public realm improvement on Crown Road
- Contributing to the urban boulevard landscape improvements on St Nicholas Way
- Enhancing east-west pedestrian links between St Nicholas Way, the High Street and Marshall Road
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

80 net additional dwellings - Based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 1,256 sqm - Based on the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The current landowners have indicated the site could come forward for redevelopment at the end of the Plan period.

STC25: MATALAN BLOCK

High Street / Marshall Road, Sutton

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.56 Hectares
Current Land Use:	Retail and Parking
Ownership:	Private, multiple ownership
PTAL:	Level 5
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located in the northern end of Sutton Town Centre at the junction of the High Street and Marshalls Road. The site is occupied by a large retail store with associated car park, and some smaller retail units and takeaways. The car park is accessible from Chestnut Terrace (Lewis Road). The character of the area reflects the mixed-use nature of a metropolitan centre.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Potential Intensification; Area of Taller Building Potential; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontages; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

None.

Site 'STC25 Matalan Block' is allocated for:

MIXED USE: RESIDENTIAL and RETAIL

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Development of an enhanced residential neighbourhood in the north of the town centre.
- Providing active frontages at ground floor levels on the High Street and Marshalls Road in the form of retail or other town centre uses
- Providing buildings between 2 and 10 storeys in height, stepping down in height on the eastern part of the site adjacent to Chestnut Terrace / Lewis Road
- Providing significant comparison retail to anchor the northern end of the town centre
- Protecting land for Tramlink along the High Street and Marshall Road, subject to further discussions with TfL
- Providing high quality public realm improvement and contributing to the urban boulevard landscape improvements on High Street and Marshalls Road
- Enhancing east-west pedestrian links between St Nicholas Way, the High Street and Marshall Road
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures
- Ensuring the design of the development protects future occupants from the operation of the existing timber yard to the north of the site (see Policy 29)

INDICATIVE HOUSING CAPACITY

164 net additional dwellings - Based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 3,660 sqm - Based on the Sutton Town Centre Masterplan (2016)

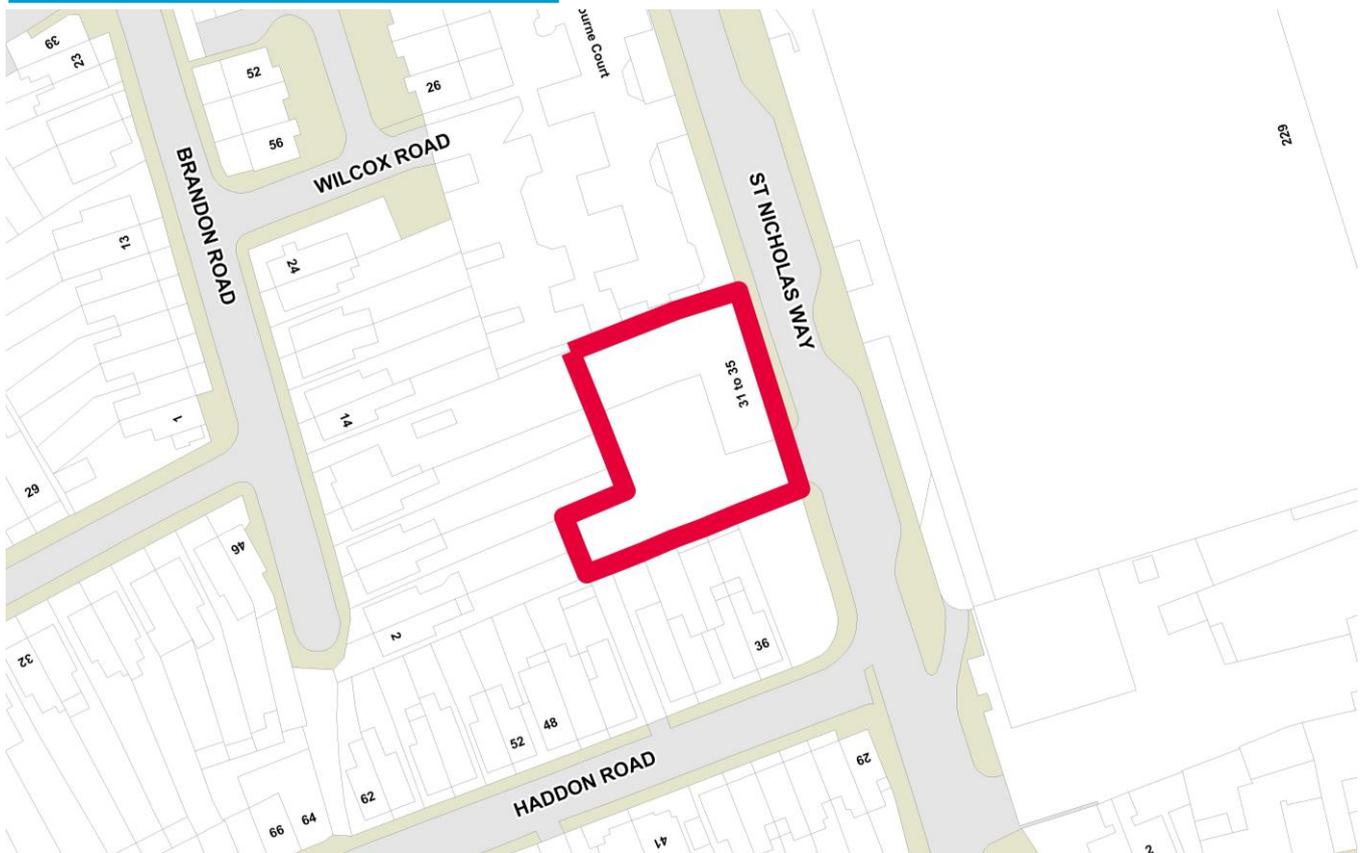
INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

The current landowners have indicated the site is could come forward for redevelopment in Phase 2 of the Plan.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.09 Hectares
Current Land Use:	Retail and Offices
Ownership:	Private
PTAL:	Level 4
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on St Nicholas Way to the west of Sutton Town Centre. The site is occupied by a ground floor retail unit and offices above, with associated car parking. To the east of the site is the vehicular entrance to the ASDA store, to the north, south and west are residential dwellings. The character of the area reflects the mixed use nature of Sutton Town Centre.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontages; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

None.

Site 'STC26 31 to 35 High Street' is allocated for:

MIXED USE: RESIDENTIAL and RETAIL

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Development of an enhanced residential neighbourhood in the north of the town centre.
- Providing a building up to 4 storeys in height
- Providing active frontages along St Nicholas Way
- Contributing to the urban boulevard landscape improvements along St Nicholas Way
- Protecting land on the St Nicholas Way frontage for Tramlink
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

15 net additional dwellings - Based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

None

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The current landowners have indicated the site is likely to come forward for development in Phase 3 of the Plan.

STC28: ST NICHOLAS CENTRE CAR PARK

St Nicholas Way, Sutton

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.50 Hectares
Current Land Use:	Multi-Storey Car Park
Ownership:	Private / Council Freehold
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is located on the western side of St Nicholas Way, opposite the St Nicholas Shopping Centre. The site operates as a multi-storey car park for the St Nicholas Centre. There is a primary school immediately to the north and residential dwellings to the south. To the west of the site are low rise residential dwellings.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontages; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

Planning permission (B2006/56476) was granted in 2007 to redevelopment level 6 of the car park to provide a 100-bedroomed hotel over three floors comprising 2,294sqm of floorspace. This scheme was never implemented and the permission has lapsed.

Site 'STC28 St Nicholas Centre Car Park' is allocated for:

HOTEL

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing three additional storeys on the top of the car park, located on the front of the block that fronts St Nicholas Way
- Contributing to the urban boulevard landscape improvements along St Nicholas Way
- Protecting land on the St Nicholas Way frontages for Tramlink
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

None

INDICATIVE NON-RESIDENTIAL CAPACITIES

Hotel (C1): 2,294 sqm – based upon the lapsed planning permission

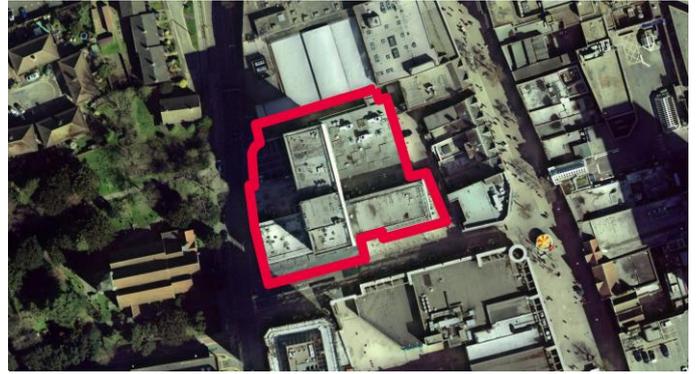
INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The new owners of the St Nicholas Centre have expressed an interesting in bringing forward a hotel development on this site.

Location: Sutton Town Centre
Ward: Sutton Central
Site Area: 0.31 Hectares
Current Land Use: Offices and Leisure
Ownership: Private
PTAL: Level 5
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site is located in Sutton town centre, to the east of St Nicholas Way and the north of St Nicholas Road. To the west of the site is St Nicholas Church, a Grade II listed building. To the south-west of the site is the Civic offices and the High Street is located to the east. The site is occupied by an office block with a ground floor bingo hall and tanning salon.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontages; Site Allocation; Sutton Town Centre. Opposite a Listed church.

RELEVANT PLANNING HISTORY

Planning permission (B2006/56476) was granted in 2015 for conversion of the first floor to a training/conference centre.

Site 'STC29 St Nicholas House' is allocated for:

MIXED USE: OFFICES, TOWN CENTRE USES and RESIDENTIAL

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing a comprehensive redevelopment to provide a mix of uses including a significant proportion of modern office floorspace
- Providing a building up to 10-storeys in height
- Providing active frontages on both St Nicholas Road and St Nicholas Way in the form of town centre uses
- Contributing to the urban boulevard landscape improvements along St Nicholas Way
- Protecting land on the St Nicholas Way frontages for Tramlink
- Respecting the setting of the listed St Nicholas Church to the west of the site.
- Providing high quality public realm improvements and enhancing the pedestrian link between St Nicholas Way and the High Street via St Nicholas Road
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

67 net additional dwellings – based on Sutton Town Centre Masterplan

INDICATIVE NON-RESIDENTIAL CAPACITIES

TBC

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The landowners have indicated that the site is likely to come forward for redevelopment within the Plan period.

Location:	Sutton Town Centre
Ward:	Sutton West
Site Area:	0.56 Hectares
Current Land Use:	Health Centre, community facility, office/warehouse
Ownership:	NHS and Private
PTAL:	Level 5
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on Robin Hood Lane and Camden Road, to the west of the town centre. The site comprises the Robin Hood Health Centre, premises formerly occupied by the Sutton Centre for Independent Living and Learning, and a warehouse/office. To the south of the site is the Gibson Road multi-storey car park and the Civic Centre to the south-east. The rest of the immediate area is predominately residential.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Decentralised Energy Opportunity Area; Site Allocation.

RELEVANT PLANNING HISTORY

Planning permission (B2001/47680) was granted in 2001 for the demolition of the existing health centre and construction of a new facility. This scheme was implemented.

Site 'STC30 Robin Hood Lane Sites' is allocated for:

MIXED USE: HEALTH and RESIDENTIAL

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Re-providing a health centre on the site
- Providing buildings between 2 to 5 storeys in height, with taller elements located on the southern part of the site on the Camden Road frontage, stepping down near the properties on Albany Mews
- Providing a mix of residential dwellings
- Retaining the planting within and around the site, in particular the mature and protected trees
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

48 net additional dwellings – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Health Uses (D2): 4,707 sqm - based on the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The Clinical Commissioning Group is considering consolidating a number of GP surgeries onto this site.

STC31: GIBSON ROAD CAR PARK

Gibson Road /Camden Road, Sutton

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.67 Hectares
Current Land Use:	Multi-Storey Car Park
Ownership:	Council
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is a council owned multi-storey car park, located to the north west of the civic offices. The site has vehicular access from Gibson Road and Camden Road. To the south of the site is the a large hotel and car park, to the south-west is the Secombe Theatre, to the north is a health centre, to the east is a community hall and to the west are residential dwellings.

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

None.

Site 'STC31 Gibson Road Car Park' is allocated for:

MIXED USE: RESIDENTIAL, PUBLIC CAR PARK, COMMUNITY and TOWN CENTRE USES

(Redevelopment is subject to a detailed parking study that demonstrates the current level of parking is not required or a public car park is provided on an alternative site that serves Sutton Town Centre)

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Investigating the possibility of land assembly to create a larger development block by including neighbouring council owned land
- The site's location within an Area of Taller Building Potential (seven to ten storeys). However, any proposals for taller buildings should be exceptionally designed and respect local character
- Providing active frontages at ground floor level
- Providing a high quality public realm and enhanced pedestrian connections between the High Street and Gibson Road
- Enabling connection to any planned decentralised energy network serving the town centre
- Minimising surface water flood risk to the site by appropriate Sustainable Urban Drainage System measures if required

INDICATIVE HOUSING CAPACITY

The capacity of the site will be dependent on the results of the town centre parking survey and the level of public parking that could be released.

INDICATIVE NON-RESIDENTIAL CAPACITIES

The capacity of the site will be dependent on the results of the town centre parking survey and the level of public parking that could be released.

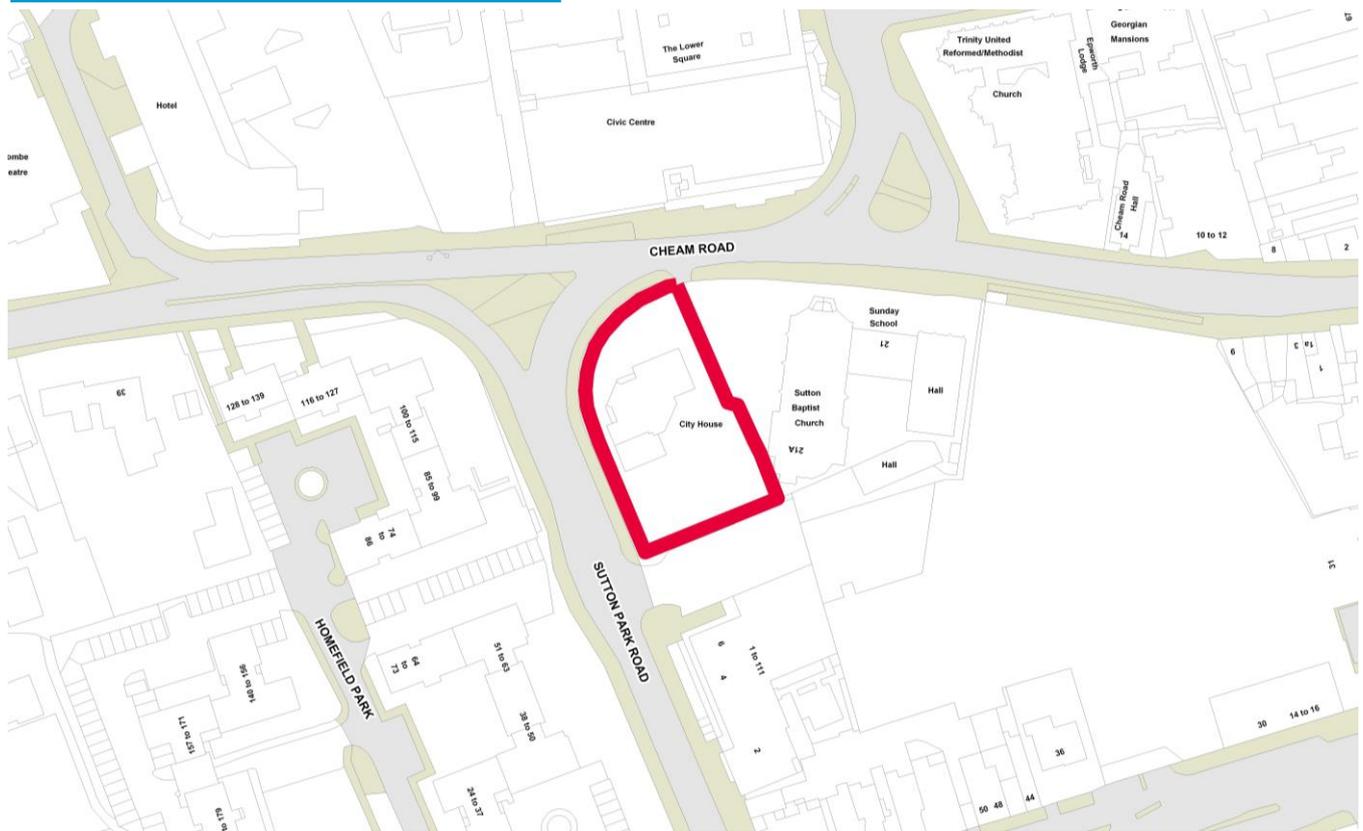
INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council owns the site and intends to bring the site forward for redevelopment if a detailed parking study demonstrates that the current level of parking provision is not required or a replacement car park is re-provided on an alternative site.

Location: Sutton Town Centre
Ward: Sutton Central
Site Area: 0.18 Hectares
Current Land Use: Offices
Ownership: Private and Council
PTAL: Level 5
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site is located in Sutton Town Centre to the south of the high Street and is occupied by an office block. To the north of the site is the council Civic Centre, to the east is Grade II Listed Sutton Baptist Church, to the south and west are residential dwellings. The site occupies a corner plot at the junction of Sutton Park Road and Cheam Road. The site is located adjacent to the Sutton High Street Crossroads Conservation Area.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontage; Site Allocation. Adjacent to a Conservation Area.

RELEVANT PLANNING HISTORY

None.

Site 'STC32 City House' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing active frontages on the ground floor along Sutton Park Road and Cheam Road in the form of retail or other town centre uses
- Providing a building up to 4 storeys in height, ensuring the design is sympathetic to the adjacent Listed church
- Providing a mix of residential dwellings
- Protecting land for Tralink along the Sutton Park Road and Cheam Road frontages
- Providing high quality public realm and pedestrian improvements on the Sutton Park Road and Cheam Road junction
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

22 net additional dwellings – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 680 sqm - based on the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The landowners have indicated that the site will come forward by the end of the Plan period.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	1.05 Hectares
Current Land Use:	Retail and Car Parking
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on the north side of Grove Road in Sutton Town Centre and comprising a large convenience store and car park. The site is located within the Sutton High Street Crossroads Conservation Area. The main pedestrian access to the site is from the High Street. The site is bound by a terrace of ground floor town centre uses with residential above, a tall residential tower and a Listed church. Another Listed church is located to the north of the site. The character of the area reflects the mix of uses found in a town centre.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Conservation Area; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontage; Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'STC33 Land North of Grove Road' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing active frontages on the ground floor along Grove Road and Cheam Road in the form of retail or other town centre uses
- Providing a buildings between 1 to 8 storeys in height with the taller elements located on the Grove Road frontage
- Providing high quality design that enhances the character of the Sutton High Street Cross Roads Conservation Area and protects the setting of the adjacent listed churches
- Providing a mix of residential dwellings
- Providing a large retail store on the ground floor with direct access from the High Street
- Providing new pedestrian routes through the site from the High Street through to the west
- Protecting land for Tramlink along the Sutton Park Road and Cheam Road frontages
- Contributing towards the urban boulevard landscape improvements along Grove Road and Cheam Road
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

178 net additional dwellings – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 3,036 sqm - based on the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The landowners have indicated that the site will come forward by the end of the Plan period.

Location: Sutton Town Centre
Ward: Sutton Central
Site Area: 0.27 Hectares
Current Land Use: Residential
Ownership: Private
PTAL: Level 6a
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site is located on the corner of Grove Road and Bridge Road, on the edge of Sutton Town Centre. To the south of the site is the railway line and to the west are residential flats. To the east of the site is an office block and sorting office. To the north of the site is a parade of retail units and the Morrisons supermarket. The site comprises residential maisonettes.

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Site Allocation. Adjacent to a Conservation Area and a Green Corridor

RELEVANT PLANNING HISTORY

Planning permission (B2013/68529) was granted in 2014 for a two storey side extension with loft conversion to provide 4 additional flats.

Site 'STC34 Greensleeves Manor' is allocated for:

RESIDENTIAL

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing active frontages on the ground floor along Grove Road and Cheam Road in the form of retail or other town centre uses
- Providing a building up to 4 storeys in height with a frontage on Grove Road
- Protecting land for Tramlink along the Sutton Park Road and Grove Road frontage
- Contributing towards the urban boulevard landscape improvements along Grove Road
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

22 net additional dwellings – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

None

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council understands that the site could come forward at the end of the Plan period.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.49 Hectares
Current Land Use:	Offices, post office, sorting office and telephone exchange
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located to the south of Grove Road in Sutton town centre. The site comprises offices, post office, sorting office and telephone exchange. To the rear of the site is the railway line, to the north is a row of retail premises and a Morrisons supermarket. The character of the area reflects the mix of uses that can be found in a town centre

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontage; Site Allocation. Adjacent to a Conservation Area and a Green Corridor

RELEVANT PLANNING HISTORY

Planning permission (B2008/60707) was granted in 2009 for conversion of the ground floor and first floor of Copthall House to D1 use classes.

Site 'STC35 Land South of Grove Road' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing buildings between 4 to 8 storeys, with taller elements located towards the railway line
- Providing a large retail floor plate on the ground floor with active frontages to Grove Road and Bridge Road
- Providing a high quality design that respects the character of the adjacent conservation area
- Protecting land for Tramlink along the Grove Road frontage
- Contributing towards the urban boulevard landscape improvements along Grove Road
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures
- Retaining the Post Office and Telephone Exchange as they are good townscape buildings and enhance the setting of the nearby Conservation Area.

INDICATIVE HOUSING CAPACITY

122 net additional dwellings – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 2,493 sqm – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The landowners have indicated that the site will come forward by the end of the Plan period.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	2.18 Hectares
Current Land Use:	Retail and Car Parking
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located within Sutton Town Centre to the north of the railway line. The site is occupied by a large retail superstore and car park. To the south of the site is a recent office to residential conversion and the South Point redevelopment site. To the north of the site is Manor Park. The site is bound by Carshalton Road, Sutton Court Road, Chalk Pit Way and Langley Park Road. The site has vehicular access from Sutton Court Road and Carshalton Road.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontage; Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'STC36 B&Q Site' is allocated for:

MIXED USE: RETAIL, RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Retaining a significantly large retail floor plate with an active frontages on all sides wherever possible
- Providing a high quality residential dwellings that significantly improves the quality of the eastern edge of the town centre
- Providing buildings between 2 to 8 storeys with taller elements located on the western edge of the site, stepping down towards the residential properties located to east of the site
- Providing a mix of housing types, including family-sized units
- Protecting land for Tramlink along the Chalk Pit Way frontage
- Contributing towards the urban boulevard landscape improvements along Carshalton Road and Sutton Court Road
- Contributing to pedestrian improvements on the junction of both Carshalton Road / Chalk Pit Way and Sutton Court Road / Chalk Pit Way
- Provide new north-south pedestrian links through the site
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures
- Developers, working in conjunction with the relevant statutory undertakers, will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users.

INDICATIVE HOUSING CAPACITY

482 net additional dwellings – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 13,519 sqm – based on the Sutton Town Centre Masterplan (2016)

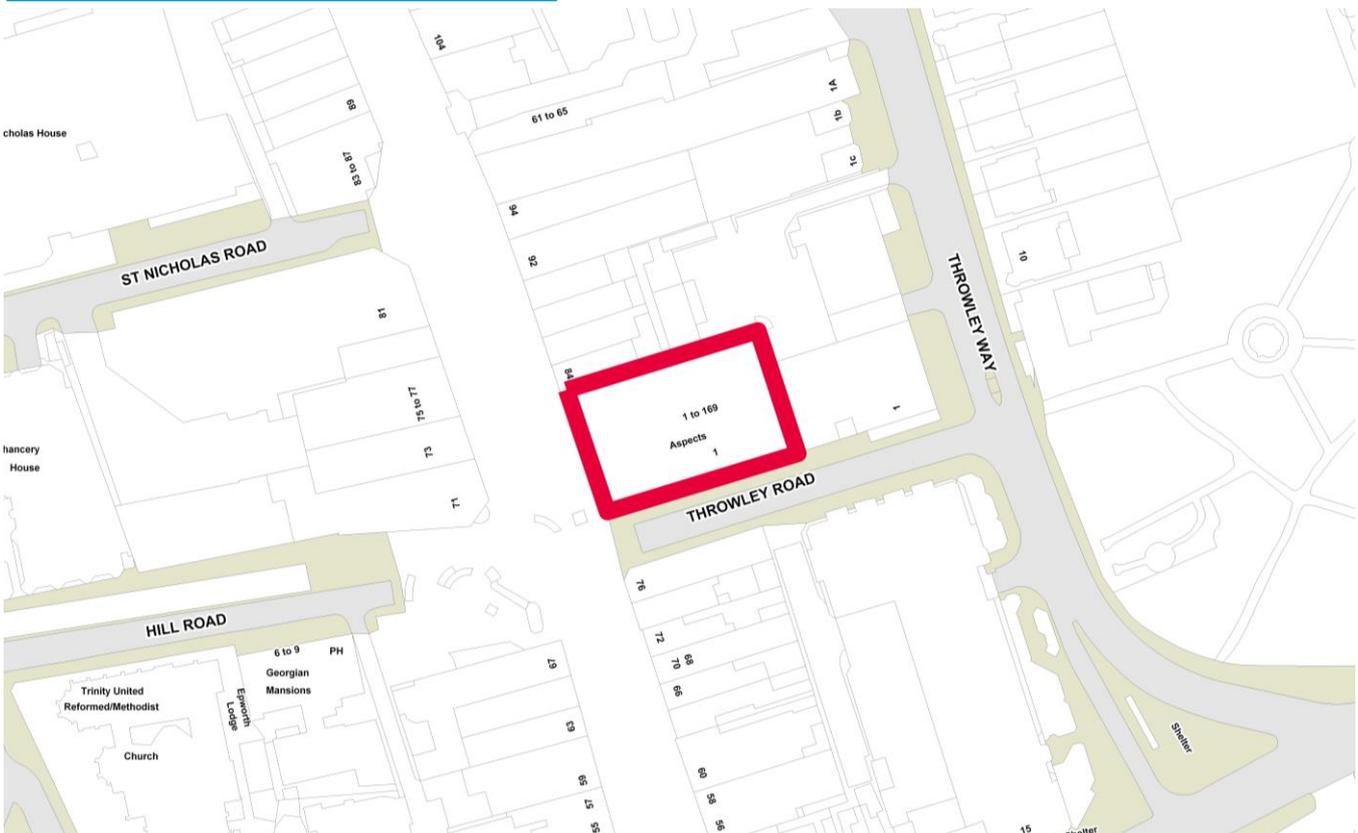
INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The landowners have indicated that the site will come forward by the end of the Plan period.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.11 Hectares
Current Land Use:	Retail and Car Parking
Ownership:	Council with Private Lease
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on the corner of Sutton High Street and Throwley Road and is currently occupied by a retail store and car park above. To the west of the site is Sutton High Street and to the east is the Aspects residential scheme, a former office block. The site is located adjacent to the Sutton High Street Crossroads Conservation Area. The character of the area is predominately retail.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Primary Shopping Frontage; Secondary Shopping Frontage; Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'STC37 WILKO' is allocated for:

MIXED USE: RETAIL and RESIDENTIAL

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Retaining ground floor retail with active frontages to the High Street and Throwley Road
- Providing residential dwellings above the retail
- Providing buildings between 3 and 6 storeys in height, with taller elements located on the High Street frontage that respects the setting of the adjacent conservation area
- Providing high quality public improvements on the High Street
- Contributing to improved east-west pedestrian links between the High Street and Throwley Way
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

26 net additional dwellings – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 636 sqm – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

The council owns the freehold of the site with a private lease. The council will bring the site forward for redevelopment within the Plan period.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.52 Hectares
Current Land Use:	Residential Dwellings
Ownership:	Council / Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on the north-western corner of Manor Park, and contains a row of two storey semi-detached houses which are a mix of council and privately owned. The houses are accessed from Throwley Way or Greyhound Road. Opposite the site is the rear of the Times Square Shopping Centre and a tall residential building that was a former office block. The High Street lies to the west and can be accessed through the shopping centre and Throwley Road.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Site Allocation. Adjacent to Public Open Space.

RELEVANT PLANNING HISTORY

None.

Site 'STC38 Houses adjacent to Manor Park' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing a mix of housing types, including family-sized units
- Providing buildings between 2 to 6 storeys in height, with taller elements located on the Throwley Way frontage and stepping down towards Manor Park
- Providing improved frontages to both Throwley Way and Greyhound Road
- Ensuring a sensitive treatment of the boundary between the development and the Manor Park
- Contributing towards the urban boulevard landscape improvements along Throwley Way
- Protecting land for Tramlink along the Throwley Way frontage
- Contributing to improved pedestrian links along Greyhound Road to Throwley Way
- Contributing to improvements to the public realm at the junction of Throwley Way and Greyhound Road
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

101 net additional dwellings – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

None.

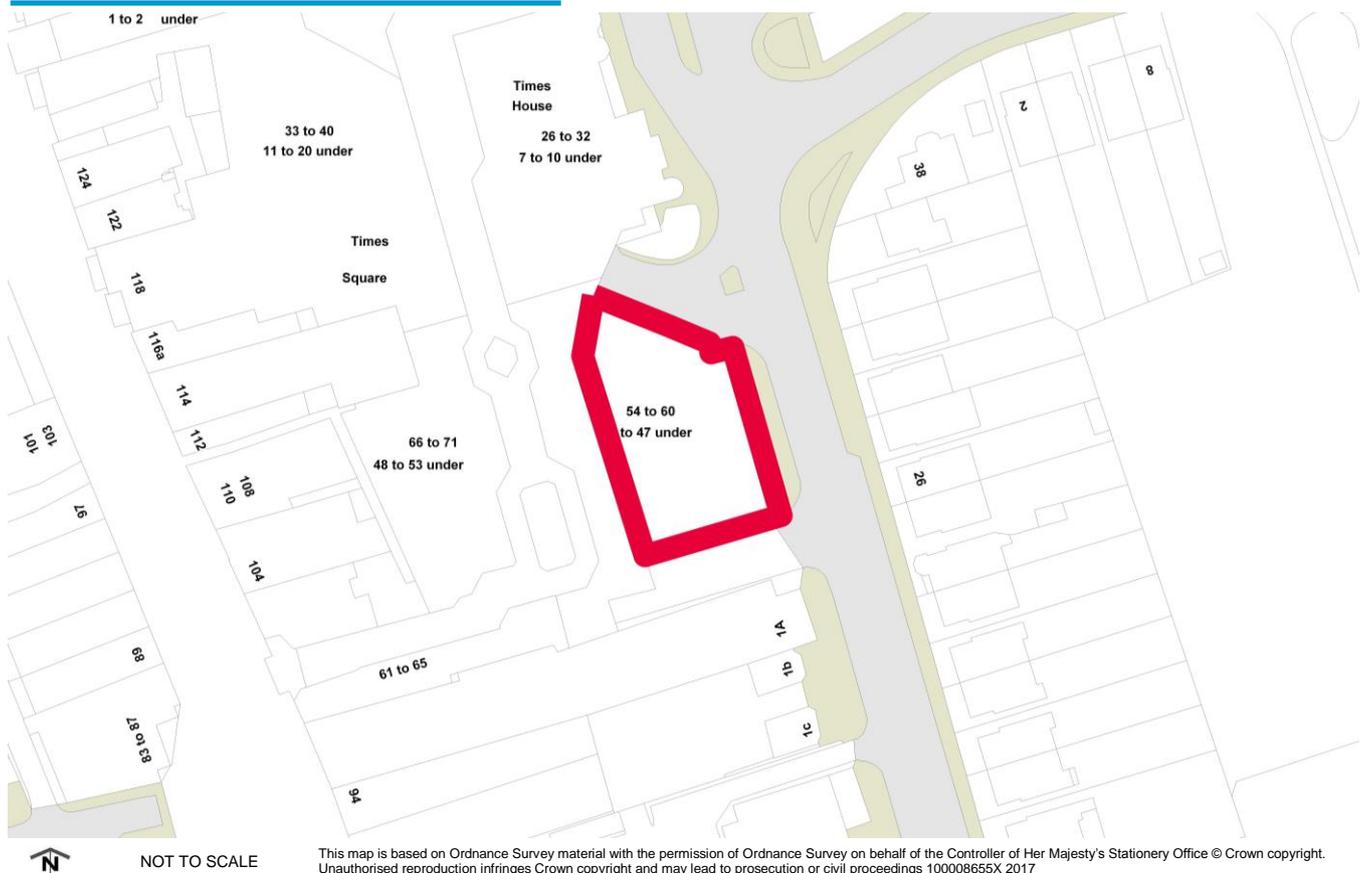
INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

The council owns the majority of the site and intends to bring the site forward for redevelopment within the Plan period.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.07 Hectares
Current Land Use:	Vacant Land
Ownership:	Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is located on Throwley Way in Sutton Town Centre, adjacent to the Times Square Shopping Centre. To the east of the site are residential dwellings that adjoin Manor Park. The west of the site lies the town centre and the taller building of Aspects to the south. The site is currently vacant follow the redevelopment of the Times Square shopping centre.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Adjacent to Public Open Space; Site Allocation.

RELEVANT PLANNING HISTORY

Planning permission (B2014/70990) was granted in 2015 for the refurbishment of the Times Square Shopping Centre. This permission is currently being implemented and is expected to complete in late 2016.

Site 'STC39 Land to the rear of Times Square' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing buildings up to 8 storeys in height
- Providing ground floor retail or town centre uses on the ground floor with an active frontage to Throwley Way
- Contributing towards the urban boulevard landscape improvements along Throwley Way
- Protecting land for Tramlink along the Throwley Way frontage
- Contributing to improvements to the public realm at the junction of Throwley Way and Greyhound Road
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

34 net additional dwellings – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 455 sqm -- based on the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The refurbishment of the Times Square Shopping Centre has presented an opportunity to redevelop this vacant plot of land. The landowners have indicated to the council that a scheme will be pursued for this site.

Location: Sutton Town Centre
Ward: Sutton Central
Site Area: 0.20 Hectares
Current Land Use: Offices
Ownership: Private
PTAL: Level 6a
Fluvial Flood Risk: Zone 1



SITE DESCRIPTION

The site is located to the rear of Times Square Shopping Centre, to the west of Throwley Way and is occupied by an office block. To the east of the site are residential dwellings that adjoins Manor Park. To the west of the site lies the town centre and the taller building of aspects to the south.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Site Allocation. Adjacent to Public Open Space.

RELEVANT PLANNING HISTORY

Planning permission (B2014/70990) was granted in 2015 for the refurbishment of the Times Square Shopping Centre. This permission is currently being implemented and is expected to complete in late 2016.

Site 'STC40 Times House' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Converting the building to residential use with ground floor town centre uses
- Retaining a significant element of office space
- Providing an active frontage to Throwley Way at a ground floor level
- Contributing towards the urban boulevard landscape improvements along Throwley Way
- Protecting land for Tramlink along the Throwley Way frontage
- Contributing to improvements to the public realm at the junction of Throwley Way and Greyhound Road
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

28 net additional dwellings – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE NON-RESIDENTIAL CAPACITIES

Town Centre Uses: 1,000 sqm – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

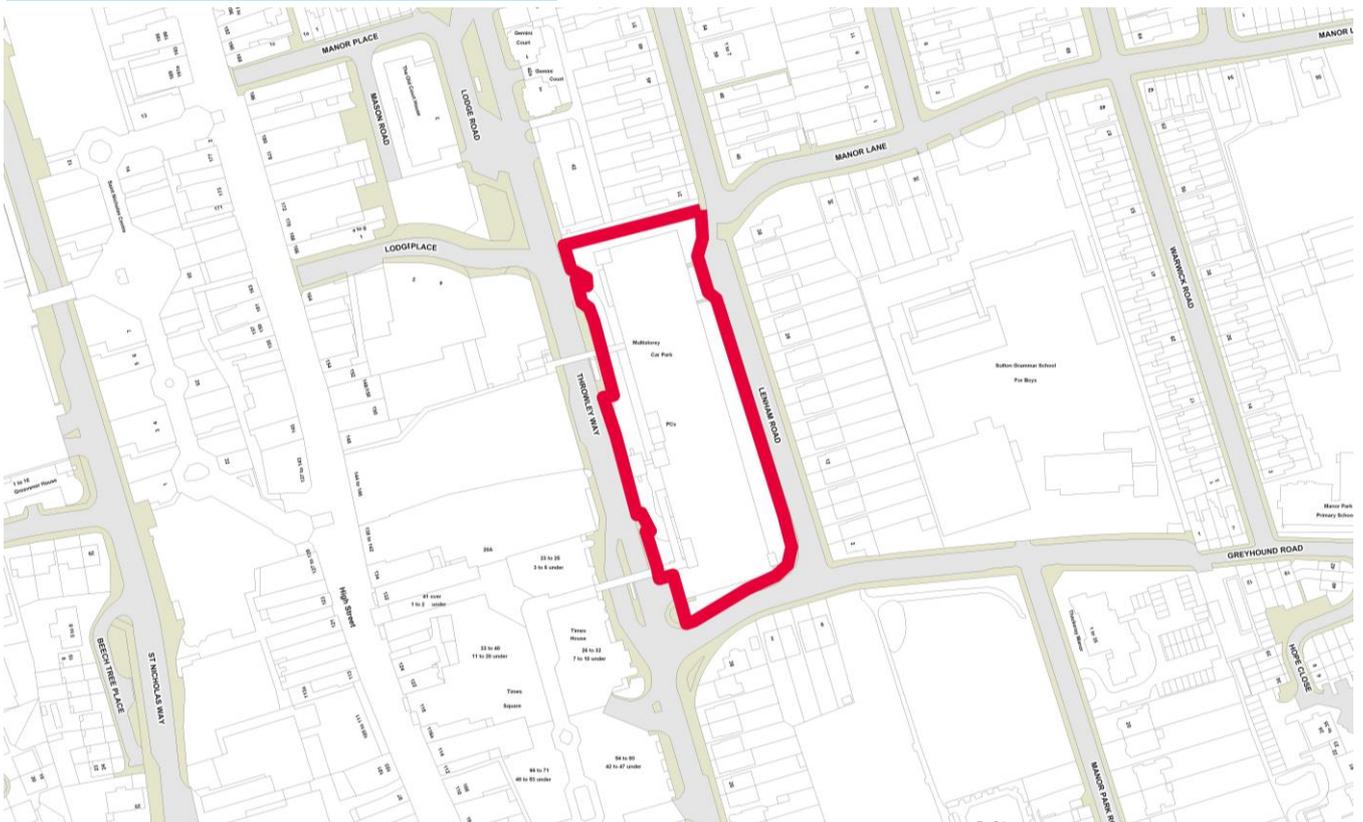
DELIVERY MECHANISM

The landowners have indicated that the site will be brought forward for redevelopment within the Plan period.

STC41: TIMES SQUARE CAR PARK

Throwley Way, Sutton

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.74 Hectares
Current Land Use:	Multi-storey Car Park
Ownership:	Council
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located to the east of the town centre and is occupied by a council owned multi-storey car park link to the Times Square Shopping Centre. It is bound by Throwley Way to the west, Greyhound Road to the south and Lenham Road to the east. The car park is connected to Times Square Shopping Centre by two elevated footbridges. The KwikFit adjoins the site to the north.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'STC41 Times Square Car Park' is allocated for:

MIXED USE: RESIDENTIAL, CAR PARKING and TOWN CENTRE USES

(Redevelopment is subject to a detailed parking study that demonstrates the current level of parking is not required or a public car park is provided on an alternative site that serves Sutton Town Centre)

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing buildings between 2 to 9 storeys with taller elements located on the Throwley Way frontage, stepping down towards the residential dwellings on Lenham Road
- Providing an active frontage to Throwley Way at a ground floor level in the form of retail or other town centre uses
- Contributing towards the urban boulevard landscape improvements along Throwley Way and to the public realm at the junction of Throwley Way and Greyhound Road
- Contributing to improved pedestrian links along Greyhound Road to Throwley Way
- Protecting land for Tramlink along the Throwley Way frontage
- Contributing to improvements to the public realm at the junction of Throwley Way and Greyhound Road
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

The capacity of the site will be dependent on the results of the town centre parking survey and the level of public parking that could be released.

INDICATIVE NON-RESIDENTIAL CAPACITIES

Town Centre Uses: 441 sqm – based on the Sutton Town Centre Masterplan (2016)

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council owns the site and intends to bring the site forward for redevelopment if a detailed parking study demonstrates that the current level of parking provision is not required or a replacement car park is re-provided on an alternative site serving the town centre.

Location:	Sutton Town Centre
Ward:	Sutton Central
Site Area:	0.5 Hectares
Current Land Use:	Residential Dwellings
Ownership:	Council / Private
PTAL:	Level 6a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located to the east of Sutton Town Centre, to the rear of the High Street shops. The site is a social housing site with some privately owned dwellings. The site is accessed from Benhill Avenue to the south with Throwley Way to the east. To the east in the Benhill Estate. The site is located adjacent to the recently converted office of Marshalls Court.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Potential Intensification; Area of Taller Building Potential; Central Setting; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Secondary Shopping Frontage; Site Allocation; Sutton Town Centre.

RELEVANT PLANNING HISTORY

None.

Site 'STC45 Elm Grove Estate' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The Sutton Town Centre Masterplan (2016)
- Providing buildings of 2 to 6 storeys, with taller elements located on the Throwley Way frontage, stepping down to the west
- Providing an active frontage to Marshalls Road in the form of retail or other town centre uses
- Providing a mix of housing types, including family-sized units
- Retaining and enhancing connection between the High Street and Throwley Way
- Protecting land for Tramlink along the Throwley Way frontage
- Enabling connection to any planned decentralised energy network serving the town centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

47 net additional dwellings – based on the Sutton Town Centre Masterplan (2016).

INDICATIVE NON-RESIDENTIAL CAPACITIES

Town Centre Uses: 281 sqm - based on the Sutton Town Centre Masterplan (2016).

INDICATIVE PHASING

Phase 2: April 2021 to March 2026

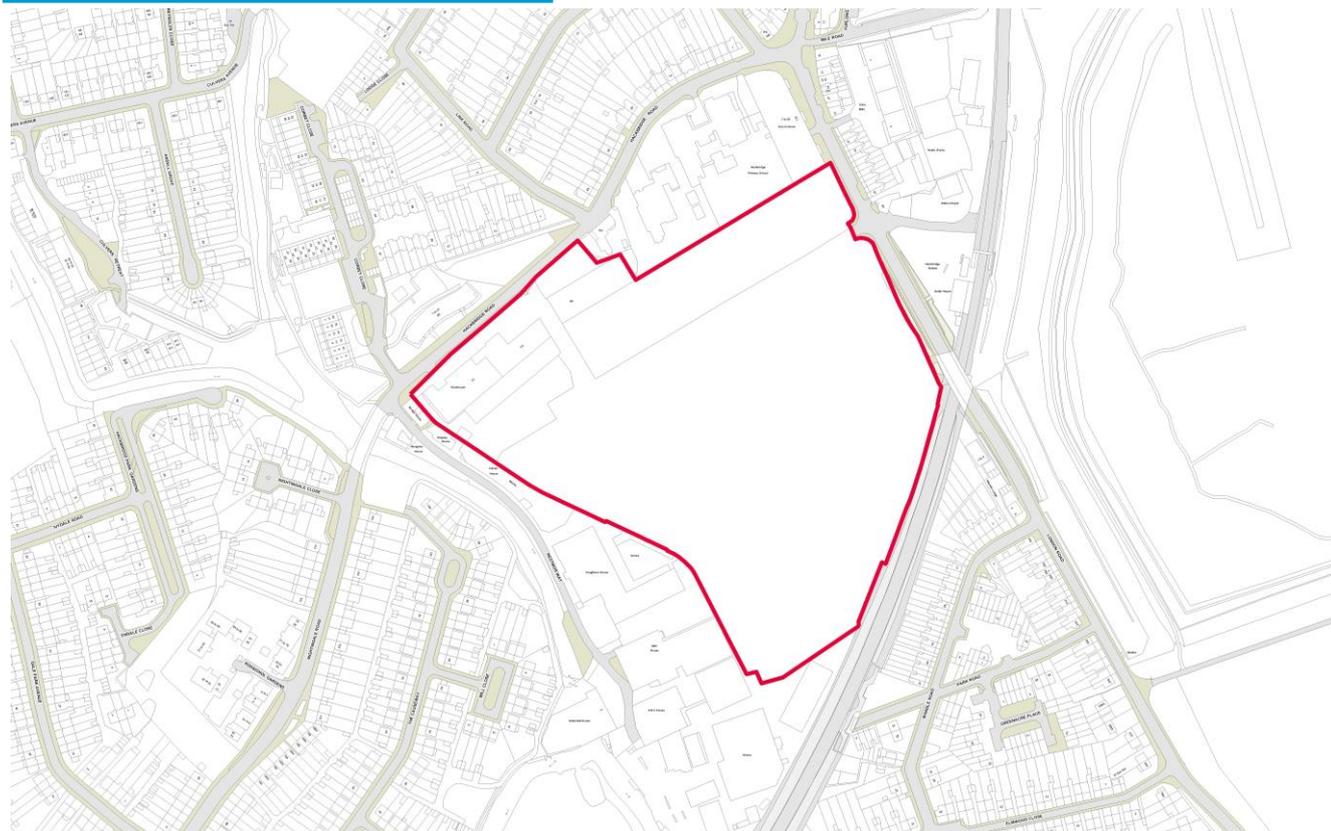
DELIVERY MECHANISM

The council is considering options for the delivery of estate renewal.

S1: FELNEX TRADING ESTATE

London Road, Hackbridge

Location:	Hackbridge
Ward:	Wandle Valley
Site Area:	7.7 Hectares
Current Land Use:	Former Industrial site
Ownership:	Private
PTAL:	Level 2 and 3
Fluvial Flood Risk:	Zone 2



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SITE DESCRIPTION

The site falls within the Hackbridge District Centre. The site is bounded by two roads (London Road A23 and Hackbridge Road B277), Hackbridge Primary School, a railway line and the Restmor Way Established Industrial Area. The site comprises a former industrial area that has now been cleared. The site is located adjacent to a Grade II Listed pub. The site is located within the Hackbridge and Beddington Corner Neighbourhood Planning Area.

POLICIES MAP DESIGNATIONS

Archaeological Priority Areas; Area of Potential Intensification; Area of Taller Building Potential; Areas at Risk of Flooding; Decentralised Energy Opportunity Area; District Centre; Established Industrial Area; Site Allocation.

RELEVANT PLANNING HISTORY

Outline planning permission (C2009/62175) was granted for up to 725 dwellings and other mixed uses in 2012. A variation to the Outline application was approved in July 2016 (C2016/73672). Reserve Matters applications (C2016/73672 and C2016/73965) were granted in 2016.

Site 'S1 Felnax Trading Estate' is allocated for:

MIXED USE: RESIDENTIAL, RETAIL, EMPLOYMENT and COMMUNITY USES

Any development scheme should pay particular regard to:

- Planning permission C2016/73672 and C2016/73965
- Providing convenience and comparison retail and community uses, including a healthcare facility, within the site to create a focal point for the regeneration of Hackbridge
- Establishing a transport hub to provide improved public transport interchanges and seeking improvements to services to raise the PTAL
- Providing 6,100 sqm of employment floorspace in a 'business forest'
- Providing a high proportion of affordable family-sized units with appropriate play space and open space provision
- Designing the residential units to prevent undue overlooking of Hackbridge Primary School
- Creating a network of streets and spaces which provide improved linkages to the station, local schools, the Restmor Way Industrial Area, Hackbridge Green and, where possible, the River Wandle and which provide legible permeability throughout the site
- The site's location within an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect the local context and character
- Respecting the heritage value of Hackbridge Green, the Red Lion Public House and the industrial heritage value of the site itself
- The site's location within a Critical Drainage Area and the need to minimise flood risk on and off site through a site specific flood risk assessment
- Enabling connection to any planned decentralised energy network serving Hackbridge
- Remediating the site of any contamination
- Developers, working in conjunction with the relevant statutory undertakers, will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users.

INDICATIVE HOUSING CAPACITY

725 net additional dwellings and 80 self-contained assisted living units. Based upon the extant planning permissions.

INDICATE NON-RESIDENTIAL CAPACITIES

Foodstore (A1): 2,564 sqm; Retail: 948 sqm; Employment (B1): 6,100 sqm; Assisted Living (C2): 7,740 sqm (or 80 self-contained units); Health Centre (D1): 565 sqm; and Community Space (D2): 98 sqm - Based upon the extant planning permissions.

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The current landowner purchased the site in 2015 have planning permission to vary the outline (granted July 2016) and reserve matters permissions for the residential, retail and community elements of the scheme and a separate reserve matters for the 'business forest'. The scheme is now being implemented.

S2: LAND ADJOINING HACKBRIDGE STATION

London Road, Hackbridge

Location:	Hackbridge
Ward:	Wandle Valley
Site Area:	1.2 Hectares
Current Land Use:	Industry
Ownership:	Private
PTAL:	Level 3
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located within the Hackbridge District Centre to the north of Hackbridge Station. It is bounded by a bridge embankment with housing beyond to the north, a railway to the east, an approach road to the south and retail and residential uses to the west. The site is currently occupied by small industrial units and open storage activities. The site is located within the Hackbridge and Beddington Corner Neighbourhood Planning Area.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Decentralised Energy Opportunity Area; District Centre; Site Allocation. Adjacent to Metropolitan Open Land; Metropolitan Green Chain; SINC; Wandle Valley Regional Park.

RELEVANT PLANNING HISTORY

None.

Site 'S2 Land Adjoining Hackbridge Station' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- Providing town centre uses on the site
- Creating an active mixed use/retail frontage onto the station forecourt
- Contributing towards the enhancement of the station forecourt
- Remediating the site of any contamination
- The site's location within an Area of Taller Building Potential (seven to ten storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Providing high quality design that respects the open character of the adjacent Wandle Valley Regional Park
- Investigating the possibility of land assembly with adjacent site allocations to form a larger development block
- Enabling connection to any planned decentralised energy network serving the Hackbridge
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures.

INDICATIVE HOUSING CAPACITY

174 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE PHASING

Phase 2: April 2021 to March 2026

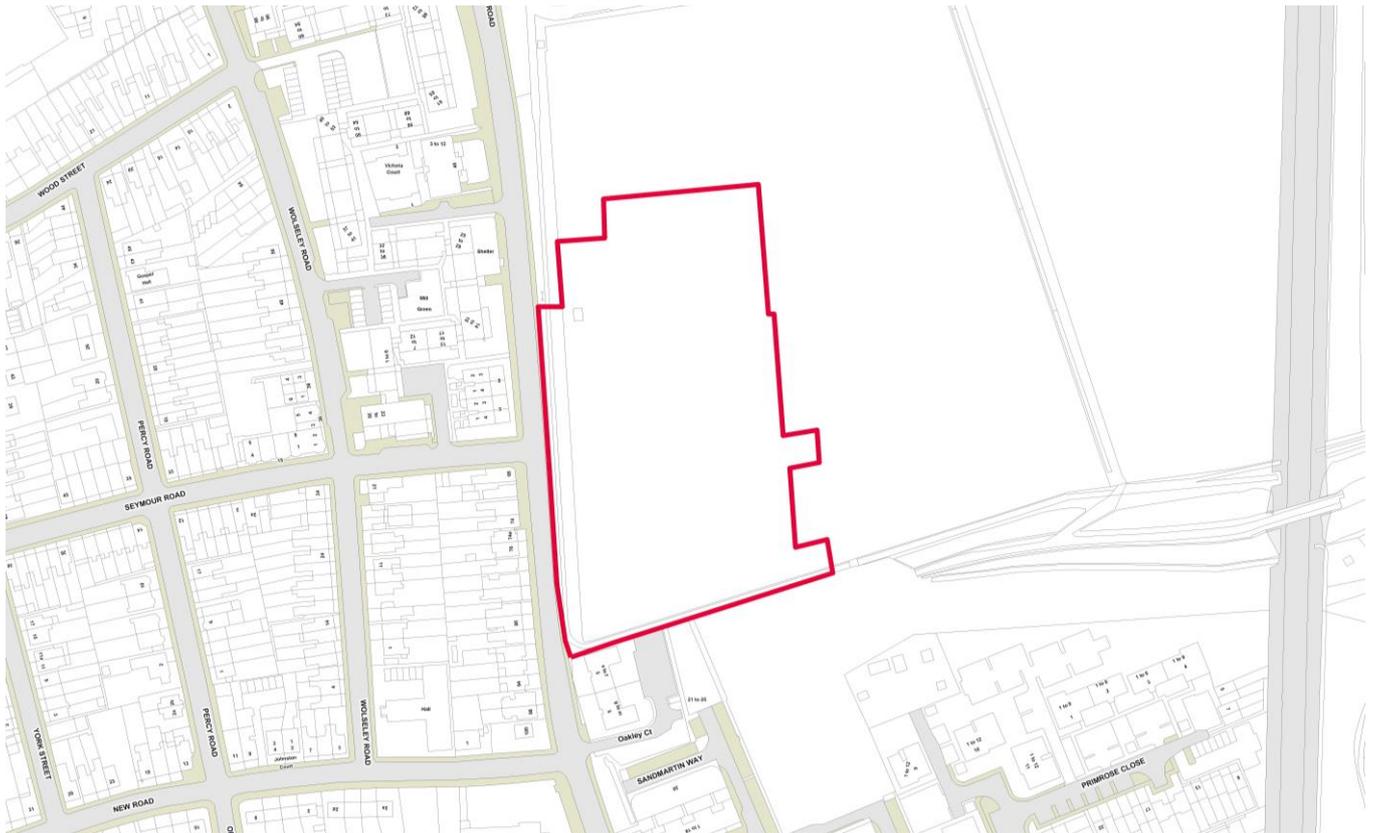
DELIVERY MECHANISM

The current landowners have engaged in pre-application discussion with the council regarding the redevelopment of the site and have carried out consultation with the local community. Opportunities should be explored for comprehensive redevelopment with the adjacent Site Allocation (S5).

S3: LAND NORTH OF BEDZED

London Road, Hackbridge

Location:	Hackbridge
Ward:	Wandle Valley
Site Area:	1.59 Hectares
Current Land Use:	Open Space
Ownership:	Council
PTAL:	Level 2
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located to the north of the BedZED development on the eastern site of London Road, Hackbridge. To the east of the site is open space, the railway and the Beddington Farmlands beyond. To west is the Beddington Corner Area of Special Local Character. The site is currently open space and is also designated as part of the Wandle Valley Regional Park. To the north of the site boundary is an area at risk of flooding.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Decentralised Energy Opportunity Area; District Centre; Metropolitan Green Chain; Metropolitan Open Land; Site Allocation; Site of Interest for Nature Conservation; Wandle Valley Regional Park.

RELEVANT PLANNING HISTORY

Planning permission (C2015/72418) was granted in 2015 for the erection of a new two from entry primary school for 420 pupils which would operate as a satellite site for Hackbridge Primary School. The site boundary reflects the permitted scheme.

Site 'S3 Land North of BedZED' is allocated for:

PRIMARY SCHOOL

Any development scheme should pay particular regard to:

- Planning permission C2015/72418 for the erection of a primary school
- Provision of hard and soft play areas and sports pitches
- Providing high quality design that respects the open character of the adjacent Wandle Valley Regional Park
- Ensuring the traffic flow on London Road is not unduly affected
- Providing new pedestrian access to Metropolitan Open Land to the east and the south
- Safeguarding and enhancing the nature conservation of the surrounding site
- Provision of replacement trees
- Enabling connection to any planned decentralised energy network serving the Hackbridge
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

Not applicable.

INDICATIVE NON-RESIDENTIAL CAPACITIES

Education (D1): Two form entry primary school for 420 pupils (2,446 sqm)

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council is the landowner and permission has been granted for the erection of a primary school. The scheme will be implemented in Phase 1 of the Plan.

Location:	Hackbridge
Ward:	Wandle Valley
Site Area:	0.08 Hectares
Current Land Use:	Offices
Ownership:	Private
PTAL:	Level 1b
Fluvial Flood Risk:	Zone 2 (Part of Site)



SITE DESCRIPTION

The site is located off Restmor Way and forms part of an Established Industrial Area that is adjacent to the Felnex Trading Estate in Hackbridge. The site is occupied by a 3 storey office building with an MOT testing centre on the ground floor and is accessed directly from Restmor Way. The site is located adjacent to the River Wandle. The character of the area is industrial, however a number of offices have prior approval for conversion to residential. The site is located within the Hackbridge and Beddington Corner Neighbourhood Planning Area.

POLICIES MAP DESIGNATIONS

Area at Risk of Flooding; Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Decentralised Energy Opportunity Area; Established Industrial Area.

RELEVANT PLANNING HISTORY

The site was granted prior approval (C2015/72275) in 2015 for conversion of the offices to 48 residential flats. In 2016 an application (C2016/74230) was submitted to the council for external alterations and cladding as part of the proposals for residential conversion.

Site 'S4 Vulcan House' is allocated for:

MIXED USE: (i) RESIDENTIAL and OFFICES or (ii) INDUSTRY

Any development scheme should pay particular regard to:

- Ensuring a supply of office accommodation, suitable to modern business needs, is retained
- If a residential scheme is not implemented the site should deliver B use class employment floorspace
- The site's location within an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Remediating the site of any contamination
- Enabling connection to any planned decentralised energy network serving Hackbridge
- The site's location within the Hackbridge Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

48 net additional dwellings - Based on the prior approval.

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The current landowners have prior approval for conversion to 48 flats and have submitted an application for external alterations. The landowners intend to implement this scheme. However, in the event that the conversion does not take place the council considers the site is suitable for industry given its location within an Established Industrial Area.

Location:	Hackbridge
Ward:	Wandle Valley
Site Area:	0.30 Hectares
Current Land Use:	Train Station, Dentist, Car Park
Ownership:	Private
PTAL:	Level 3
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site falls within Hackbridge and comprises a railway station building, dentist and a car park. To the north is an industrial estate that is allocated for residential led mixed use redevelopment. To the west of the site is the former Felnex Industrial Estate that has planning permission for a residential led mixed use redevelopment of up to 725 dwellings and 80 self-contained assisted living units. To the east of the site is the railway line and the emerging Wandle Valley Regional Park. The site is located within the Hackbridge and Beddington Corner Neighbourhood Planning Area.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Area of Potential Intensification; Decentralised Energy Opportunity Area; Hackbridge District Centre; Site Allocation. Adjacent to an Area at Risk of Flooding; Green Corridor, Wandle Valley Regional Park, Site of Interest for Nature Conservation, Metropolitan Open Land.

RELEVANT PLANNING HISTORY

None.

Site 'S5 Hackbridge Station and Car Parking' is allocated for:

MIXED USE: RESIDENTIAL, PUBLIC CAR PARKING and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- Providing a landmark building to enhance the arrival experience at Hackbridge Station
- Re-providing public car parking on site for the train station
- The site's location within an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character, particularly the adjacent open space
- Providing a mix of housing types
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Providing high quality public realm improvements and enhanced pedestrian environment to the Station forecourt
- Providing town centre uses at a ground floor level with an active frontage on to the station forecourt
- Remediating the site of any contamination
- Enabling connection to any planned decentralised energy network serving Hackbridge
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

31 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

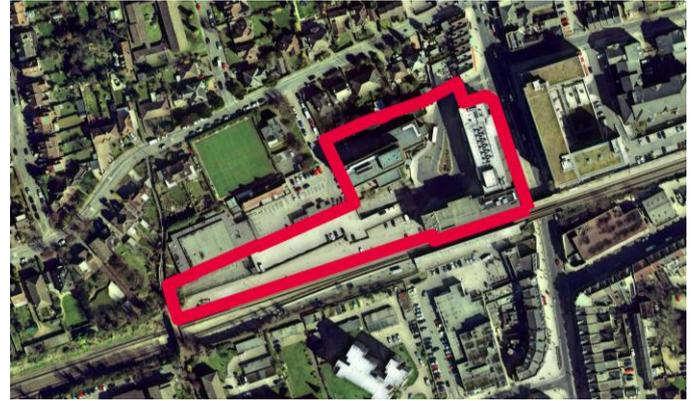
DELIVERY MECHANISM

The site is owned by Network Rail who are in the process of releasing land across the country to deliver new homes. Opportunities should be explored for comprehensive redevelopment with the adjacent Site Allocation (S2).

S6: RAILWAY APPROACH AND CAR PARK

Railway Approach, Wallington

Location:	Wallington District Centre
Ward:	Wallington North
Site Area:	1.1 Hectares
Current Land Use:	Offices, Retail, Car Parking, Train Station
Ownership:	Council, Public and Private
PTAL:	Level 4
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located within Wallington District Centre on Station Approach, off of Manor Road. The site comprises the office buildings around Railway Approach and the car park associated with the station. It is in a mixed area with retail, office and residential uses all nearby.

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; District Centre; Part of the Secondary Shopping Frontage; Site Allocation. Adjacent to an Area of Special Character (Park Road / Melbourne Road and Springfield Road and Grosvenor Road)

RELEVANT PLANNING HISTORY

Prior approval (D2013/67977) was granted in 2013 for the conversion on Cantium House to 40 flats.

Site 'S6 Railway Approach and Car Park' is allocated for:

MIXED USE: OFFICE, RESIDENTIAL, PUBLIC CAR PARKING and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The site's location within an Area of Taller Building Potential (seven to ten storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Creating an active frontage along Manor Road with commercial/retail uses
- Providing modern and flexible office space
- Providing housing mixes, tenures and types which reflect borough needs
- Improving the public realm, station and transport interchange, in conjunction with the Smarter Travel Sutton schemes for Wallington
- Enhancing linkages to the town centre, including pedestrian links to Manor Road, the footpath to the west of the site and considering the scope for a direct link across the railway track (to Site S8).
- Utilising car parking space more efficiently
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

92 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE NON-RESIDENTIAL CAPACITIES

Offices (B1a) – 2,800 sqm (Retention of Cantium House for Offices).

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

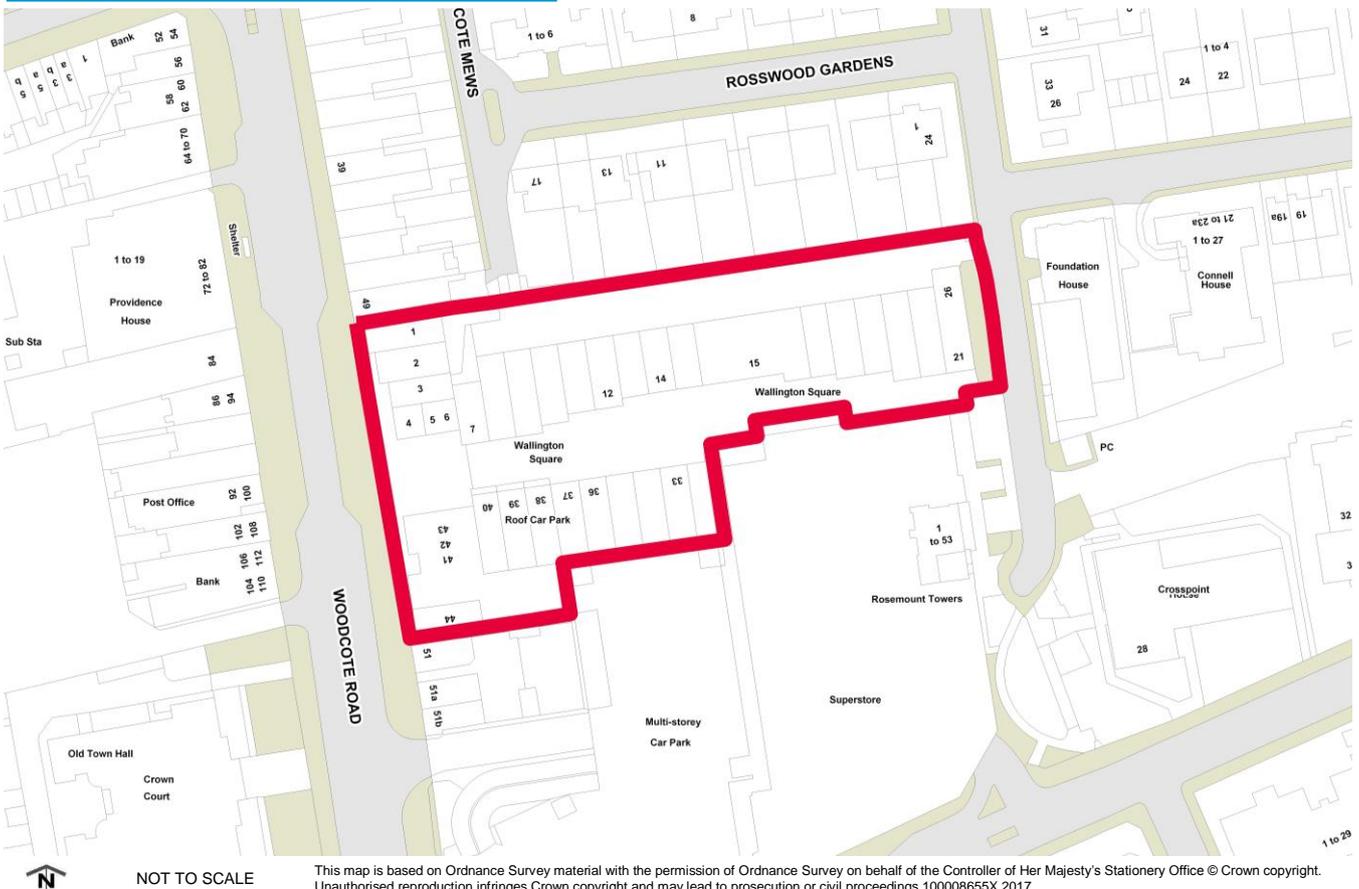
DELIVERY MECHANISM

The council has acquired the head lease of the Cantium House office building and intends to retain it for offices. In the longer term the council could act as an enabler for the site's regeneration.

S7: WALLINGTON SQUARE

Woodcote Road, Wallington

Location:	Wallington District Centre
Ward:	Wallington South
Site Area:	0.6 Hectares
Current Land Use:	Offices, Retail, Residential
Ownership:	Council, Public and Private
PTAL:	Level 4
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is located in Wallington District Centre and forms part of the shops and services of the centre. The site is bounded by two-storey housing to the north, offices to the east and Sainsbury's supermarket to the south. The site comprises an unexceptional 1970s shopping precinct with a poor quality public realm and limited street furniture and landscaping. The building fronting Woodcote Road was converted to flats recently.

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; District Centre; Primary Shopping Frontage; Site Allocation.

RELEVANT PLANNING HISTORY

Planning permission (D2013/67339) was granted in 2013 for the phase 2 redevelopment of the Wallington Square shopping precinct to provide new retail units and 30 flats. A subsequent application (D2014/70773) was granted in 2015 to amend the original application.

Site 'S7 Wallington Square' is allocated for:

MIXED USE: RESIDENTIAL, RETAIL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The site's location within an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Improving the current retail/town centre offer in the precinct
- Ensuring the new facades of the retail units create an attractive environment
- Making significant improvements to the public realm in order to create a safe and attractive environment
- Improving integration with the adjoining town centre uses
- Ensuring a supply of office accommodation, suitable to modern business needs, is retained
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

30 net additional dwellings – Based on the extant planning permission

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1) or other town centre uses: 2,000 sqm – Based on the extant planning permission

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

Phase 1 of the Wallington Square redevelopment has been completed and the planning permission for Phase 2 is now being implemented with completion expected in 2017-18.

Location:	Wallington District Centre
Ward:	Wallington South
Site Area:	0.3 Hectares
Current Land Use:	Retail and Car Parking
Ownership:	Private
PTAL:	Level 4
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located within Wallington District Centre and is surrounded by a mix of uses. The railway is to the north, there are retail premises to the east, a church to the south and a residential development to the west. The site is currently occupied by a Lidl supermarket, a small customers' car park and delivery bays.

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; District Centre; Primary Shopping Frontage; Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'S8 Lidl Site' is allocated for:

MIXED USE: RETAIL, RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- Investigating the possibility of land assembly to create a larger development block by including neighbouring properties
- The site's location within an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Providing enhanced retail facilities
- Providing modern and flexible office space
- Utilising car parking space more efficiently
- Providing housing mixes, tenures and types which reflect the needs of the borough
- Enhancing linkages from the town centre to the railway station and improving the public realm, including considering a direct pedestrian link across the railway line (to Site S6)
- The site's location within the Wallington Rail Bridge Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

20 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1) or other town centre use (retention of existing floorspace)

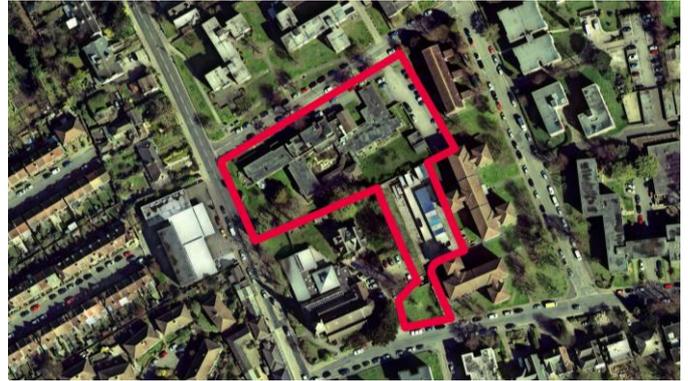
INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

The landowners have indicated to the council that they may consider redeveloping the site within the plan period.

Location: Wallington
Ward: Wallington North
Site Area: 0.73 Hectares
Current Land Use: Vacant Care Home & Garages
Ownership: Council
PTAL: Level 4
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site is a former council care home and garages located in the Wallington Area of Potential Intensification and is adjacent to the Holy Trinity Conservation Area. The Holy Trinity Church, a Grade II listed building, adjoins the site to the south west and residential properties adjoin to the south east. The remainder of the area is predominately residential with the District Centre further to the south. The site is accessed from Alcester Road.

POLICIES MAP DESIGNATIONS

Area of Potential Intensification; Site Allocation. Adjacent to the Holy Trinity Conservation Area and a Listed Building.

RELEVANT PLANNING HISTORY

Planning permission (D2016/73808) was granted in 2016 for the redevelopment of the Ludlow Lodge site and garages for 57 residential units (100% affordable).

Site 'S9 Ludlow Lodge' is allocated for:

RESIDENTIAL

Any development scheme should pay particular regard to:

- To the planning permission D2016/73808 for redevelopment of the site for 57 residential dwellings
- Providing high quality design that respects the setting and character of the adjacent Conservation Area and Listed Building
- Providing buildings of between 3 to 5 storeys in height
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

57 net additional dwellings – Based on the extant planning permission.

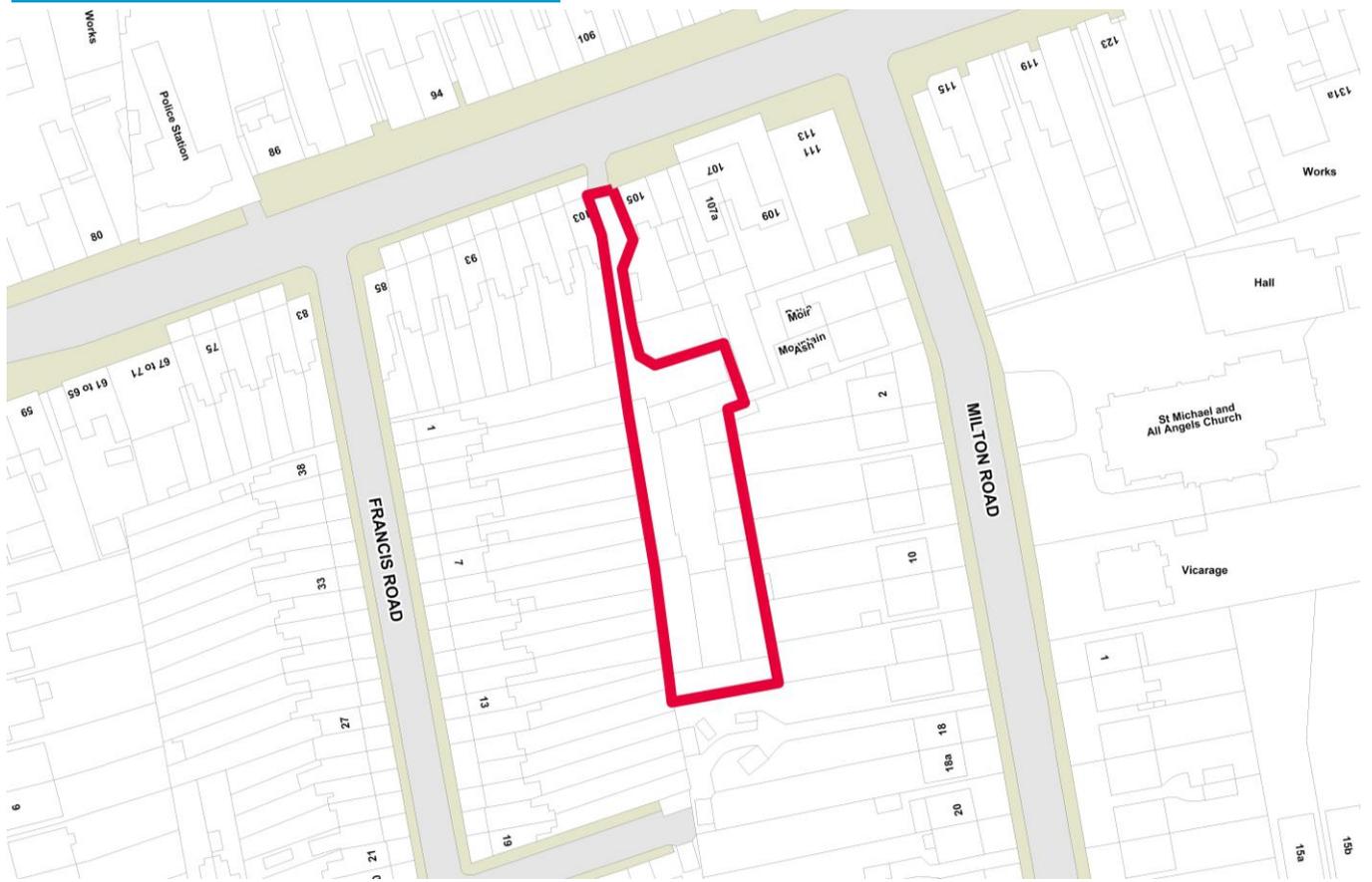
INDICATIVE PHASING

Phase1: April 2016 to March 2021

DELIVERY MECHANISM

The council owns the site and intends to implement the planning permission for council housing.

Location:	Wallington District Centre
Ward:	Wallington North
Site Area:	0.13 Hectares
Current Land Use:	Warehouse and Retail
Ownership:	Council
PTAL:	Level 4
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is occupied by the Missionary Mart, to the rear of 105 Stafford Road, and is located on Stafford Road, within the Wallington District Centre. The buildings on the site are a collection of old warehouse buildings that are used by the Missionary Mart to sell second hands goods and furniture. The properties to the east, west and south of the site are residential.

POLICIES MAP DESIGNATIONS

Area of Potential Intensification; District Centre; Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'S10 Land to the rear of 105 Stafford Road' is allocated for:

RESIDENTIAL

Any development scheme should pay particular regard to:

- Providing high quality design that respects the setting and character of the area
- Ensuring safe access to the site from Stafford Road and that traffic flow is not unduly affected.
- Providing a mix of housing sizes, tenures and types that reflect the needs of the borough
- Respecting the privacy of adjoining buildings and occupants
- The site's location within the South Beddington Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

13 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council owns the site and intends to bring it forward for redevelopment.

Site 'S12 Wallington Hall and Car Park' is allocated for:

MIXED USE: RESIDENTIAL, RETAIL and PUBLIC CAR PARKING

Any development scheme should pay particular regard to:

- The site's location within an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Providing a mix of housing types, including family sized units
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Providing ground floor retail with an active frontage to Stafford Road
- Maintaining the building line along Stafford Road to providing a cohesive frontage
- Retaining public car parking at the rear of the site
- Retaining the planting within and around the site, in particular the mature and protected trees
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

40 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

The council owns the site and intends to bring forward proposals for redevelopment.

S13: MANOR ROAD / ROSS PARADE

Manor Road / Ross Parade, Wallington

Location: Wallington District Centre
Ward: Wallington South
Site Area: 0.15 Hectares
Current Land Use: Pub, Retail, Residential
Ownership: Private
PTAL: Level 4
Fluvial Flood Risk: Zone 1



SITE DESCRIPTION

The site is located within Wallington District Centre on the corner of Manor Road and Ross Parade. The site comprises a public house, retail units, and some residential units. To the north of the site is the railway line and to the east is a builder's merchant. Wallington Railway Station is located to the west of the site.

POLICIES MAP DESIGNATIONS

Area of Potential Intensification; Area of Taller Building Potential; District Centre; Secondary Shopping Frontage; Site Allocation. Adjacent to a Green Corridor.

RELEVANT PLANNING HISTORY

None.

Site 'S13 Manor Road / Ross Parade Site' is allocated for:

MIXED USE: PUBLIC HOUSE, RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The site's location within an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Providing a ground floor public house with an active frontage to Stafford Road
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Ensuring safe access to the site from Ross Parade
- Ensuring that traffic flow to A237 is not unduly affected
- Investigating the possibility of land assembly to create a larger development block by including neighbouring Site Allocations
- The site's location within a Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

28 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 2: April 2021 to March 2026

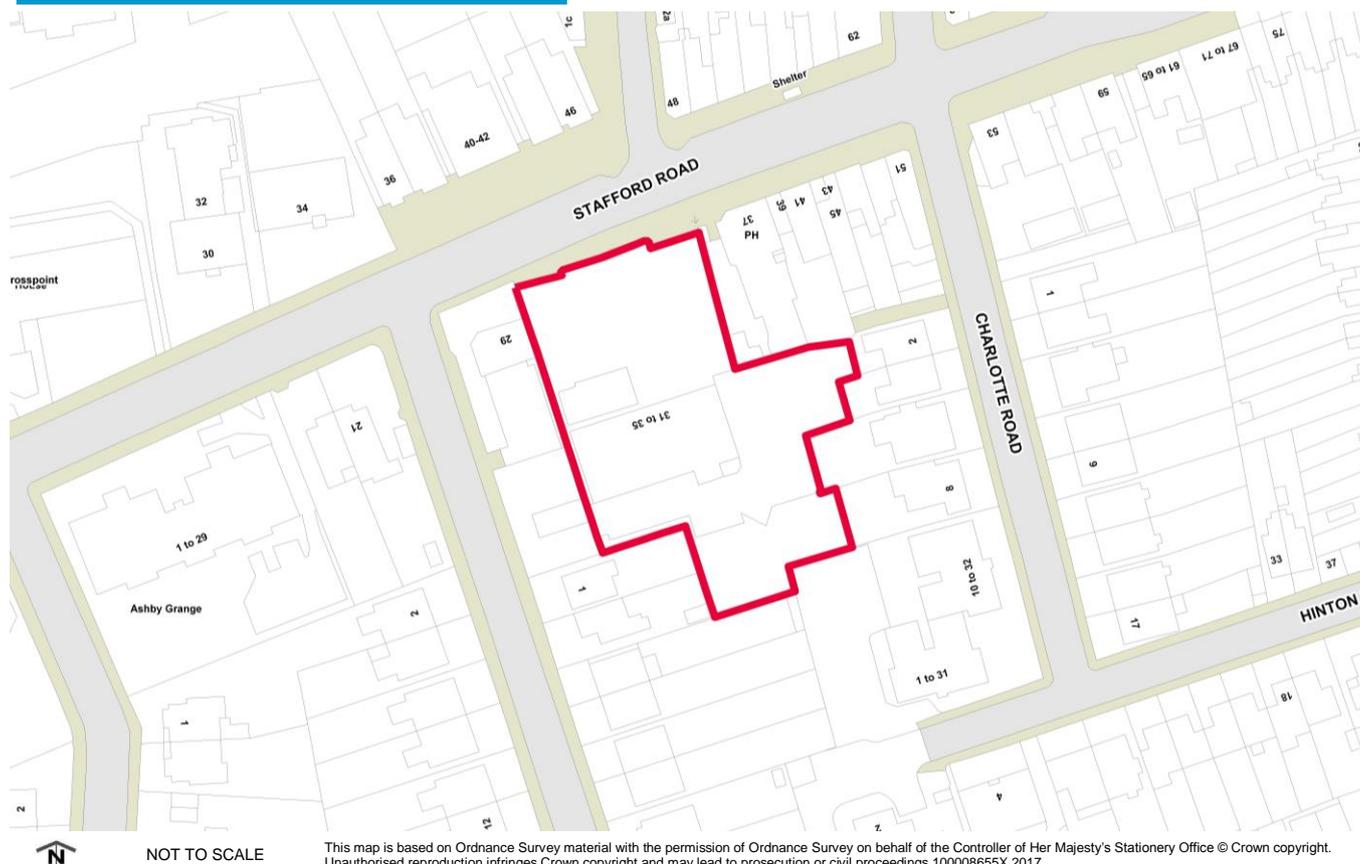
DELIVERY MECHANISM

The council understands that the landowners are interesting in bringing forward the site for redevelopment.

S14: 31-35 STAFFORD ROAD

Stafford Road, Wallington

Location: Wallington District Centre
Ward: Wallington South
Site Area: 0.25 Hectares
Current Land Use: Former Petrol Station
Ownership: Private
PTAL: Level 3
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site is a former petrol garage and car wash that is now vacant, located to the south of Stafford Road and within the Wallington District Centre. Immediately adjoining the application site to the east is a restaurant. Adjoining the site to the west is a shop at ground floor with seven individual flats located at first floor and roof level. The wider area is predominately ground floor shops and commercial uses with first, and in some cases second floor, residential accommodation.

POLICIES MAP DESIGNATIONS

Area of Potential Intensification; Area of Special Local Character; District Centre; Secondary Shopping Frontage; Site Allocation.

RELEVANT PLANNING HISTORY

Planning application (D2013/67396) was refused in 2013 for a drive through restaurant. A subsequent application (D2015/73381) for the redevelopment of the site for 29 flats and retail was granted in 2016.

Site 'S14 31-35 Stafford Road' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- Planning permission D2015/73381
- The site's location within an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Providing ground floor town centre uses with an active frontage on to Stafford Road
- Providing high quality design that respects the character of the Area of Special Local Character
- Respecting the privacy of adjoining buildings and occupants
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

29 net additional dwellings – Based on the extant planning permission

INDICATIVE NON-RESIDENTIAL CAPACITIES

468 sqm of town centre uses - Based on the extant planning permission

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council understands that the landowners will implement the planning permission.

S19: 77 WOODCOTE ROAD

Woodcote Road, Wallington

Location:	Wallington
Ward:	Wallington South
Site Area:	0.13 Hectares
Current Land Use:	Vacant
Ownership:	Private
PTAL:	Level 3
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is located on Woodcote Road, just to the south of Wallington District Centre. The site was occupied by a resource centre but it has now been demolished. The developments in the immediate vicinity are largely 3-4 storey flatted developments. The site is directly accessed from Woodcote Road and is located between two Areas of Special Local Character.

POLICIES MAP DESIGNATIONS

Area of Potential Intensification. Adjacent to Area of Special Local Character.

RELEVANT PLANNING HISTORY

Planning application (D2015/72606) was withdrawn in 2015 for the demolition of 77 Woodcote Road and erection of 15 flats. A subsequent application (D2016/73591) was granted in 2016.

Site 'S19 77 Woodcote Road' is allocated for:

RESIDENTIAL

Any development scheme should pay particular regard to:

- Providing high quality design that respects the local context and character of the Area of Special Local Character
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Respecting the privacy of adjoining buildings and occupants
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

14 net additional dwellings – Based on the extant planning permission

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council understands that the landowners intend to implement the planning permission.

S20: 19 STANLEY PARK ROAD

Stanley Park Road, Wallington

Location:	Wallington
Ward:	Wallington South
Site Area:	0.11 Hectares
Current Land Use:	Vacant Care Home
Ownership:	Private
PTAL:	Level 3
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is located on the corner of Stanley Park Road and Parkhill Road in Wallington, to the west of the District Centre. The site comprises a former residential care home that is current vacant. The character of the immediate area is largely residential. The site is located adjacent to an Area of Special Local Character.

POLICIES MAP DESIGNATIONS

Area of Potential Intensification. Adjacent to Area of Special Local Character; Site Allocation

RELEVANT PLANNING HISTORY

Planning application (D2015/72359) was refused 2015 for the erection of 9 dwellings and won on appeal.

Site 'S20 19 Stanley Park Road' is allocated for:

RESIDENTIAL

Any development scheme should pay particular regard to:

- Providing high quality design that respects the local context and character of the Area of Special Local Character
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Respecting the privacy of adjoining buildings and occupants
- The site's location within a Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

11 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council understands that the landowners intend to pursue redevelopment proposals on the site

Location:	Wallington
Ward:	Wallington South
Site Area:	0.15 Hectares
Current Land Use:	Builders Merchant
Ownership:	Private
PTAL:	Level 4
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located within the Wallington District Centre on Ross Parade and comprises a builder's merchant and sales buildings. The site is bound by the railway line to the north. To the west is a mixed-use including a public house, retail and residential above. The character of the area reflects the mix of uses found in a district centre. The site is accessed directly from Ross Parade.

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; District Centre; Secondary Shopping Frontage; Site Allocation. Adjacent to a Green Corridor.

RELEVANT PLANNING HISTORY

None.

Site 'S22 Travis Perkins' is allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The site's location within an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Providing ground floor builders merchant or town centre uses with an active frontage to Ross Parade
- Investigating the possibility of land assembly to create a larger development block by including neighbouring Site Allocations
- Ensuring safe access to the site from Ross Parade
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Ensuring that the amenity of future occupants of any residential element are not unduly affected by a builders merchant
- The site's location within a Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

15 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council understands that the landowners intend to bring forward the site for redevelopment in the latter phase of the plan.

S23: SHOTFIELD CAR PARK

Shotfield, Wallington

Location:	Wallington District Centre
Ward:	Wallington South
Site Area:	0.4 Hectares
Current Land Use:	Public Car Park
Ownership:	Council
PTAL:	Level 4
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is located in the Wallington District Centre, providing public car parking. The site is accessed from Shotfield for vehicles and has pedestrian access from Woodcote Road. To the north of the site is a church, to the east is Wallington District Centre, to the south is a library and to the west is a nearly constructed care home. To the south-east of the site is the Grade II listed Wallington Town Hall.

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; District Centre. Adjacent to a Listed Building

RELEVANT PLANNING HISTORY

None.

Site 'S23 Shotfield Car Park' is allocated for:

MIXED USE: RESIDENTIAL, PUBLIC CAR PARKING and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- The site's location within an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Retaining public car parking on site
- Providing a mix of town centre uses
- Enhancing pedestrian links through to the Woodcote Road
- Providing a high quality public realm
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- The site's location within a Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

56 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council is the landowner and intends to bring forward the site towards the end of the Plan period.

S24: LAND TO REAR OF 16-18 STANLEY PARK ROAD Holmwood Gardens, Wallington

Location: Wallington
Ward: Wallington South
Site Area: 0.09 Hectares
Current Land Use: Warehouse
Ownership: Council
PTAL: Level 4
Fluvial Flood Risk: Zone 1



SITE DESCRIPTION

The site is located to the rear of 16 to 18 Stanley Park Road, within the Wallington Area of Potential Intensification. The immediate area is predominately residential in character but with a day nursery immediate to the south of the site. The site is occupied by a number of small warehouse buildings. The site is accessed from Holmwood Gardens.

POLICIES MAP DESIGNATIONS

Area of Potential Intensification; Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'S24 Land to rear of 16-18 Stanley Road' is allocated for:

RESIDENTIAL

Any development scheme should pay particular regard to:

- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Respecting the character and privacy of the adjoining nursery
- Ensuring safe access to the site from Holmwood Gardens
- Retaining the planting within and around the site, in particular the mature and protected trees
- The site's location within a Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

10 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council is the landowner and intends to bring forward the site towards the end of the Plan period.

S27: CHARLES CRYER THEATRE

High Street, Carshalton

Location:	Carshalton Village District Centre
Ward:	Carshalton Central
Site Area:	0.07 Hectares
Current Land Use:	Theatre and Restaurant
Ownership:	Council
PTAL:	Level 3 and 4
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located within the Carshalton Village District Centre and is occupied by a theatre and restaurants. To the north of the site are residential dwellings, to the east is a public house, to the south are retail units and to the west is a solicitors. The Grove Park is located to the north of the site, with a pedestrian footpath of the east of the site. The site is located in a Conservation Area and is adjacent to an unlisted building of merit. The site is accessed from Carshalton High Street.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Potential Intensification; District Centre; Carshalton Village Conservation Area; Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'S27 Charles Cryer Theatre' allocated for:

(i) COMMUNITY or (ii) TOWN CENTRE USES

Any development scheme should pay particular regard to:

- Retaining ground floor town centre uses with an active frontage to Carshalton High Street
- Providing high quality design that respects the setting and character of the conservation area
- Ensuring the façade of the building creates an attractive environment that enhances the appearance of the Conservation Area
- Ensuring safe access to the site from the High Street
- The site's location within a Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

Assuming the site is not required for community uses 7 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

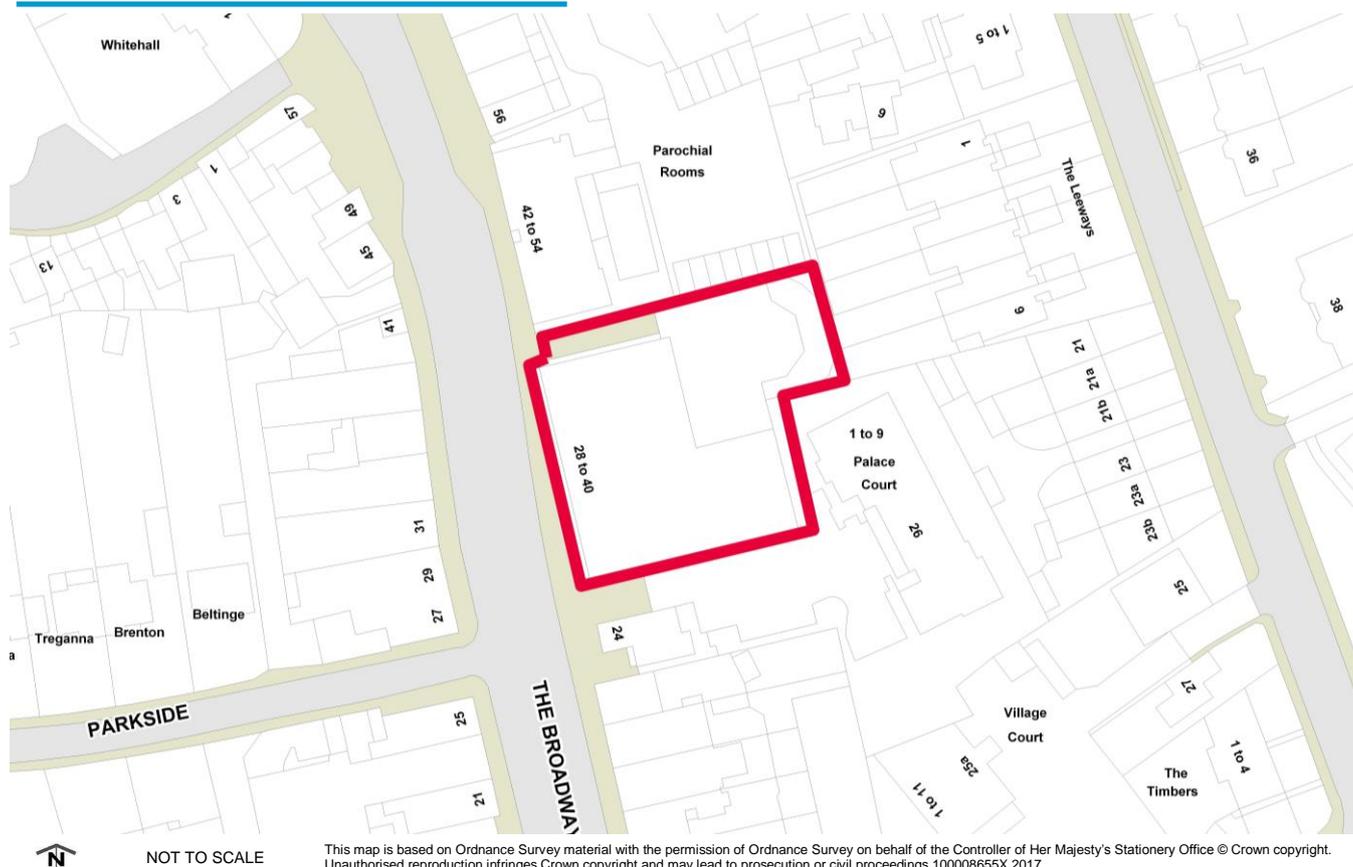
INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council is the landowner of the site.

Location:	Cheam Village District Centre
Ward:	Cheam
Site Area:	0.15 Hectares
Current Land Use:	Retail, Restaurant and Offices
Ownership:	Private
PTAL:	Level 3
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

40 The Broadway is located in Cheam District Centre and consists of retail units on the ground floor and offices above. It is 2-storey high and is predominately brick built with coloured panelling at the front and parking at the rear, accessed directly from The Broadway. To the north of the site are the Parochial Rooms and retail to the south. The site is located within the Cheam Village Conservation Area and adjacent to a Listed Building.

PROPOSALS MAP DESIGNATIONS

Archaeological Priority Area; Area of Potential Intensification; District Centre; Cheam Village Conservation Area; Primary Shopping Frontage; Site Allocation. Adjacent to a Listed Building.

RELEVANT PLANNING HISTORY

Prior approval (A2013/68476) was granted in 2013 for the conversion of the offices to 5 flats. A subsequent prior approval (A2016/74208) was granted in 2016 for the conversion of the offices for 9 flats. In additional planning application (A2015/72546) was granted in 2015 to provide an additional floor and 9 flats.

Site 'S31 40 The Broadway' allocated for:

MIXED USE: RESIDENTIAL, RETAIL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- Retaining ground floor retail and town centre uses with an active frontage to The Broadway
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Providing high quality design that respects the setting and character of the conservation area and the adjacent Listed Building
- Ensuring the new façade of the building creates an attractive environment that enhances the appearance of the Conservation Area
- Ensuring safe access to the site from The Broadway
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

10 net additional dwellings – Based on extant planning permission and prior approval

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council understands the landowners intend to implement the planning permission and prior approval.

Location:	Cheam
Ward:	Cheam
Site Area:	0.2 Hectares
Current Land Use:	Hire Site and Vacant Land
Ownership:	Private
PTAL:	Level 3
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on Malden Road, Cheam within the Area of Potential Intensification. The site comprises a tool hire store and vacant land. To the north, west and south of the site are residential dwellings, with the Cheam District Centre and Conservation Area located a short distance to the south. Opposite the site is a petrol garage.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Potential Intensification; Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'S33 HSS HIRE SITE' allocated for:

MIXED USE: RESIDENTIAL and COMMERCIAL

Any development scheme should pay particular regard to:

- Providing ground floor retail or commercial units with an active frontage Malden Road
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Ensuring safe access onto Malden Road and that traffic flow is not unduly affected
- Providing high quality design that respects the character and privacy of adjoining occupants
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

17 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The landowners have indicated to the council that the site will become available at the end of the Plan period.

Location:	North Cheam
Ward:	Nonsuch
Site Area:	0.28 Hectares
Current Land Use:	Offices, Retail, Public House
Ownership:	Private
PTAL:	Level 3
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site fronts North Cheam crossroads at the centre of North Cheam District Centre and is within a mixed area of retail and office uses and recent flatted development. The site comprises Victoria House, an unattractive 1960/70s vacant office block over shops, and the Queen Victoria public house, which is also vacant.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Potential Intensification; Area of Taller Building Potential; District Centre; Primary Shopping Frontage; Site Allocation.

RELEVANT PLANNING HISTORY

Planning permission (A2013/67211) was granted in 2013 for demolition of the existing buildings and erection of 75 flats with ground floor commercial units. A subsequent application (A2016/73710) was submitted for a similar scheme but was withdrawn.

Site 'S35 Victoria House' allocated for:

MIXED USE: RESIDENTIAL, RETAIL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- Planning permission A2013/67211
- Achieving a high-quality redevelopment in design terms on a prominent corner site which will define North Cheam District Centre
- The site's location within an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Undertaking significant public realm improvements on and around the site
- Providing sufficient retail and office space to create an active frontages at the crossroads
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

75 net additional dwellings – Based on extant planning permission

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 1,128 sqm – Based on extant planning permission

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council understands that the landowners are currently preparing a new application and intend to bring the site forward for redevelopment in the first phase of the Plan.

S36: CHEAM LEISURE CENTRE

Malden Road / Priory Crescent, North Cheam

Location:	North Cheam
Ward:	Nonsuch
Site Area:	1.28 Hectares
Current Land Use:	Leisure, Community, Health
Ownership:	Council and Public
PTAL:	Level 1b and 2
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is located between Cheam Village and North Cheam District Centres on Malden Road, fronting a busy bus route. It is surrounded by interwar housing, which is fairly uniform and cohesive. It is a prominent site located on a significant "A" road. The site is occupied by a leisure centre, surgery, a day centre and a health centre. The leisure centre is accessed from Malden Road and the other uses from Priory Crescent.

POLICIES MAP DESIGNATIONS

Area of Potential Intensification; Site Allocation.

RELEVANT PLANNING HISTORY

None. The leisure centre had internal refurbishment carry out in 2014 to extend the lifespan of the centre.

Site 'S36 Cheam Leisure Centre' allocated for:

MIXED USE: LEISURE CENTRE, COMMUNITY and HEALTH

Any development scheme should pay particular regard to:

- Retaining the Cheam Leisure Centre on site
- Enhancing the identity of the area
- Providing access from Malden Road and Priory Crescent
- Respecting the density and heights of the surrounding residential development (ie two-storey terraced/semi-detached units)
- Retaining the mature planting within and around the site

INDICATIVE HOUSING CAPACITY

Not applicable

INDICATIVE PHASING

Phase 2: April 2026 to March 2021

DELIVERY MECHANISM

The council have recently refurbished the Leisure Centre to extend its life by 25 years, and will safeguard the centre for leisure purposes. The Clinical Commissioning Group has indicated to the council that it wishes to develop a consolidated surgery on the site for the surrounding area.

Location: North Cheam
Ward: Worcester Park
Site Area: 0.45 Hectares
Current Land Use: Offices
Ownership: Private
PTAL: Level 2
Fluvial Flood Risk: Zone 1



SITE DESCRIPTION

The site is occupied by a 1950's purpose built office block situated on the north eastern side of Cheam Common Road. The three storey brick built building is linear in appearance with car parking to the front, accessed via two access points from Cheam Common Road and parking to the rear accessed from Farm Way. The area is predominantly residential in character comprising a range of dwelling types, designs and ages with inter war housing and flatted developments dominating. To the south east of the site is North Cheam District Centre.

POLICIES MAP DESIGNATIONS

Area of Potential Intensification; Site Allocation.

RELEVANT PLANNING HISTORY

Prior approval (A2015/71410) was granted in 2015 for conversion of the occupied office building to 46 flats. A subsequent application (A2015/72228) was granted for conversion of the ground floor printers to 2 additional flats.

RESIDENTIAL

Any development scheme should pay particular regard to:

- Retention of the existing building to provide flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Providing a mix of housing types including family sized units
- The site's location with an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Undertaking significant public realm improvements on and around the site
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

48 net additional dwellings – Based on extant prior approval and planning permission

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The approved scheme is now being implemented and is due to complete in mid 2017.

Location: North Cheam
Ward: Worcester Park
Site Area: 0.37 Hectares
Current Land Use: Resource Centre / Offices
Ownership: Council
PTAL: Level 3
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site comprises a two storey office building situated on the western side of London Road, North Cheam. The building is located approximately 800m to the north of North Cheam District Centre. To the immediate north of the site there is a garage selling second hand cars. To the immediate south is residential accommodation (flatted development and semi-detached houses). To the east of the site, there is a mix of uses, including a petrol filling station and an adult education centre

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Potential Intensification; Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'S38 Resource Centre' allocated for:

MIXED USE: RESIDENTIAL and OFFICES

Any development scheme should pay particular regard to:

- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Providing modern and flexible office space
- Providing a mix of housing mixes, tenure and types that reflect the borough needs
- Ensuring safe access onto Malden Road and that traffic flow is not unduly affected
- Providing high quality design that respects the character and privacy of adjoining occupants
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

37 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council is the landowner and intends to bring forward the site for redevelopment within the plan period.

S41: CO-OP SUPERMARKET

Wrythe Lane, Rosehill

Location:	Rosehill
Ward:	The Wrythe
Site Area:	0.43 Hectares
Current Land Use:	Retail and Car Parking
Ownership:	Private
PTAL:	Level 3
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located within the Rosehill District Centre, on the corner of Wrythe Lane and Rosehill Roundabout. The site comprises a Co-Op supermarket and associated car parking. To the north of site are residential properties and to the east and south are mixed use properties with ground floor retail and residential above. The site is located within an Area of Special Character. The site can be accessed by vehicles from Wrythe Lane with an exit onto the Rosehill roundabout.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Special Local Character; Area of Potential Intensification; Decentralised Energy Opportunity Area; District Centre; Secondary Shopping Frontage; Proposed Tramlink Extension; Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'S41 Co-Op Supermarket' allocated for:

MIXED USE: RESIDENTIAL, RETAIL and CAR PARKING

Any development scheme should pay particular regard to:

- Providing ground floor retail, including retention of the post office, with active frontages to Wrythe Lane and the Rosehill Roundabout.
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Providing high quality design that respects the setting and character of the Area of Special Local Character
- The site's location within an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Providing a mix of housing mixes, tenure and types that reflect the borough needs
- Ensuring traffic flow onto the road network is not unduly affected by any increase in vehicular movements.
- Providing high quality public realm improvements and enhanced pedestrian environment around the site
- Enabling connection to any planned decentralised energy network serving Rosehill
- Protecting land for Tramlink on the Wrythe and the Rosehill roundabout
- Investigating the possibility of land assembly to create a larger development block by including neighbouring Site Allocations
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

43 net additional dwellings – Based on extant prior approval and planning permission

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1): 1,600 sqm (existing store size)

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council understands the site will be available for redevelopment in the latter phases of the plan period.

Location: Rosehill
Ward: The Wrythe
Site Area: 0.11 Hectares
Current Land Use: Garages
Ownership: Council
PTAL: Level 3
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site is located within the Rosehill District Centre and comprises residential garages to the rear of the Rosehill shops and adjacent to the service yard / access road for the supermarket. The adjacent site at Co-op is also a proposed allocation so could offer opportunities for wider redevelopment. The site is located within the St Helier Area of Special Local Character.

POLICIES MAP DESIGNATIONS

Area of Special Local Character; Area of Potential Intensification; Decentralised Energy Opportunity Area; District Centre; Site Allocation.

RELEVANT PLANNING HISTORY

None.

RESIDENTIAL

Any development scheme should pay particular regard to:

- Providing high quality design that respects the setting and character of the Area of Special Local Character
- Respecting the amenity of nearby residents
- Ensuring traffic flow onto the road network is not unduly affected by any increase in vehicular movements.
- Providing high quality public realm improvements and enhanced pedestrian environment around the site
- Enabling connection to any planned decentralised energy network serving Rosehill
- Investigating the possibility of land assembly to create a larger development block by including neighbouring Site Allocations
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

11 net additional dwellings – Based on the London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council is the landowner and intends to bring forward the site for redevelopment. The council will explore opportunities for comprehensive redevelopment with neighbouring sites.

Location:	Worcester Park District Centre
Ward:	Worcester Park
Site Area:	0.1 Hectares
Current Land Use:	Retail, Office and Residential
Ownership:	Private
PTAL:	Level 3
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on the corner of Windsor Road and Central Road, Worcester Park. The site comprises a mix of retail, offices and residential flats above. The character of the area reflects the mix of uses that are found in a district centre. The site forms a prominent corner to Central Road. The existing building is L shaped and follows the path of the road. The site has an existing access road from Windsor road in south west corner of the site

POLICIES MAP DESIGNATIONS

Area of Taller Building Potential; Area of Potential Intensification; District Centre; Primary Shopping Frontage; Site Allocation.

RELEVANT PLANNING HISTORY

Planning permission (A2014/70583) was granted in 2014 for additional storeys to provide 9 flats.

Site 'S47 1-9 Windsor Road' allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- Planning permission A2014/70583 for additional storeys
- Retaining ground floor retail and town centre uses with active frontages to Central Road and Windsor Road
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- The site's location within an Area of Taller Building Potential (four to six storeys). However, any proposals for taller buildings should be exceptionally designed and respect local context and character
- Ensuring traffic flow onto the road network is not unduly affected by any increase in vehicular movements.
- The site's location within a Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

10 net additional dwellings – Based on extant planning permission and London Plan Density Matrix Setting of Urban 55-145 u/ha

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council understands the landowners intend to bring forward the redevelopment of the site in accordance with the permitted scheme.

Location:	Stonecot
Ward:	Stonecot
Site Area:	0.46 Hectares
Current Land Use:	Residential
Ownership:	Private
PTAL:	Level 2
Fluvial Flood Risk:	Zone 2



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SITE DESCRIPTION

The site is located at the junction of London Road and Grander Green Lane and opposite St Anthony's Hospital. It is surrounded by inter-war housing. However, the character of London Road is more mixed. This is a prominent site located on a significant 'A' road. The site is occupied by a large office building which is currently vacant.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area at Risk of Flooding; Site Allocation.

RELEVANT PLANNING HISTORY

Prior approval (A2014/68725) was granted for the conversion of the offices for 41 flats. A subsequent planning application (A2015/72349) was submitted for an additional 65 flats was refused in 2016. An appeal has been lodged against this decision.

RESIDENTIAL

Any development scheme should pay particular regard to:

- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Providing safe vehicular access onto Gander Green Lane
- Integrating the site with the London Road frontage to the north of the site and creating permeability through the site
- Providing high quality design that respects the character of the area and the amenity of adjacent occupants
- Providing new facades to the building to enhance the identity of the area
- Retaining the mature planning onto the London Road frontage to provide amenity for occupants
- Designing residential units to minimise the effect of traffic noise on residents
- The site's location within a Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

43 net additional dwellings – Based on the London Plan Density Matrix Setting of Suburban 40 – 80 u/ha.

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

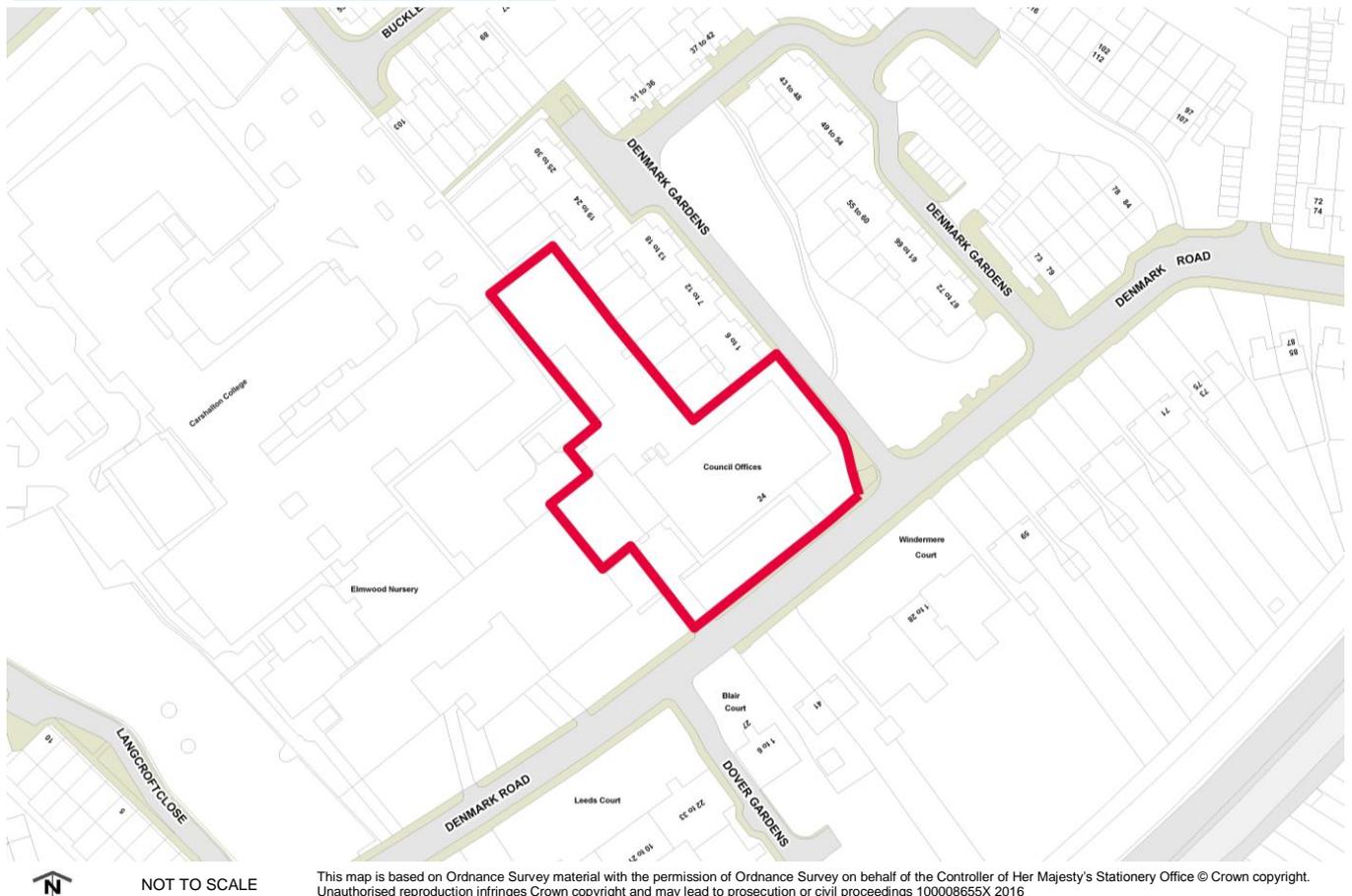
INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The prior approval for the site is being implemented. The council understands the landowners are pursuing extensions to the building for additional residential units.

Location: Carshalton
Ward: The Wrythe
Site Area: 0.4 Hectares
Current Land Use: Council Offices
Ownership: Council
PTAL: Level 3
Fluvial Flood Risk: Zone 1



SITE DESCRIPTION

The site is located within a predominantly residential area of mixed character, next to Carshalton College and in close proximity to Carshalton Railway Station. Although the character is suburban, a number of larger semi-detached houses have recently been redeveloped as blocks of flats. The site is currently used as offices by the London Borough of Sutton.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Site Allocation.

RELEVANT PLANNING HISTORY

None.

RESIDENTIAL

Any development scheme should pay particular regard to:

- Adopted 'Carshalton College Planning Brief Supplementary Planning Document (2012)'
- The shared access arrangements from Denmark Road with Carshalton College
- Retaining the planting within and around the site
- Ensuring traffic flow on Denmark Road is not unduly affected
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

24 net additional dwellings – Based on the London Plan Density Matrix Setting of Suburban 40 – 80 u/ha

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council is the landowner and intends to bring the site forward for redevelopment as office space is rationalised.

S53: COUNCIL CAR PARK

Denmark Road, Carshalton

Location: Carshalton
Ward: The Wrythe
Site Area: 0.4 Hectares
Current Land Use: Council Car Park
Ownership: Council
PTAL: Level 3
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site is located within a predominantly residential area, next to Carshalton College and in close proximity to Carshalton railway station. The surrounding housing is mixed and includes inter-war housing, more modern development and flatted development which has replaced semi-detached housing. The site is currently used as a car park for staff at the nearby council offices.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area of Taller Building Potential; Site Allocation.

RELEVANT PLANNING HISTORY

None.

RESIDENTIAL

Any development scheme should pay particular regard to:

- Adopted 'Carshalton College Planning Brief Supplementary Planning Documents (2012)'
- Respecting the height and density of the nearby Langcroft Close residential area (ie two-storey terraced units)
- Retaining the planting within and around the site, in particular the mature trees
- Providing additional access points to provide permeability for pedestrians across the site
- Ensuring traffic flow on Denmark Road is not unduly affected
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

18 net additional dwellings – Assuming 0.1ha is not developable due to tree coverage and based on the London Plan Density Matrix Setting of Suburban 40 – 80 u/ha

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council is the landowner and intends to bring the site forward for redevelopment as office space is rationalised and the car park becomes redundant.

Location:	Carshalton
Ward:	The Wrythe
Site Area:	0.7 Hectares
Current Land Use:	Industry and Gas Holder
Ownership:	Private
PTAL:	Level 3
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is located near the Wrythe Green local centre on a significant “B” road. It is bounded by terraced housing to the north-east and east. There are larger residential units to the west and south. The site also adjoins a surgery and school playing fields. The site is occupied by small business units to the west and north and a gasholder. The site is an Established Industrial Area.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Established Industrial Area; Site Allocation.

RELEVANT PLANNING HISTORY

Planning permission (C2000/46033) for the storage of natural gas.

INDUSTRY

Any development scheme should pay particular regard to:

- Ensuring development is suitable for modern employment purposes
- Encouraging the development of small businesses and business start-ups
- Remediating the Gas Holder section of the site of contamination when it becomes vacant
- Limiting vehicular access to Wrythe Lane and ensuring traffic flow on Wrythe Lane is not unduly affected by any increase in vehicular movements
- Providing high-quality environmental improvements to the Wrythe Lane frontage and improving the boundary treatments to the remainder of the site
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

Not applicable.

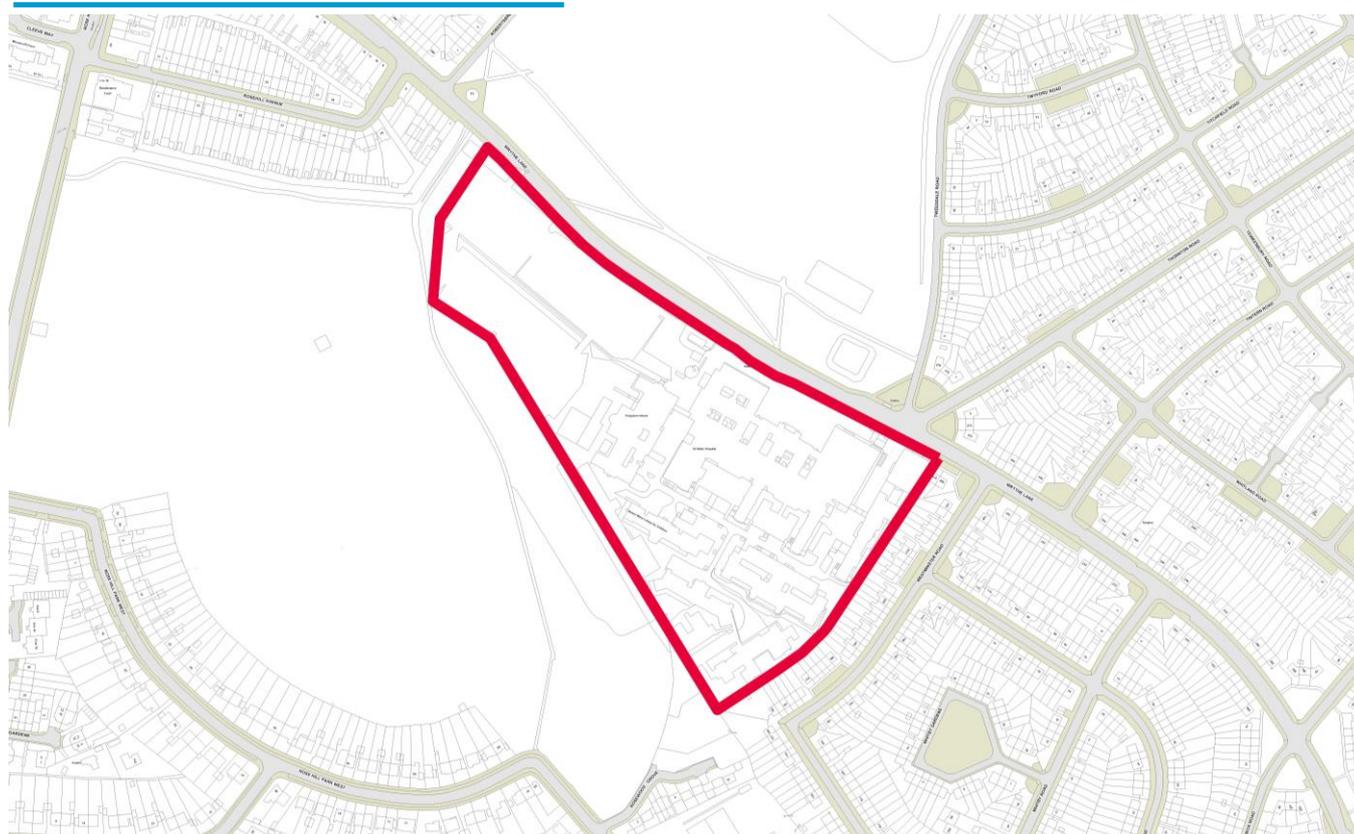
INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

The gas holder has now been decommissioned. However, the isolation and demolition of the holder, relocation of other operational equipment and remediation of the site is only likely to be funded from any proceeds of a development of the site.

Location:	Rosehill
Ward:	St Helier
Site Area:	5.8 Hectares
Current Land Use:	Health
Ownership:	Council with lease to NHS
PTAL:	Level 2
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on the edge of Rosehill District Centre, adjacent to Metropolitan Open Land, Urban Green Space, a Metropolitan Green Chain and a Site of Importance for Nature Conservation. The site is covered by a large hospital with buildings dating from various periods and auxiliary land uses related to the main hospital use, including substantial areas of car parking.

POLICIES MAP DESIGNATIONS

Area of Potential Intensification; Cycle Network; Decentralised Energy Opportunity Area; Proposed Tramlink Extension; Site Allocation. Adjacent to Green Chain, Metropolitan Open Land, Public Open Space and Wandle Valley Regional Park.

RELEVANT PLANNING HISTORY

Outline planning permission (C2009/62093) granted for the demolition of Ferguson House and the erection of a new building of 24,000 sqm to provide replacement hospital wards, out-patients accommodation and a local care centre for the PCT together with a separate multi-storey car park.

HEALTH

Any development scheme should pay particular regard to:

- The proposed extension of Tramlink to Sutton in the design and layout of the site
- Ensuring adequate healthcare is readily available to residents of the borough during any phase of redevelopment
- Improving access for blue light, service and public traffic to and from Wrythe Lane
- Utilising car parking facilities more efficiently.
- The design of any redevelopment should respect the history of the development of the area and the existing main hospital building as a key element of the 1930s St Helier Estate.
- Respecting the integrity of the surrounding Metropolitan Open Land/Public Open Space
- Retaining the planting within and around the site, in particular the mature and protected trees
- Enabling connection to any planned decentralised energy network serving Hackbridge
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

Not applicable.

INDICATIVE NON-RESIDENTIAL CAPACITIES

Hospital and Health (D1): 24,000sqm – based on extant planning permission.

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council will continue to safeguard the site for health uses.

S56: WANDLE VALLEY TRADING ESTATE Goat Road / Mill Green Road, Hackbridge

Location:	Hackbridge
Ward:	Wandle Valley
Site Area:	2.6 Hectares
Current Land Use:	Industry
Ownership:	Private
PTAL:	Level 1a and 1b
Fluvial Flood Risk:	Zone 3



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SITE DESCRIPTION

The site lies on the northern edge of Beddington Corner. A branch of the River Wandle runs through the trading estate. The site is adjacent to three Listed Buildings to the east and to a Site of Importance for Nature Conservation (SINC) to the south. It has three vehicular access points from Mill Green Road. It is currently occupied by a number of different businesses. The site is located within the Hackbridge and Beddington Corner Neighbourhood Area.

POLICIES MAP DESIGNATIONS

Area of Special Local Character; Archaeological Priority Area; Area of Potential Intensification; Cycle; Decentralised Energy Opportunity Area; Industrial Area with Sites Suitable for Waste Facilities; Listed Building; Wandle Valley Regional Park; Site Allocation; Site of Interest for Nature Conservation. and Wandle Valley Regional Park.

RELEVANT PLANNING HISTORY

Planning application (C2013/68191) was granted in 2015 for demolition of industrial buildings and construction of 124 dwellings, 1,152 sqm of B1 employment units and open space. A subsequent application has been submitted.

MIXED USE: RESIDENTIAL, EMPLOYMENT and OPEN SPACE

Any development scheme should pay particular regard to:

- Planning permission C2013/68191
- Creating a publicly accessible green open space in Area A which will form part of the wider Wandle Trail and Wandle Valley Regional Park and improving access through the site
- Retaining a minimum of 1,152 sqm of the site for employment uses,
- Encouraging the development of small and medium-sized businesses
- Providing a high proportion of family housing
- Respecting the special character of the three “villas” adjacent to the site and the Listed Building “Riverside” which is within Site A and the adjacent Area of Special Local Character
- Respecting and enhancing the adjacent SINC
- Minimising flood risk on and off site
- Ensuring development both incorporates the required buffer strips to the river and enhances the riverside setting
- Improving public transport access in view of the site’s currently low PTAL
- Ensuring Area C is not served by vehicles from Wood Street
- Remediating the site of any contamination
- Providing high quality public realm improvements in and around the site
- Respecting the amenity of nearby residents in Wood Street
- Retaining the planting within and around the site, in particular the mature and protected trees
- Enabling connection to any planned decentralised energy network serving Hackbridge
- The site’s location within Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

124 net additional dwellings – Based on the extant planning permission

INDICATIVE NON-RESIDENTIAL CAPACITIES

Employment (B1): 1,152 sqm

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The landowner has begun to implement the planning permission.

S57: MILL GREEN BUSINESS PARK

Mill Green Road, Hackbridge

Location:	Hackbridge
Ward:	Wandle Valley
Site Area:	0.4 Hectares
Current Land Use:	Vacant Offices
Ownership:	Private
PTAL:	Level 1b
Fluvial Flood Risk:	Zone 3



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SITE DESCRIPTION

The site is a three storey U-shaped office building located on the southern side of Mill Green Road. To the west of the site is the Wandle Valley Trading Estate Site Allocation (S56), and is adjoined to the south by allotments. To the east of the site lie residential dwellings. The site lies in an area at risk of flooding and is adjacent to three listed villas. The site has prior approval for residential conversion so industrial development is unlikely to be a possibility. The site is located within the Hackbridge and Beddington Corner Neighbourhood Planning Area.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Decentralised Energy Opportunity Area; Adjacent to Area of Special Local Character, Listed Buildings, Wandle Valley Regional Park, Site Allocation, Site of Interest for Nature Conservation.

RELEVANT PLANNING HISTORY

Prior approval (C2014/70678) was granted for the conversion of the office to 48 flats. A subsequent planning application (C2016/75186) was submitted in 2016 for infill and extension to provide additional flats (currently undetermined).

RESIDENTIAL

Any development scheme should pay particular regard to:

- Respecting the special character of the three “villas” adjacent to the site
- Respecting and enhancing the adjacent SINC
- Minimising flood risk on and off site
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Providing a mix of residential unit sizes
- Ensuring development both incorporates the required buffer strips to the river and enhances the riverside setting
- Improving public transport access in view of the site’s currently low PTAL
- Providing high quality public realm improvements in and around the site
- Respecting the amenity of nearby residents in Wood Street
- Ensuring that traffic flow to Mill Green Road is not unduly affected
- Enabling connection to any planned decentralised energy network serving Hackbridge
- The site’s location within a Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

48 net additional dwellings – Based on the extant planning permission

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The landowner has begun to implement the prior approval and have submitted an application for additional units.

Location: Sutton
Ward: Sutton West
Site Area: 2.4 Hectares
Current Land Use: Football Ground and Car Park
Ownership: Council (with Private Lease)
PTAL: Level 2
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site lies to the north-west of Sutton Town Centre. It is located within the Collingwood Recreation Ground and is bounded by a railway line to the south. The site comprises a football ground with stands, a car park and unkempt areas around the stadium.

POLICIES MAP DESIGNATIONS

Decentralised Energy Opportunity Area; Urban Green Space; Site Allocation.

RELEVANT PLANNING HISTORY

Planning permission (B2015/71563) was granted for replacing the pitch with an artificial surface.

MIXED USE: SPORTS GROUND and COMMUNITY FACILITIES

Any development scheme should pay particular regard to:

- Ensuring any built development is located within the curtilage of the existing football ground and, where possible, limit impact on the Urban Green Space
- Ensuring any new built development does not detract from the openness of the recreation ground
- Restricting vehicular access to Gander Green Lane only
- Assessing the impact of possible increased traffic movements and implementing traffic improvement measures where necessary
- Protecting the biodiversity of the neighbouring Site of Importance for Nature Conservation (the Sutton to St Helier Railway Line)
- Enhancing the recreational facilities of Collingwood Recreation Ground
- Enabling connection to any planned decentralised energy network serving Sutton Town Centre
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

Not Applicable.

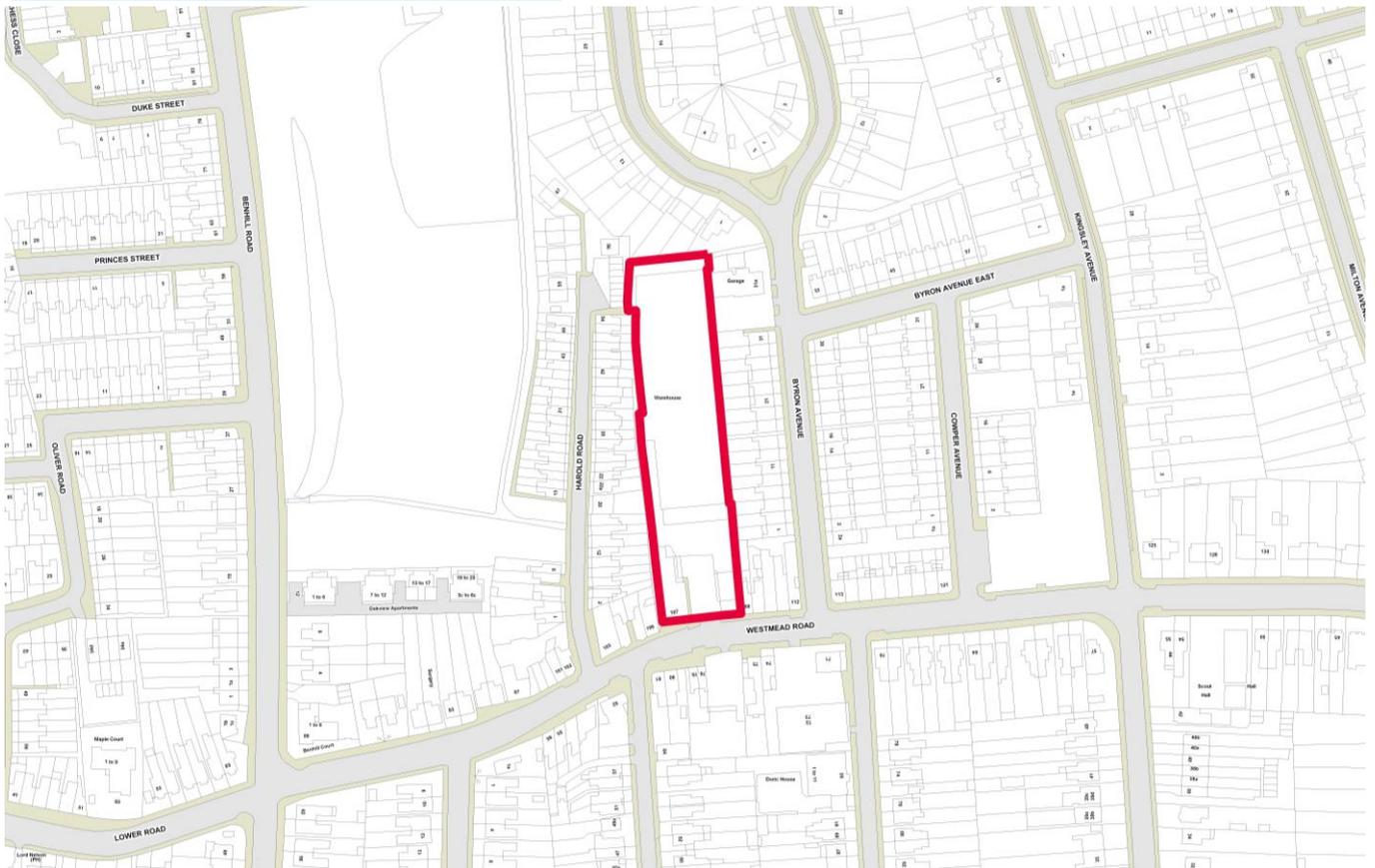
INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The Sutton United Supporters' Trust proposes have ambitions to redevelop the northern stand (alongside the recreation ground) to provide a low-level stand for match spectators with changing rooms/other community facilities serving and facing the recreation ground, as well as re-laying the existing Collingwood Recreation Ground pitches for public use. In addition, there is scope to develop the eastern stand to provide improved match-day facilities for football spectators, indoor sports provision and, possibly, a community meeting hall.

Location:	Carshalton
Ward:	Carshalton Central
Site Area:	0.46 Hectares
Current Land Use:	Storage
Ownership:	Private
PTAL:	Level 2
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located to the east of Sutton Town Centre, fronting Westmead Road Local Centre and within an established residential area. The site has a largely open frontage to Westmead Road and is currently a self-storage facility. It is bounded by housing on three sides.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Site Allocation.

RELEVANT PLANNING HISTORY

Planning application (C2011/64918) was granted for 30 houses and retail, subject to the signing of a Section 106 which is still outstanding.

Site 'S61 Land to the Rear of 107 Westmead Road' allocated for:

MIXED USE: RESIDENTIAL and RETAIL

Any development scheme should pay particular regard to:

- Providing an active frontage on Westmead Road with retail and/or other town centre uses to strengthen the vitality and viability of the local centre
- Ensuring safe access to the site from Westmead Road
- Ensuring traffic flow on Westmead Road is not unduly affected by any increase in vehicular movements
- Providing appropriate circulation within the site
- Providing a mix of dwellings, including family sized units
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

30 net additional dwellings – Based on the latest planning application

INDICATIVE NON-RESIDENTIAL CAPACITIES

Retail (A1 or other town centre uses): 200 sqm

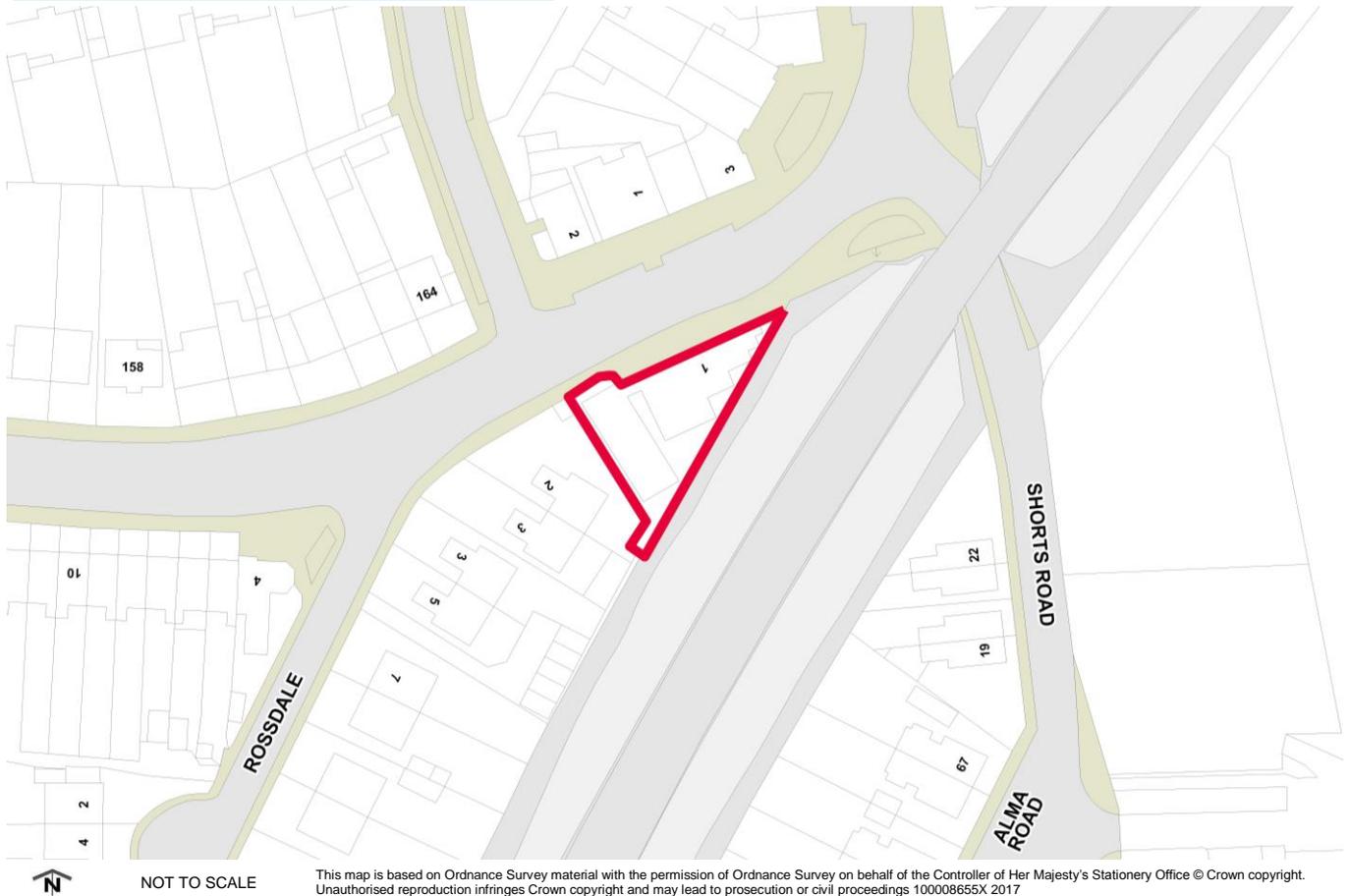
INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

Whilst the previous permission was never granted as a Section 106 agreement was not signed, the council agreed that the scheme was acceptable at Development Control Committee. The landowners intended to move to a new built premises on the Oldfields Road Trading Estate, which has recently completed. As such the council understands that the landowners will look to progress redevelopment of this site.

Location: Carshalton
Ward: Carshalton Central
Site Area: 0.04 Hectares
Current Land Use: Offices
Ownership: Private
PTAL: Level 2
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site currently comprises of a two storey office block. It forms a triangular shape located between Westmead Road and the railway line which runs directly behind the site. Immediately adjacent to the site is 2 Westmead Road which is a semi-detached property containing two flats. The site is located within a Local Centre.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Green Corridor; Site Allocation.

RELEVANT PLANNING HISTORY

Prior approval (C2013/68319) was granted in 2013 for the conversion of the offices to 10 flats which has not yet been implemented.

Site 'S62 Allen House' allocated for:

MIXED USE: RESIDENTIAL and TOWN CENTRE USES

Any development scheme should pay particular regard to:

- Providing an active frontage on Westmead Road with retail and/or other town centre uses to strengthen the vitality and viability of the local centre
- Ensuring safe access to the site from Westmead Road
- Ensuring traffic flow on Westmead Road is not unduly affected by any increase in vehicular movements
- Ensuring the new façade of the building creates an attractive environment that enhances the appearance of the area
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

10 net additional dwellings – Based on the prior approval

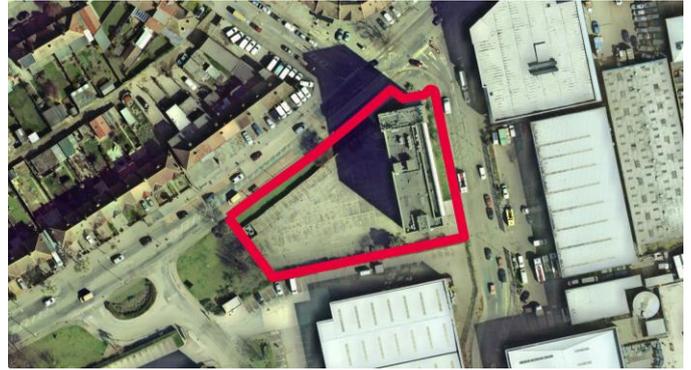
INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

The landowners have indicated to the council that the redevelopment of the site will be implemented.

Location:	Beddington
Ward:	Beddington South
Site Area:	0.34 Hectares
Current Land Use:	Offices
Ownership:	Private
PTAL:	Level 3
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located within a Strategic Industrial Location on the southern side of Stafford Road at its junction with Kings Way. It is occupied by a nine-storey office building with associated surface level car parking, servicing and landscaped areas. The southern side of Stafford Road around the site comprises a series of industrial buildings that form part of the Imperial Way Strategic Industrial Location. The northern side of Stafford Road is more domestic in character comprising two-storey buildings in the form of terraced residential units and a local shopping parade.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Strategic Industrial Location; Site Allocation.

RELEVANT PLANNING HISTORY

Prior approval (D2013/68107) was granted in 2013 for the conversion of the offices to 87 flats which is being implemented.

RESIDENTIAL

Any development scheme should pay particular regard to:

- Achieving a high-quality redevelopment in design terms on a prominent corner site
- Undertaking significant public realm improvements on and around the site
- Providing flatted accommodation with sufficient amenity space and other appropriate facilities for residents
- Ensuring safe access to the site from Stafford Road
- Ensuring traffic flow on Stafford Road is not unduly affected by any increase in vehicular movements
- Ensuring the new façade of the building creates an attractive environment that enhances the appearance of the area
- Designing the residential units to minimise the effect of traffic noise on residents
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

87 net additional dwellings – Based on the prior approval

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The prior approval is now being implemented.

S66: GARAGES AT RADCLIFFE GARDENS

Radcliffe Gardens, Carshalton Beeches

Location:	Carshalton Beeches
Ward:	Carshalton South & Clockhouse
Site Area:	0.11 Hectares
Current Land Use:	Garages
Ownership:	Council
PTAL:	Level 2
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The site is occupied by garages. To the west of the site is the Barrow Hedges Primary School. To the south of the site are residential flats, to which the garages belong, and residential dwelling houses to the east. There are a number of mature trees in the locality. The character of the area is low density residential dwellings.

POLICIES MAP DESIGNATIONS

Adjacent to Urban Green Space; Site Allocation; Site of Interest for Nature Conservation.

RELEVANT PLANNING HISTORY

None.

Site 'S66 Garages at Radcliffe Gardens' allocated for:

RESIDENTIAL

Any development scheme should pay particular regard to:

- Providing residential dwellings that respect the height and density of the surrounding residential areas
- Retaining the planting within and around the site, in particular the mature trees
- Ensuring traffic flow on Radcliffe Gardens is not unduly affected by any increase in vehicular movements
- The site's location within a Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

10 net additional dwellings – Based on the London Plan Density Matrix Setting of Suburban 40 – 80 u/ha

INDICATIVE PHASING

Phase 2: April 2021 to March 2026

DELIVERY MECHANISM

The council is the landowner and intends to bring forward the site for redevelopment within the plan period.

S67: RICHMOND GREEN

Richmond Green, Beddington

Location:	Beddington
Ward:	Beddington North
Site Area:	0.48 Hectares
Current Land Use:	Residential
Ownership:	Council
PTAL:	Level 1a
Fluvial Flood Risk:	Zone 2 and 3a



SITE DESCRIPTION

The site is occupied by bungalows in the Beddington Village Conservation Area. The area is predominately residential in character, with the River Wandle to the south of the site. Major subsidence issues have been identified in the existing bungalows that are beyond reasonable economic repair. Planning permission has recently been granted for comprehensive redevelopment for 100% affordable housing.

POLICIES MAP DESIGNATIONS

Archaeological Priority Areas, Areas at Risk of Flooding, Conservation Area, Green Corridor; Site Allocation. Adjacent to a Site of Interest for Nature Conservation.

RELEVANT PLANNING HISTORY

Planning permission (D2016/73695) was granted for the demolition of the existing bungalows and the erection of 21 council houses.

RESIDENTIAL

Any development scheme should pay particular regard to:

- Planning permission (D2016/73695) was granted for the erection of 21 council houses.
- Providing residential dwellings that respect the height and density of the surrounding residential areas
- Providing high quality design that respects the setting and character of the adjacent Conservation Area and Listed Building
- Respecting the amenity of nearby residents
- Ensuring Retaining the planting within and around the site
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

Zero units – The redevelopment will not yield additional residential units

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

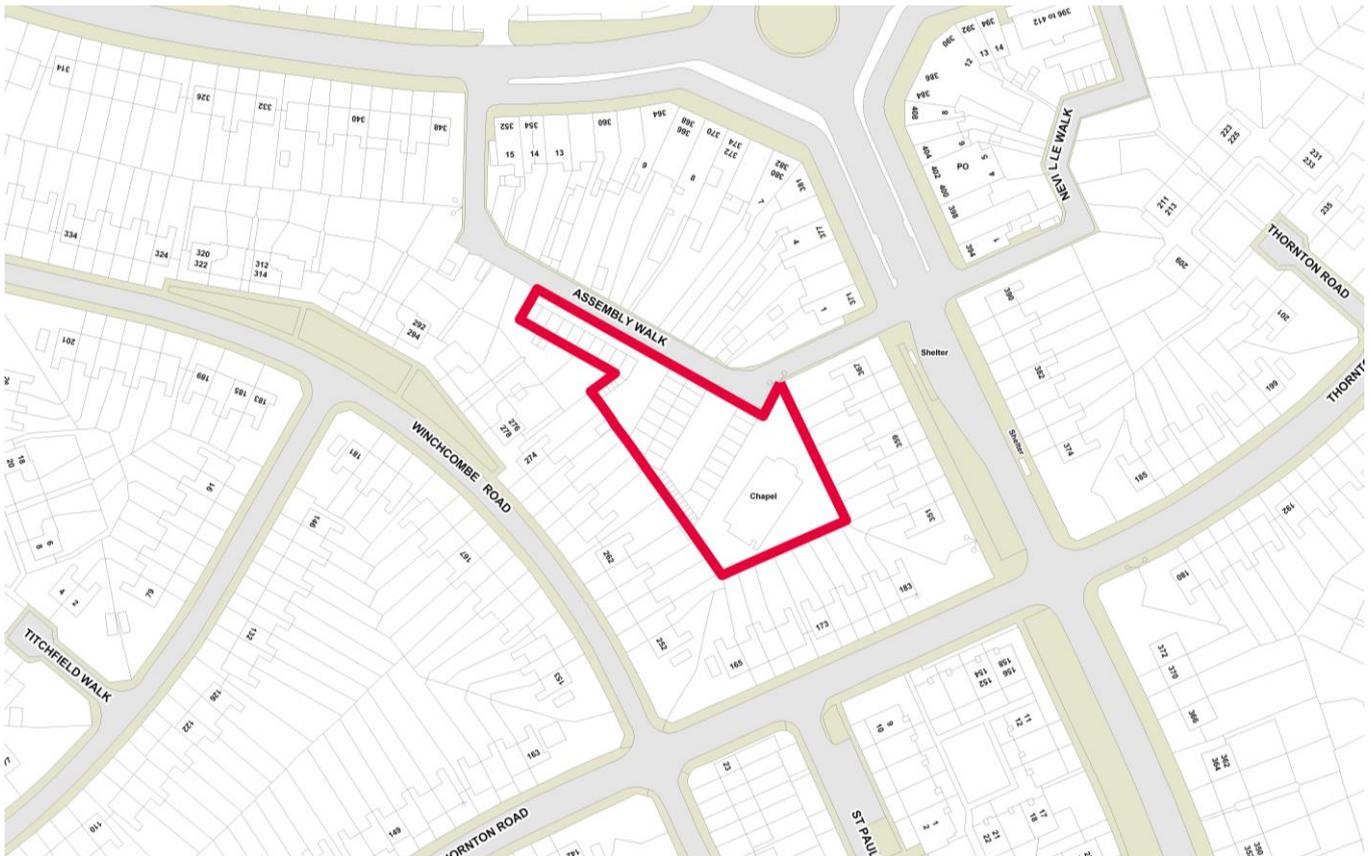
DELIVERY MECHANISM

The council is the landowner and intends to bring forward the site for redevelopment within the Plan period.

S68: ASSEMBLY WALK

Off of Green Wrythe Lane, Carshalton

Location:	Carshalton
Ward:	St Helier
Site Area:	0.21 Hectares
Current Land Use:	Garages and Former Chapel
Ownership:	Council
PTAL:	Level 2
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located to the south of the Middleton Circle Local Centre and is currently occupied by residential garages and a former chapel currently used as a nursery. The site is bound by residential gardens. The character of the area is predominately residential, with the exception of the local centre. The site is located within an Area of Special Local Character.

POLICIES MAP DESIGNATIONS

Area of Special Local Character; Site Allocation.

RELEVANT PLANNING HISTORY

Planning permission (C2001/47993) was granted a two-storey rear extension to the chapel.

Site 'S68 Assembly Walk' allocated for:

(i) RESIDENTIAL or (ii) RESIDENTIAL and COMMUNITY

Any development scheme should pay particular regard to:

- Providing residential dwellings that respect the height and density of the surrounding residential areas
- Ensuring car parking arrangements are unobtrusive
- Retaining or re-providing community facilities on the site if required
- Respecting the amenity of nearby residents
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

10 units – Based on the London Plan Density Matrix Setting of Suburban 40 – 80 u/ha

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council is the landowner and intends to bring forward the site for redevelopment within the Plan period.

Location:	The Wrythe
Ward:	The Wrythe
Site Area:	0.35 Hectares
Current Land Use:	Vacant Youth Centre
Ownership:	Council
PTAL:	Level 2
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on Fellowes Road and is occupied by a former youth centre and a sport court that is now vacant. The area is predominately residential in character with the Muschamp Primary School located to the rear of the hardstanding court in the north and allotments to the south. The site is bounded by terraced houses and maisonettes. There are large allotments located to the south-east of the site.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Site Allocation. Adjacent to Urban Green Space.

RELEVANT PLANNING HISTORY

Planning permission (C2016/73686) was granted for the demolition of the vacant youth centre and erection of 15 houses (100% affordable).

RESIDENTIAL

Any development scheme should pay particular regard to:

- Planning permission C2016/73696 for the erection of 15 dwellings
- Providing high quality residential dwellings that respect the low-rise nature of the surrounding residential developments
- Retaining the planting to the north of the site on the boundary with Muschamp Primary School
- Ensuring traffic flow on Fellowes Road is not unduly affected
- Respecting the amenity of nearby residents
- Designing residential units to prevent undue overlooking of Muschamp Primary School
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

15 net additional dwellings – Based on extant planning permission

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council is the landowner and intends to bring forward the site for redevelopment within the plan period now it has planning permission.

S71: CAMPERDOWN HOUSE

2a Hawthorn Road, Wallington

Location:	Wallington
Ward:	Wallington South
Site Area:	0.13 Hectares
Current Land Use:	Residential
Ownership:	Private
PTAL:	Level 4
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on Hawthorn Road, Wallington, just to the south of the District Centre. The site is occupied by shared housing with support for people with learning disabilities. The western part of the site is under construction for additional flats for people with learning difficulties. The predominant character of the area is residential.

POLICIES MAP DESIGNATIONS

Area of Potential Intensification; Site Allocation.

RELEVANT PLANNING HISTORY

Planning permission (D2014/69920) was granted in 2014 for the demolition of existing resource centre and construction of 12 self contained flats. This scheme has been implemented.

RESIDENTIAL

Any development scheme should pay particular regard to:

- Providing high quality residential dwellings that respect the character of the surrounding residential developments
- Retaining the planting within and around the site, particularly any mature trees
- Ensuring traffic flow on Hawthorn Road is not unduly affected
- Respecting the amenity of nearby residents
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

12 net additional dwellings – Based on extant planning permission

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

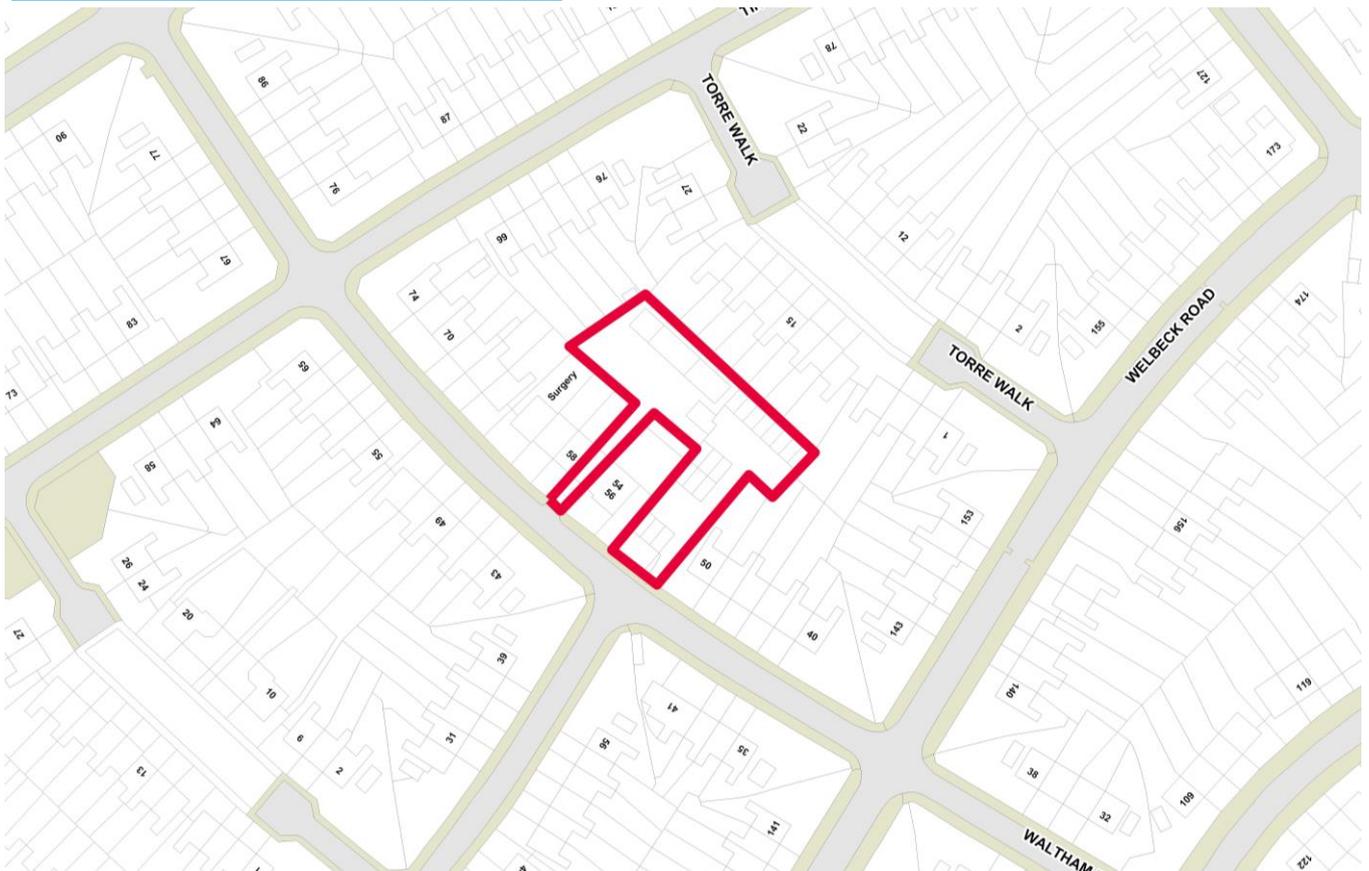
DELIVERY MECHANISM

The landowner has indicated they intend to bring forward a 'Phase 2' development of the site for additional residential dwellings.

S72: WALTHAM ROAD DEPOT

Waltham Road, The Wrythe

Location: The Wrythe
Ward: The Wrythe
Site Area: 0.12 Hectares
Current Land Use: Former Depot & Garages
Ownership: Council
PTAL: Level 2
Fluvial Flood Risk: Zone 1



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SITE DESCRIPTION

The site is located to the rear of Waltham Road, comprising a former council depot and residential garages. The area surrounding the site is wholly residential in character.

POLICIES MAP DESIGNATIONS

Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'S72 Waltham Road Depot' allocated for:

RESIDENTIAL

Any development scheme should pay particular regard to:

- Providing high quality residential dwellings that respect the character and density of the surrounding residential developments
- Respecting the amenity of nearby residents
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

6 units – Assuming a developable area of 0.105 ha and based on the London Plan Density Matrix Setting of Suburban 40 – 80 u/ha

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

The council is the landowner and intends to bring forward the site for redevelopment

Location:	Beddington
Ward:	Beddington North
Site Area:	4.4 Hectares
Current Land Use:	Metropolitan Open Land
Ownership:	Private
PTAL:	Level 1b
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located to the west of Beddington Lane adjacent to the Coomber Way roundabout. An access road to the Energy Recovery Facility is under construction in the southern part of the site. To the east of the site is the Beddington Strategic Industrial Location. To the immediate north and south of the site lies land safeguarded for the Wandle Valley Regional Park.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Metropolitan Green Chain; Site Allocation; Site of Importance for Nature Conservation.

RELEVANT PLANNING HISTORY

None.

Site 'S76 Land West of Beddington Lane' is allocated for:

INDUSTRY

Any development scheme should pay particular regard to:

- Providing high quality industrial premises falling within B1(b)(c), B2 or B8 uses class
- Providing high-quality environmental improvements to the Beddington Lane frontage and providing sensitive boundary treatments to minimise the impact on the adjacent Wandle Valley Regional Park
- Respecting and enhancing the adjacent Site of Importance for Nature Conservation
- Site allocation S100 'Beddington Lane Road Improvement Scheme'
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

Not applicable

INDICATIVE NON-RESIDENTIAL CAPACITIES

B1(b)(c), B2 or B8: 17,600sqm (based on a plot ratio of 40%)

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council understands that the landowners intend to bring forward the site for industrial development.

S81: 57 MONTAGU GARDENS

Montagu Gardens / Rectory Lane, Wallington

Location:	Wallington
Ward:	Wallington North
Site Area:	0.16 Hectares
Current Land Use:	Former Council Office
Ownership:	Council
PTAL:	Level 1b
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

57 Montagu Gardens, 1930s former children's home located in Wallington, most recently used by the council as a centre for the Youth Offender team. The site is located on a spacious corner plot at the junction of Montagu Road and Rectory Lane adjacent to the Bute Road Estate Area of Special Local Character. The area is residential in character.

POLICIES MAP DESIGNATIONS

Site Allocation. Adjacent to an Area of Special Local Character

RELEVANT PLANNING HISTORY

Planning permission (D2014/70119) was granted permission in 2014 for conversion of the premises to 13 flats.

Site 'S81 57 Montagu Gardens' allocated for:

RESIDENTIAL

Any development scheme should pay particular regard to:

- Planning permission D2014/70119 for conversion to 13 flats
- Providing high quality residential dwellings that respect the character and density of the surrounding residential developments
- Providing high quality design that respects the setting and character of the adjacent Area of Special Local Character
- Respecting the amenity of nearby residents
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

13 net additional dwellings – Based on the extant planning permission

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The site has planning permission and will be implemented. The scheme is expect to complete in 2016-17.

S84: GRACE COURT

138 Brighton Road / Homeland Drive, Belmont

Location:	Belmont
Ward:	Belmont
Site Area:	0.28 Hectares
Current Land Use:	Sheltered Housing
Ownership:	Housing Association
PTAL:	Level 2
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is at the junction of Brighton Road and Homeland Drive in a residential area south of Sutton Town Centre. The existing block forms a horse shoe around a garden to lawn with some mature trees. There are also mature trees on adjacent plots to the north and west boundaries as well as a line of mature trees shielding the site from Brighton Road on the eastern boundary with Sutton Lodge a Grade II listed building lying to the south-east.

POLICIES MAP DESIGNATIONS

Site Allocation; Adjacent to a Listed Building.

RELEVANT PLANNING HISTORY

Planning permission (B2015/71623) was granted in 2015 for the demolition of existing buildings and the erection of 50 sheltered housing units.

RESIDENTIAL

Any development scheme should pay particular regard to:

- Planning permission B2015/71623
- Providing high quality residential dwellings that respect the character and density of the surrounding residential developments
- Providing high quality design that respects the setting and character of the adjacent Listed Building
- Respecting the amenity of nearby residents
- Protecting land for Tramlink along the Brighton Road frontage
- Ensuring traffic flow on Brighton Road is not unduly affected any increase in vehicular movements
- Retaining the planting within and around the site, in particular the mature and protected trees
- The site's location within a Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

50 net additional dwellings – Based on the extant planning permission

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The site has planning permission and will be implemented. The scheme is expect to complete in 2017-18

Location:	Belmont
Ward:	Belmont
Site Area:	0.52 Hectares
Current Land Use:	Former Hospital
Ownership:	NHS
PTAL:	Level 1b
Fluvial Flood Risk:	Zone 1



SITE DESCRIPTION

The application site is situated within a corner location enclosed by Kingswood Drive to the east and Homeland Drive and Moore Way to the south. Sinclair Drive and Courtenay Avenue are located to the north and west of the site. The site comprises Henderson Hospital which was previously in by NHS Trust. The area is predominantly residential in character containing a mixture of flats, terraced, detached and semi-detached dwellings.

POLICIES MAP DESIGNATIONS

Site Allocation.

RELEVANT PLANNING HISTORY

Planning permission (B2013/68157) was granted in 2014 for the demolition of the former hospital building and erection of a GP practice (1,549 sqm) and 9 houses. The 9 houses have now been built.

Site 'S85 Former Henderson Hospital' allocated for:

(i) HEALTH or (ii) HEALTH and RESIDENTIAL

Any development scheme should pay particular regard to:

- Planning permission B2013/68157 for the doctor's surgery
- Providing a GP practice on the site
- High quality residential dwellings that respect the character and density of the surrounding residential developments
- Providing high quality design that respects the setting and character of the area
- Respecting the amenity of nearby residents
- Ensuring traffic flow on Homeland Drive is not unduly affected any increase in vehicular movements
- Retaining the planting within and around the site, in particular the mature and protected trees
- The site's location within a Critical Drainage Area and the need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

4 net additional dwellings – Based on a developable area of 0.06 and the London Plan Density Matrix Setting of Suburban 40 – 80 u/ha

INDICATIVE NON-RESIDENTIAL CAPACITIES

Doctor's Surgery (D1): 1,549 sqm

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The landowners have implemented the residential element of planning permission B2013/68157. The council understands that the Clinical Commissioning Group is preparing a revised scheme for a smaller surgery and additional residential dwellings.

Location:	Carshalton
Ward:	Carshalton Central
Site Area:	0.93 Hectares
Current Land Use:	Open Space
Ownership:	Council
PTAL:	Level 2 and 3
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located adjacent to Carshalton Athletic Football Ground to the north of Colston Avenue, Carshalton. To the west of the site are residential properties on Meadow Crescent. To the south are allotments. The site is occupied by a number of trees and vegetation. There is a small footpath that runs along the south of the football ground from Colston Avenue. A small section of the southern part of the land is now being used as a community allotment space.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Urban Green Space; Site Allocation. Adjacent to Public Open Space

RELEVANT PLANNING HISTORY

None.

Site 'S90 Land to the West of Carshalton Athletic' allocated for:

ALLOTMENTS

.....
The creation of allotments should pay particular regard to:

- The retention of any protected trees
 - Protecting the amenity of nearby residents
-

INDICATIVE HOUSING CAPACITY

Not applicable

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable

INDICATIVE PHASING

Phase 3: April 2026 to March 2031

DELIVERY MECHANISM

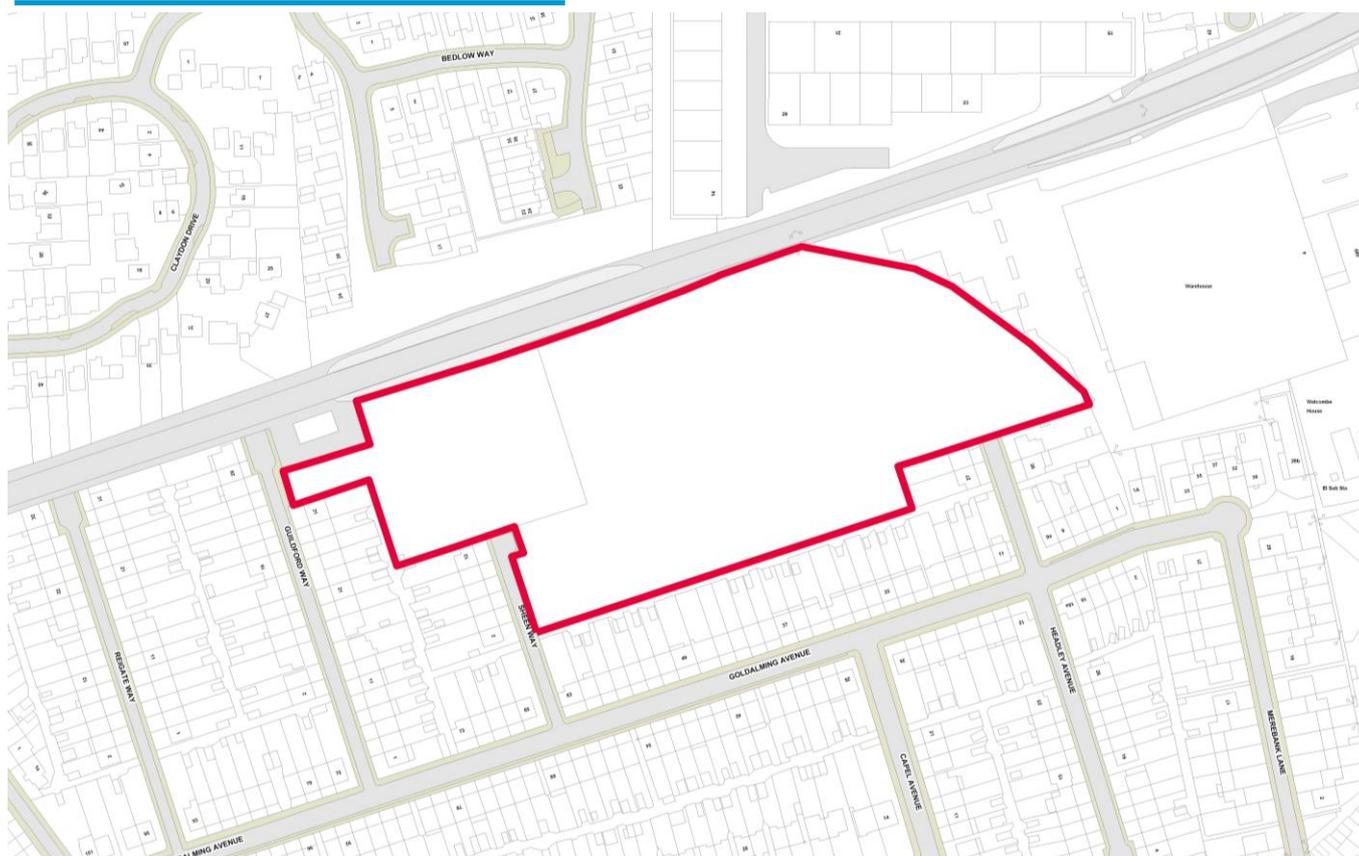
The council is the landowner and intends to bring the site forward for allotments at the end of the plan period.

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S97: FORMER PLAYING FIELDS

Sheen Way, Wallington

Location:	Wallington
Ward:	Beddington North
Site Area:	2.5 Hectares
Current Land Use:	Vacant land with de facto public access
Ownership:	Council
PTAL:	Level 1b and 2
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located on the eastern boundary of the borough, adjacent to an industrial area in Croydon. The site is bounded by a railway to the north and is in a predominantly inter-war residential area. The site originally formed the playing fields for the former High View Secondary School and is now used in part by the Highview Primary School.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Green Corridor; Urban Green Space; Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'S97 Former Playing Fields' allocated for:

SPECIAL EDUCATION NEED SCHOOL and OPEN SPACE

Any development scheme should pay particular regard to:

- Providing a school for special educational needs (SEN)
- Retaining the remainder of the site for open space
- Ensuring the underground cabling and its safety corridor are kept free from all built development and private property in order to allow maintenance as necessary
- Ensuring that local school use for sport on part of the site is respected and its requirements are taken into account in designing the new park
- Ensuring traffic flow on the local roads network is not unduly affected
- Ensuring that the park is accessible from a number of points and is overlooked for the purposes of safety and security
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

Not applicable.

INDICATIVE NON-RESIDENTIAL CAPACITIES

SEN School (D1).

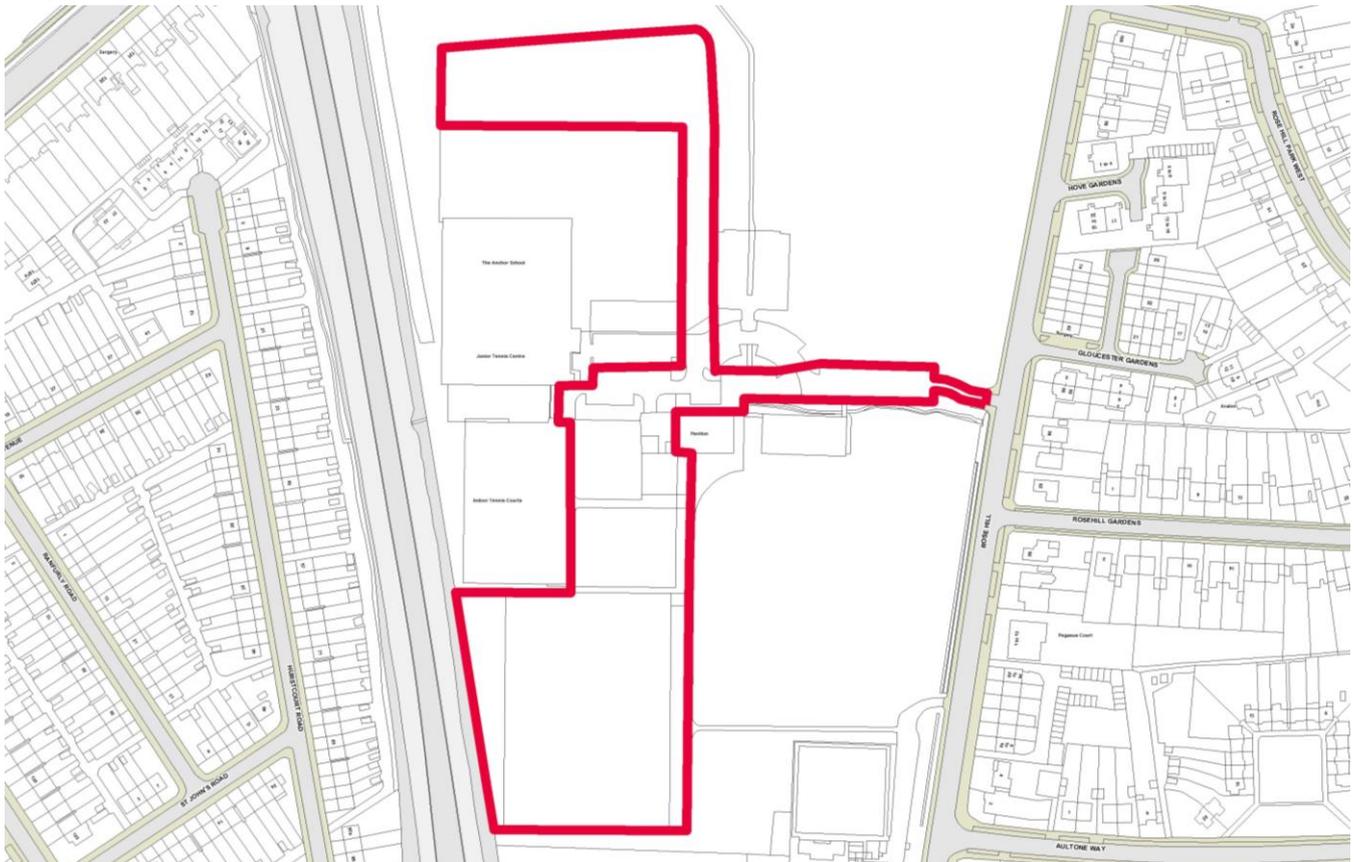
INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council intends to develop part of the site for an SEN school. The remainder of the land would be available for the local school use and public open space.

Location:	Rosehill
Ward:	Sutton North
Site Area:	2.6 Hectares
Current Land Use:	Tennis Centre and All Weather Pitch
Ownership:	Council / Private
PTAL:	Level 2
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is situated just north of Sutton Town Centre and south of Rosehill. The site is occupied by a tennis centre and an all weather pitch that is not currently used. To the south of the site is the 'orchard' and residential dwellings, to the west is the railway line. To the north of the site is the open space of Rosehill Recreation Ground. The site has vehicular access from Rose Hill.

POLICIES MAP DESIGNATIONS

Area at Risk of Flooding; Area of Potential Intensification; Decentralised Energy Opportunity Area; Metropolitan Green Chains; Metropolitan Open Land; Public Open Space; Site Allocation; Wandle Valley Regional Park.

RELEVANT PLANNING HISTORY

None.

SECONDARY SCHOOL, SIXTH FORM and SEN PROVISION

Any development scheme should pay particular regard to:

- Providing 8 forms of entry with a sixth form and some Special Education Need Provision
- Providing onsite sports facilities
- Providing high quality design that respects the open character of the adjacent open space
- Provision of hard and soft play areas and sports pitches
- Ensuring the traffic flow on Rose Hill is not unduly affected
- Improving vehicular access from Rose Hill and pedestrian access to the site
- Respecting the amenity of nearby residents
- Safeguarding and enhancing the nature conservation of the surrounding site
- Retaining the mature trees within and around the site
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

Not applicable.

INDICATIVE NON-RESIDENTIAL CAPACITIES

D1: 8 forms of entry with Sixth Form and SEN provision

INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The council is the head landowner and intends to bring forward a Secondary School on the site subject to discussions with the current leaseholders.

Location:	Woodcote
Ward:	Carshalton South & Clockhouse
Site Area:	0.58 Hectares
Current Land Use:	Open space
Ownership:	Council
PTAL:	Level 1a
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site is located immediately to the south of The Pasture's Gypsy and Traveller site in Carshalton South and Clockhouse. The site is vacant land located within the Green Belt and was former used as a Gypsy and Traveller site. The site is accessed directly from Carshalton Road. There is a public right of way located to the south and east of the site.

POLICIES MAP DESIGNATIONS

Site of Importance for Nature Conservation; Site Allocation. Adjacent to a Safeguarded Gypsy and Traveller.

RELEVANT PLANNING HISTORY

Planning permission (71/8430) was granted in 1973 for the conversion of the existing temporary Gypsy and Traveller into permanent site.

GYPSY AND TRAVELLER SITE

Any development scheme should pay particular regard to:

- Safeguarding and enhancing the nature conservation of the surrounding site
- Retaining the planting around the site, in particular any mature trees
- Providing a new vehicular access road with Carshalton Road
- Providing a new loop road within the site
- Ensuring traffic flow on Carshalton Road is not unduly affected
- Maintaining the integrity of the adjacent Public Right of Way
- The need to provide flood risk assessment and appropriate Sustainable Urban Drainage System measures

INDICATIVE HOUSING CAPACITY

9 net additional pitches

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

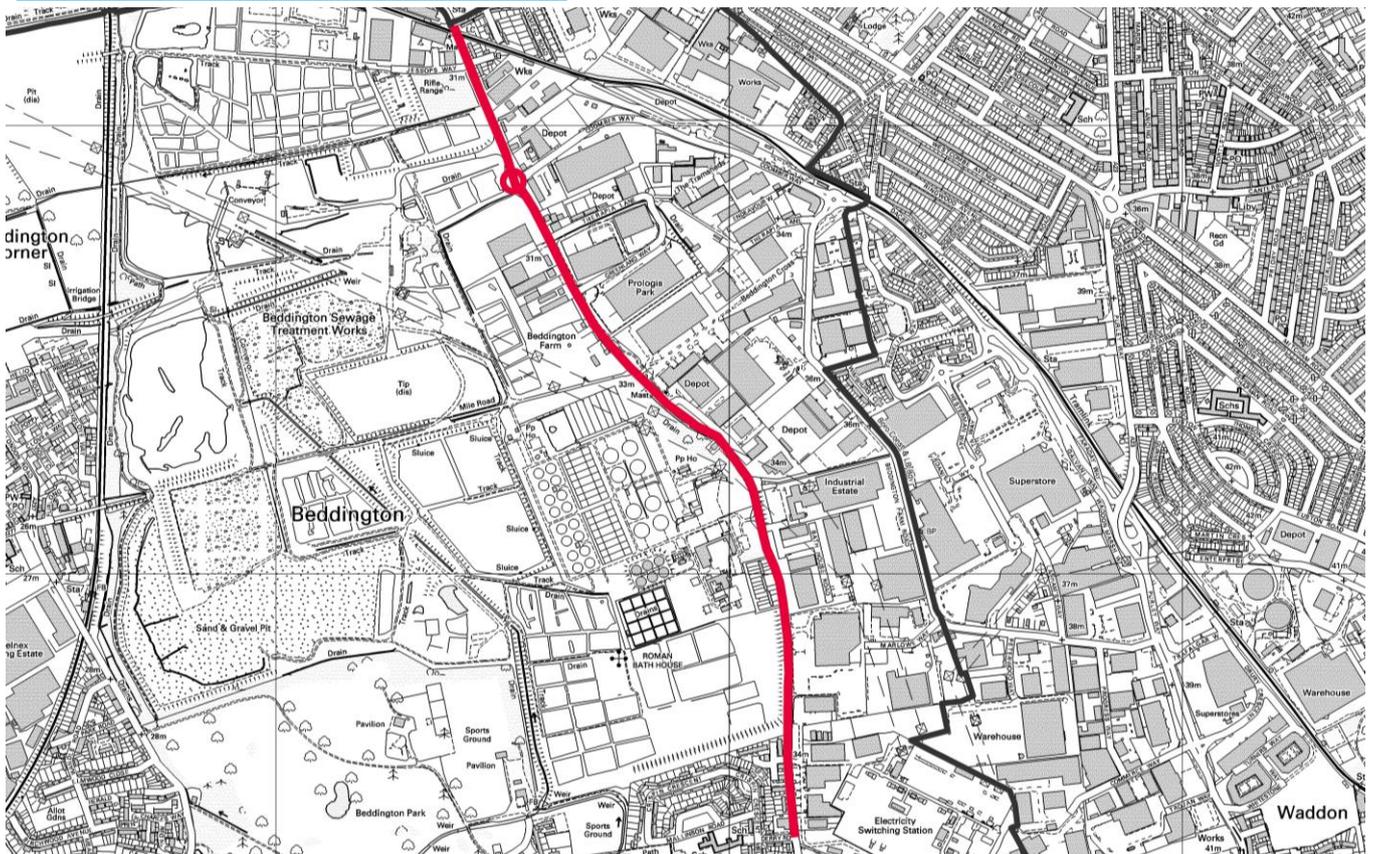
INDICATIVE PHASING

Phase 1: April 2016 to March 2021

DELIVERY MECHANISM

The land is owned by the council who intend to bring it forward for additional Gypsy and Traveller pitches in the first phase of the plan.

Location:	Beddington Lane
Ward:	Beddington North
Site Area:	Not Applicable
Current Land Use:	Road, Verge, Industry, Residential, Retail, Vacant Land
Ownership:	Council and Private
PTAL:	Level 1 and 2
Fluvial Flood Risk:	Zone 1, 2 and 3



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SITE DESCRIPTION

The development scheme involves Beddington Lane (B272) and adjacent land from the junction of Derry Road to the tram stop by Brookmead Road. Beddington Lane serves the Beddington Strategic Industrial Location.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Area at Risk of Flooding; Conservation Area; Strategic Industrial Location. Adjacent to a Site of Interest for Nature Conservation; Metropolitan Green Chain; Green Corridor; Metropolitan Open Land; Wandle Valley Regional Park.

RELEVANT PLANNING HISTORY

None.

Site 'S100 Beddington Lane Road Improvement Scheme' is allocated for:

A ROAD IMPROVEMENT SCHEME

Any scheme should pay particular regard to:

- Improving the safety and circulation of vehicular movements serving Beddington Lane Strategic Industrial Location
- Improving access to Beddington Lane Tram stop
- Improving bus stopping facilities
- Providing a safe and attractive environment including pedestrian crossing points and cycle routes
- Not attracting extraneous traffic in order to protect the Beddington Village Conservation Area

INDICATIVE HOUSING CAPACITY

Not applicable

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

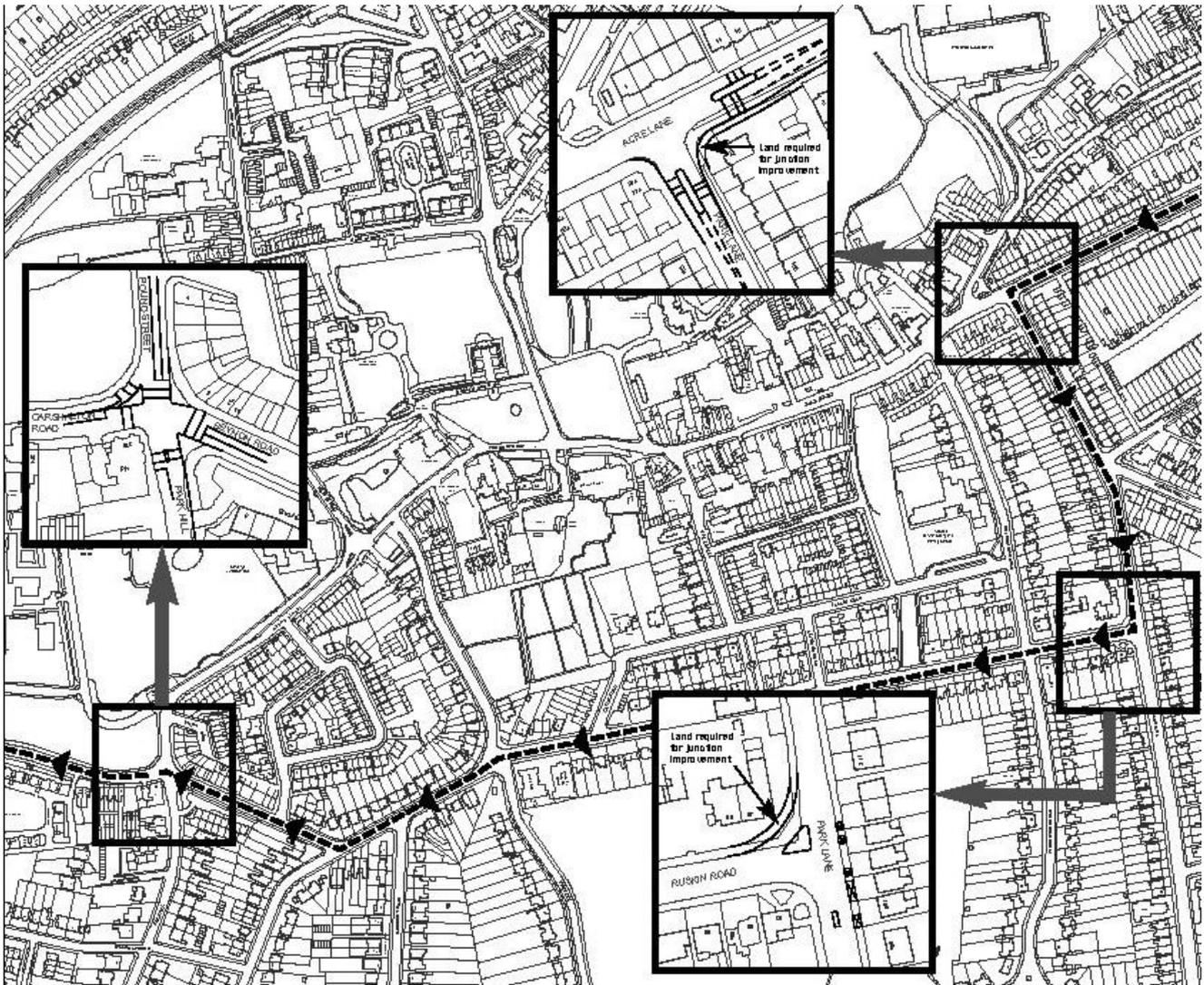
INDICATIVE PHASING

Phasing is subject to funding.

DELIVERY MECHANISM

In 2016 TFL awarded the council Major Scheme funding to address highways and place making issues in the Beddington Area. It was awarded £318K for 2016-17 for a feasibility and design phase. Implementation, with a budget of c.£3m is due to commence from 2017 to 2019. This implementation funding is subject to a successful 'STEP 2' submission, showing a detailed business case for the proposals, by the council to TfL.

Location:	Carshalton District Centre
Ward:	Carshalton Central
Site Area:	Not Applicable
Current Land Use:	Transport and Residential
Ownership:	Council and Private
PTAL:	Level 3
Fluvial Flood Risk:	Zone 1



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SITE DESCRIPTION

The site comprises three junctions in and around Carshalton District Centre which will provide an alternative route for heavy goods vehicles travelling through Carshalton. There will be landtake from the curtilages of two properties.

POLICIES MAP DESIGNATIONS

Archaeological Priority Area; Conservation Area; Site Allocation.

RELEVANT PLANNING HISTORY

None.

Site 'S101 Carshalton Traffic Management Scheme' is allocated for:

A TRAFFIC MANAGEMENT SCHEME

Any scheme should pay particular regard to:

- Introducing a traffic management scheme for Heavy Goods Vehicles (HGVs)
- Reducing the most serious conflicts around the pond area and in the narrower parts of the High Street and the Carshalton Village Conservation Area
- Diverting westbound HGVs using the A232 onto Park Lane, Ruskin Road, Carshalton Park Road and Beynon Road
- Carrying out minor improvements at the Acre Lane/Park Lane, Park Lane/Ruskin Road and Windsor Castle junctions
- Acquiring land on the south-eastern corner of the Acre Lane/Park Lane junction and on the north-west corner of Park Lane/Ruskin Road

INDICATIVE HOUSING CAPACITY

Not applicable

INDICATIVE NON-RESIDENTIAL CAPACITIES

Not applicable.

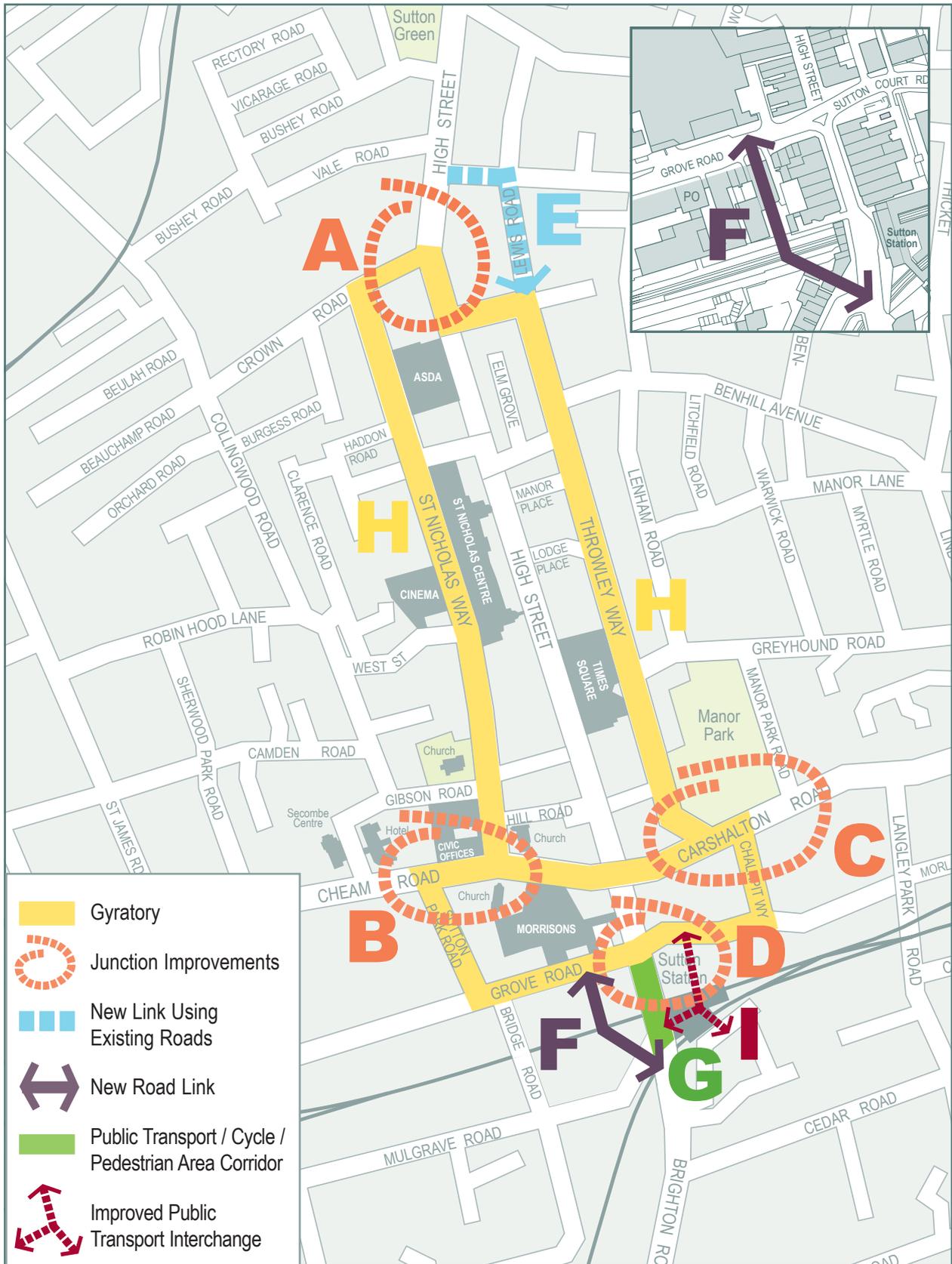
INDICATIVE PHASING

Phase 1-3: April 2016 to March 2031

DELIVERY MECHANISM

This is a long standing council scheme to divert westbound HGVs and involves safeguarding land at existing junctions. As the management of the A232 is a TfL responsibility it may look to address the traffic and safety issues in other ways. However, TfL currently has no funding for a scheme at this location. Therefore the council proposes to continue this safeguarding.

S102: SUTTON TOWN CENTRE TRANSPORT PROPOSALS



-  Gyratory
-  Junction Improvements
-  New Link Using Existing Roads
-  New Road Link
-  Public Transport / Cycle / Pedestrian Area Corridor
-  Improved Public Transport Interchange



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Site 'S102 Sutton Town Centre Transport Proposals' is allocated for:

TRANSPORT PROPOSAL

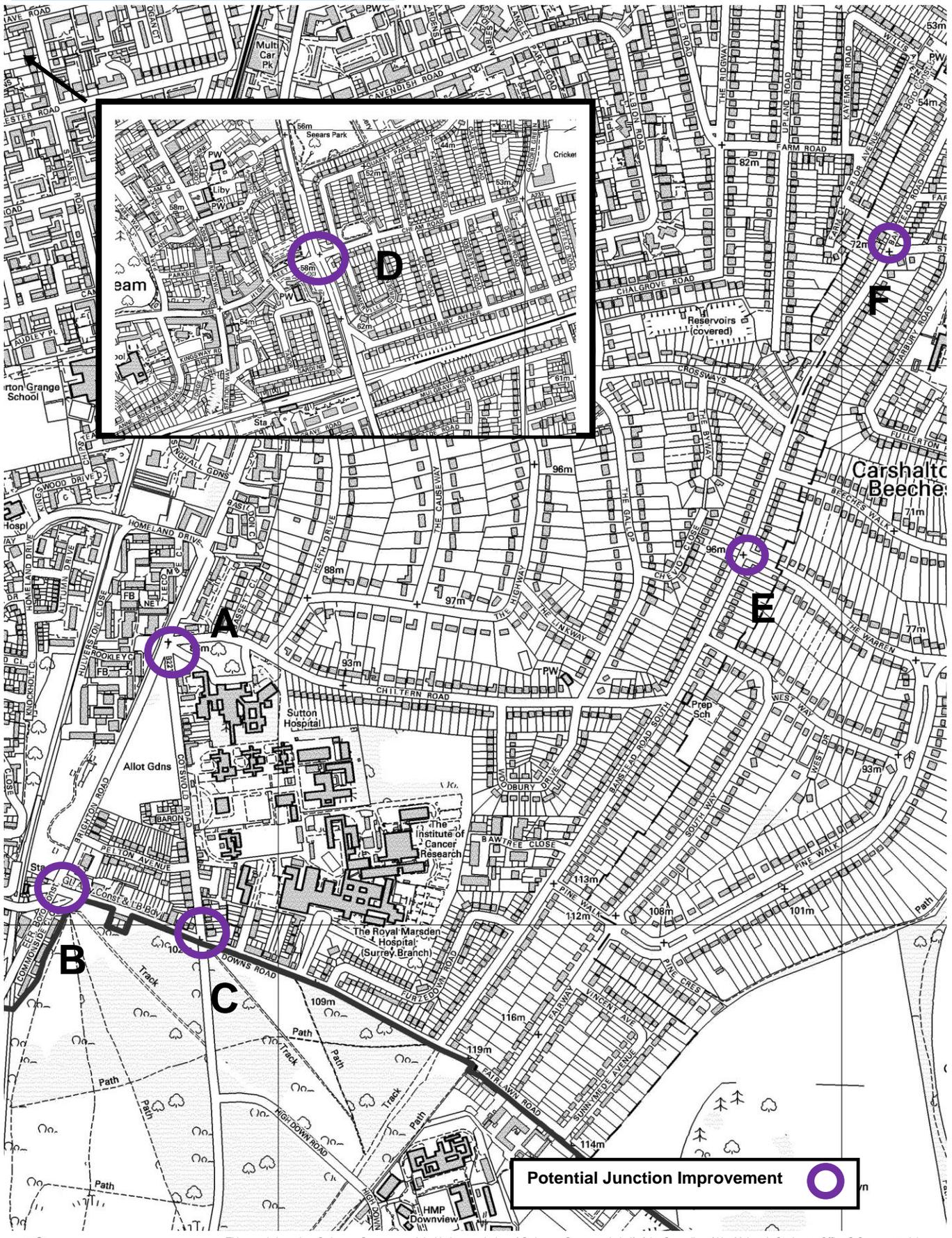
Any development scheme should pay particular regard to the need for the following highway proposals:

- The need for improvements at the following junctions arise from the AECOM Study (Sutton Town Centre Transport Options Appraisal Study, 2016) which assesses the transport improvements that are likely to be required to support future growth in Sutton Town Centre as set out in the Sutton town Centre Masterplan (2016) . A number of these junctions are likely to reach their capacity during the plan period:
 - A(i): High Street/Old Gasworks junction
 - B: Cheam Road (A232)/St Nicholas Way/Sutton Park Road
 - C: Throwley Way/Carshalton Road (A232)/Chalk Pit Way/ Manor Park Road

Further work will be required to assess the design, phasing and extent of land required to achieve these schemes.

- Other highway proposals within the town centre designed to assist vehicle movement, promote sustainable transport and improve the public realm:
 - A(ii): Crown Road/High Street junction improvements
 - D: Sutton Court Road (A232)/High Street junction improvements
 - Scheme E: a new link connecting the northern end of the High Street and Marshalls Road using Burnell Road and Lewis Road which may form part of the improvements required for Junction A
 - Scheme F: Construction of a new road link between Grove Road and the Brighton Road/ High Street junction to allow the southern end of the High Street to become a public transport/ pedestrian/ cycle corridor (see inset map). The implementation of this scheme is likely to reduce the need for improvements at Junction D.
 - Scheme G: The removal of general traffic and conversion to public transport/ pedestrian/ cycle corridor, subject to implementation of Scheme F.
 - Scheme H includes the enhancement of the gyratory to provide a more pedestrian and cycle friendly environment and to make a greater contribution to the public realm. The AECOM Study concluded that the conversion of the gyratory to two-way operation was not feasible. Transport for London support the retention of the one-way system as being more suitable for buses and any future tram operation.
 - Scheme I: Improved interchange between trains, buses and potentially trams as well as facilitating improved pedestrian/cycle access and circulation (see Site Allocation STC14).

The Council, working in conjunction with Transport for London, will be carrying out further work including traffic modelling to establish the need for and extent of highway works in the town centre. When considered with possible public transport improvements, it should enable the council to determine which proposals need to be taken forward over the plan period to improve the environment of Sutton Town Centre and to support further growth. Detailed proposals for any of these schemes would be subject to consultation with affected local residents and businesses to ensure any specific access or servicing requirements are taken into consideration.



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Site 'S107 London Cancer Hub Transport Proposals' is allocated for:

TRANSPORT PROPOSALS

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The council's highway consultants have identified that the implementation of the development proposals for the London Cancer Hub could give rise to the need of the following junction improvements within the borough during the Plan period:

- A: Brighton Road / Chiltern Road / Cotswold Road
- B: Brighton Road / Downs Road
- C: Cotswold Road / Downs Road
- D: Belmont Rise (A217) / Cheam Road (A232)
- E: Banstead Road South / The Warren
- F: Banstead Road South / Staplehurst Rd

The design of the above improvements, the land needed for the schemes and the delivery date will be dependent on the scale of development permitted on the site, the phasing of the development and the level of public transport infrastructure provided.

Details of highway improvement that could be required are set out in WSP's report 'London Cancer Hub Development Framework Transportation Report' which is based on the London Cancer Hub Development Framework and supporting documents.

In addition, a number of junction improvement may be required to junctions outside the Borough, including the junction of Belmont Rise (A217) and Brighton Road just north of the boundary with Surrey.

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Worcester Park



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Site 'S108 Worcester Park Transport Corridor' is allocated for:

TRANSPORT PROPOSALS

As many of the problems experienced in Worcester Park arise in relation to the transport corridor between the A3 at New Malden and North Cheam any solution needs to be developed in conjunction with Royal Borough of Kingston-upon-Thames and Transport for London.

In Worcester Park any scheme should seek to:

- Reduce congestion and improve air quality
- Improve bus movement and rationalise on-street parking and servicing
- Improve the environment of Central Road as a shopping street and place

CHAPTER FIVE: Glossary of Terms

Affordable Housing

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers as defined in section 80 of the Housing and Regeneration Act 2008, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Greater London Authority Housing and Land Directorate.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as 'low cost market' housing, may not be considered as affordable housing for planning purposes.

Agricultural Land

For the purposes of this document, agricultural land is defined as the Woodcote Green Belt, which is classified as Best and Most Versatile Land in the Agricultural Land Classification.

Air Quality Management Area (AQMA)

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines. The whole of the borough is designated an AQMA.

Area of Potential Intensification

Areas around town centres where the intensification of housing development may be appropriate.

Area of Special Local Character

Areas displaying good examples of the built environment. They are designated by the council, whereas Conservation Areas are designated nationally.

Article 4 Direction

A local planning regulation which withdraws automatic planning permission and means a planning application is required for development. The borough has three Article 4 Directions:

- (1) Sutton Garden Suburb, to protect its unique character.
- (2) Sutton Town Centre, for offices converting to residential uses.
- (3) A number of properties across the borough have permitted development rights withdrawn with regard to roof alterations.

Biodiversity

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

Blue infrastructure

Open bodies of water such as rivers, lakes, urban canals and ponds.

BREEAM (Building Research Establishment Environmental Assessment Method)

The BREEAM New Construction 2014 scheme is a sustainability standard applied to non-residential buildings. Can be specific to Schools, Offices, Retail and others, and covers topics such as energy, water use, materials, waste etc. Five ratings are available: Poor, Good, Very Good, Excellent and Outstanding.

Brownfield Land (also known as Previous Developed Land)

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

Building emission rate (BER) (kgCO₂/m² per year)

Regulated CO₂ emissions of a non-residential building 'as built' from heating lighting ventilation and power in. The BER is calculated using the Simplified Building Energy Model (SBEM) in order to demonstrate compliance with Part L of the Building Regulations and takes account of improvements to building energy performance through energy efficiency measures and renewable energy technologies.

Building Regulations

Building Regulations ensure the health and safety of people in and around buildings by providing minimum legal requirements for building design and construction, including minimum requirements for energy efficiency in buildings under Part L.

Climate

Climate refers to the average weather experienced in a region over a long period, typically 30 years. This includes not just temperature, but also wind and rainfall patterns. The climate of the earth is not static, and has changed many times in the past in response to a variety of natural causes.

Climate change adaptation

Measures that help to reduce the vulnerability of people, property and the natural environment to the adverse impacts of future climate change.

Combined Heat and Power (CHP) Combined Cooling, Heat and Power (CCHP)

The combined production of electricity and usable heat. Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process cooling or heating.

Community Infrastructure Levy (CIL)

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Comparison Goods Floorspace

Retail floorspace that is used for the sale of one-off, usually non-food, items.

Conservation Area

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

Convenience Goods Floorspace

Retail floorspace that is used for the sale of regular purchases, usually food and drink.

DCLG

The Department of Communities and Local Government. The government department responsible for planning.

Decentralised Energy

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

Detailing

Small elements and features within an overall architectural design or building.

Development Plan

The borough's current Development Plan comprises the London Plan (2016), the Local Plan (2018), and the South London Waste Plan (2012). The Development Plan also includes any adopted Neighbourhood Plans.

Development Plan Documents (DPD)

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

District Centre

A town centre classified by The Mayor of London as providing convenience goods and services for local communities. Typically, they contain 10,000 to 50,000m² of retail, leisure and service floorspace. The borough's District Centres are Carshalton, Cheam, Hackbridge, North Cheam, Rosehill, Wallington and Worcester Park.

Dwelling emission rate (DER) (kgCO₂/m² per year)

Regulated CO₂ emissions of a residential building 'as built' from heating lighting ventilation and power in. The DER is calculated using the Standard Assessment Procedure (SAP) in order to demonstrate compliance with Part L of the Building Regulations and takes account of improvements to building energy performance through energy efficiency measures and renewable energy technologies.

Established Industrial Areas

Smaller industrial areas designated for protection for industrial uses by the council.

Examination-in-Public

An inquiry before a Planning Inspector to ascertain whether a Local Plan is 'sound'.

Filter Strip and Drain

A gently sloping vegetated area designed to drain water evenly off impermeable areas and filter out silt and other material.

Five-Year Housing Land Supply

A document produced by the council to prove it has sufficient deliverable land to meet its housing targets for the next five years.

Floodplain

Low-lying area adjacent to a watercourse and prone to flooding.

Flood Resilience Measures

Measures that aim to reduce the consequence of flooding by, for example, facilitating the early recovery of buildings, infrastructure or other vulnerable sites following a flooding event or by ensuring that key infrastructure such as power distribution centres, telecommunication control centres and key emergency access routes have enhanced levels of protection or other mitigation measures.

Flood Resistance Measures

Technologies, processes, and practices that are designed to keep out, or at least minimise, the amount of water that accommodation of evacuees from an incident enters a building, or other area of adverse in times of flood.

GLA

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

Green Belt

A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped.

Green Business

Environmental Goods and Services: Waste management, waste recovery and recycling, contaminated land reclamation and remediation, environmental consultancy and related services, environmental monitoring, water and waste water management, air pollution control, noise and vibration control.

Renewable Energy Technologies: Solar, biomass, geothermal, wave and tidal, wind energy, hydro energy.

Low Carbon Technologies: Alternative fuels (including nuclear, biomass, ethanol, methane, wood gas and hydrogen): Alternative fuel vehicles (including synthetic fuels, bio diesels, hydrogen and electric): Additional energy sources (under development): Building technologies (under development): Carbon finance: New and emerging technologies (including smart grids, biotechnology and clean technology).

Green Corridor

Areas of open space which are interlinked and provide opportunities for species migration.

Green Infrastructure

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

Gypsy and Traveller

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Habitats Regulations

Requirement for Local Plans to consider sites protected by the EU directives. There are no EU-designated sites in the borough.

Historic Park and Garden

A park or garden designated for protection on aesthetic and/or historic grounds. The borough has one nationally recognised Historic Park and Garden and four locally designated Historic Parks and Gardens.

House in Multiple Occupation (HMO)

A dwelling which contains one or more units of living accommodation, which must be occupied by more than one household who share one or more of the basic amenities (toilet, washing and cooking facilities). Occupiers must occupy the dwelling as their only or main residence and at least one occupier must pay rent.

Housing Density

The number of dwellings per hectare of land. For example:

Aspects, Throwley Way, Sutton	545 dwellings / hectare
Dunbar Court, Carshalton Road, Carshalton	150 dwellings / hectare.
Cromer Mansions, Cheam Road, Sutton	100 dwellings / hectare.
Browning Avenue, Poets Estate, Carshalton	23 dwellings / hectare.

Issues and Options Document

The early production stage of the preparation of Development Plan Documents and involves consultation to meet the requirements of Regulation 18 of the Town and County Planning (Local Planning) (England) Regulations 2012.

Legible Spaces

The degree to which a place can be easily understood.

Listed Building

A building or structure which is considered to be of 'special architectural or historic interests. A Listed Building is designated by the Department for Culture, Media and Sport.

Local Centre

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

Local Development Scheme (LDS)

Sets out the programme for the preparation of local development documents.

Local Implementation Plan (LIP)

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

Locally Listed Building

A council designation for buildings or structures of local interest.

Local Nature Reserve (LNR)

Areas designated by the council under the National Parks and Access to the Countryside Act 1949. LNRs must have significance for nature conservation and are declared by the local planning authority. LNRs must include land over which the designating Local Planning Authority has a legal interest, that is, ownership of the freehold, or leasehold liabilities, or land over which the Local Planning Authority has a nature reserve agreement with the landowner. Management is a key aspect of declaring an LNR and a management plan must be put in place which secures the long term maintenance of the features of the area which give it its special interest. Many SINC's within Sutton have also been declared as LNRs and have appropriate management plans in place.

London Plan

The Mayor's Spatial Development Strategy for London. The 2016 London Plan is the current London Plan.

Massing

The combined effect of the height, bulk and silhouette of a building or group of buildings.

Metropolitan Centre

A town centre classified by The Mayor of London as serving wide catchments and typically over 100,000m² of retail, leisure and service floorspace with a significant proportion of comparison goods. Sutton Town Centre is the borough's only Metropolitan Centre.

Metropolitan Green Chains

Areas of open space which are interlinked and for use by walkers and pedestrians.

Metropolitan Open Land (MOL)

Open space areas designated by the Mayor of London for protection within the built-up area of London.

National Planning Policy Framework (NPPF)

The Government's statement on planning policy. All Local Plans must be consistent with the NPPF.

Neighbourhood Plan

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

One Planet Living

The concept of One Planet Living consists of the following 10 principles designed to guide individuals and organisations in seeking to examine the key issues and challenges faced in achieving true environmental sustainability

- Health and happiness
- Equity and local economy
- Culture and community
- Land use and wildlife
- Sustainable water
- Local and sustainable food
- Sustainable materials
- Sustainable transport
- Zero waste
- Zero carbon

One Planet Sutton

A partnership between Bio-Regional and World Wildlife Fund based on 10 guiding principles of sustainability. The vision of one planet living is a world in which people everywhere can lead happy, healthy lives within their fair share of the earth's resources.

Open Space

Open space is defined in the Town and Country Planning Act 1990 as land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground. See also Public Open Space and Urban Green Space.

Part L of the Building Regulations

Part L of the Building Regulations (2013) on 'Conservation of Fuel and Power' consists of four approved documents:

- Part L1A for new dwellings
- Part L1B for existing dwellings
- Part L2A for new non-dwellings
- Part L2B for existing non-dwellings

Permeable Paving

Surfaces which allow water to soak gradually into the ground or a gravel filled base. Porous material replaces traditional hard impermeable surfaces. It can be used in permeable and impermeable ground conditions. It can also treat run-off and remove pollutants.

Permitted Development Rights

Rights which allow developers or landowners to develop, extend or alter buildings or structures, or change use, without the need for planning permission.

Physical Infrastructure

Including the main utilities of water, sewerage, gas, electricity and telecommunications; transport infrastructure including public transport; and flood defences.

Planning and Compulsory Purchase Act (2004) (as amended)

The Act of Parliament that requires the preparation of Local Plans.

Planning Condition

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

Planning Obligation

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

Policies Map

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

Primary Shopping Frontage

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

Private Amenity Space

Space which is attached to a property and is for the sole use of the occupier of the property, for example gardens and balconies.

Public Open Space

A council designation for open space which is open to the general public without any constraints apart from opening hours.

Public Realm

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

Regulated Emissions

CO₂ emissions associated with energy use covered under Part L of the Building Regulations from space heating, water heating, lighting and ventilation.

River Catchment

The area of land where rainfall run-off drains into a watercourse.

Scale

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

Scheduled Ancient Monument (SAM)

A nationally important archaeological or historic site. The borough has six SAMs.

Secondary Shopping Frontage

A run of shops and/or businesses which have been designated by the council as an important area for retail and town centre uses within a town centre.

Setting

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

Significance

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

Site of Importance for Nature Conservation (SINC)

An area of importance for biodiversity. There are three grade: metropolitan importance, borough importance and local importance.

Site drainage

The process by which water is discharged from a development site to a surface water sewer or watercourse.

Solar photovoltaic (PV)

An electricity-generating renewable energy technology using sunlight as its energy source.

Social and Community Infrastructure (Facilities)

Facilities such as health provision, nurseries, schools, colleges and universities, community, cultural, play, recreation and sports and leisure facilities, places of worship, fire stations, policing and other criminal justice or community safety facilities, and many other uses that contribute to making an area more than just a place to live.

Soundness

A Local Plan needs to be found sound by a planning inspector. The tests of soundness are:

Positively prepared: the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.

Justified: the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.

Effective: the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities.

Consistent with national policy: the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.

Statement of Community Involvement (SCI)

Sets out the standards which the planning authority intends to achieve in relation to involving the community in the preparation, alteration and continuing review of all Local Development Documents and in significant development control decisions. It also sets out how the local authority intends to achieve those standards.

Strategic Environmental Assessment (SEA)/Sustainability Appraisal (SA)

A generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) does not in fact use the term 'strategic environmental assessment'. It requires a formal 'environmental assessment' of certain plans and programmes, including those in the field of planning and land use.

The Sustainability Appraisal covers wider objectives than the Strategic Environmental Assessment but in practice both procedures will be combined. These processes feed into and are intended to improve the content of the Local Plan.

Strategic Flood Risk Assessment (SFRA)

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

Strategic Housing and Economic Land Availability Assessment (SHELAA)

An evidence base document to identify potential development sites for housing and economic development. The council has produced a strategic Housing and Economic Land Availability Assessment.

Strategic Housing Market Assessment (SHMA)

An evidence base document to identify the housing need within a specific area.

Strategic Industrial Locations (SILs)

These comprise large industrial locations and exist to ensure London provides sufficient quality sites in appropriate locations to meet the growth of business, industrial and warehousing sectors.

Suburban Heartlands

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

Supplementary Planning Documents (SPDs)

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

Surface water run-off

The water that travels over the soil surface to the nearest surface stream; run-off of a drainage basin that has not passed beneath the surface since precipitation.

Sustainable Development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Drainage Systems (SuDS)

SuDS measures include a range of more natural and sustainable methods of dealing with surface water run-off from new and existing developments, which mimic nature by managing rainfall close to where it falls. Unlike conventional drainage systems, well designed and maintained SuDS measures contribute to sustainable development objectives and community well-being by reducing run-off volumes and flow rates from hard surfaces, thereby minimising the risk of flooding both on-site and downstream during extreme storm events and protecting natural flow regimes in watercourses.

Swale

Shallow channels that are designed to convey, infiltrate, store and treat run-off rainwater. They run parallel to hard surfaces, allowing run-off to trickle down side slopes and then transported to another SUDS component or watercourse. Can be used in permeable or impermeable ground conditions.

Taller Building Categories

Mid-rise Buildings: those that are considered to be tall in the context of relatively low-rise development but that in absolute terms are in the region of 4 to 6 storeys (12 to 18m).

Tall Buildings: those that are significantly taller than the mean height of surrounding development and will have a range of 7 to 10 storeys (21 to 30m).

Very Tall Buildings: those that are excessively taller than the surrounding built form and will be from 11 storeys upwards.

Target Emissions Rate (TER) (kgCO₂/m²)

This is a figure calculated for SAP or SBEM and sets a maximum allowable level of CO₂ emissions for a specific building based on certain key parameters such as floor area, wall area, orientation, number of windows, doors etc.). In order to pass Part L of the Building Regulations, it is necessary for a building to achieve an actual emissions rate (see DER and BER) lower than the TER.

Town Centres

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

Town Centre Uses

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

Unitary Development Plan (UDP)

Prior to the Planning & Compulsory Purchase Act, this was the statutory Development Plan for a borough, such as Sutton. It sets out a local authority's policies for the development and use of land.

Urban Green Space

Open space which is only open to certain sections of the public, such as sports clubs.

Urban Heat Island

Increased air temperatures occurring in built-up areas during heat waves caused by the absorption and storage of solar radiation by the urban fabric and the heat generated by industry, buildings and traffic.

Use Classes Order

The classes of use for England are set out in the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments. See following page for a full description.

Wandle Valley Regional Park

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

Windfall

A development which is permitted and/or built but which was not identified in the council's planning documents.

Use Classes Order

A1	Shops	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.
A2	Financial / Professional Services	Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops - these are now classed as 'sui generis' uses.
A3	Restaurants and Cafes	For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.
A4	Drinking Establishments	Public houses, wine bars or other drinking establishments (but not night clubs).
A5	Hot Food	For the sale of hot food for consumption off the premises.
B1	Business	Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.
B2	General Industrial	Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
B8	Storage and Distribution	This class includes open air storage.
C1	Hotels	Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).
C2	Residential Institutions	Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
C2a	Secure Residential Institutions	Including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.
C3	Dwelling Houses	<p>This class is formed of 3 parts:</p> <p>C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.</p> <p>C3(b) up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.</p> <p>C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.</p>
C4	Houses in Multiple Occupation	Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.
D1	Non Residential Institutions	Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law courts. Non residential education and training centres.
D2	Assembly and Leisure	Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).
SG	Sui Generis	Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: betting offices/shops, pay day loan shops, theatres, houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.

Table 1: Housing Trajectory 2016 to 2031

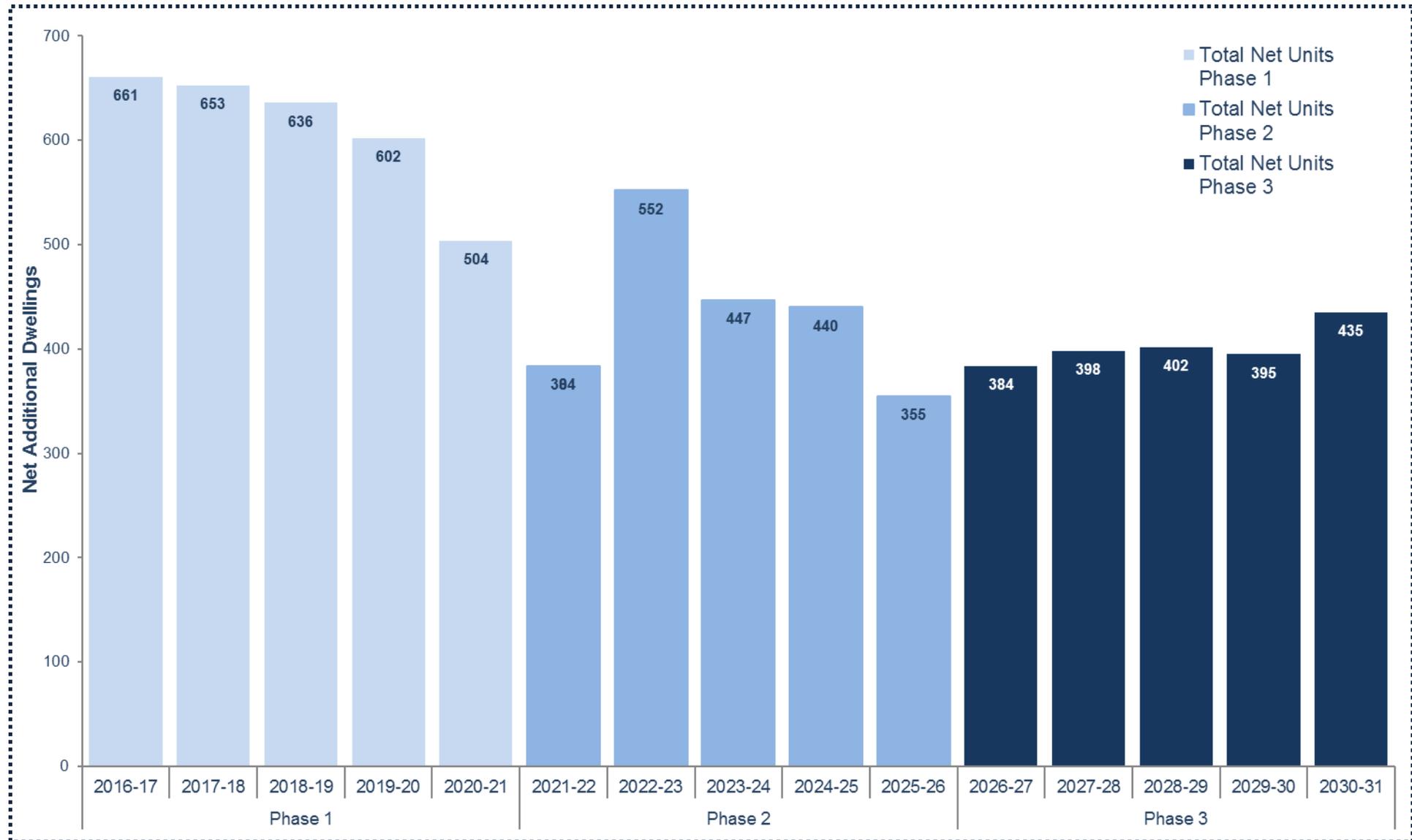


Table 2 – Infrastructure Schedule

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
Health							
1	Sutton Hospital (Epsom & St Helier Trust) Cotswold Road, Sutton Surrey SM2 5NF	Policy 2 of the Local Plan & 'London Cancer Hub Development Framework' set out details for the council to create a new world-class life science hub on the sites currently occupied by Sutton Hospital, the Institute of Cancer Research (ICR) and the Royal Marsden Hospital (RMH). The other landowner at Sutton Hospital is the council, which has purchased a portion of the land for a school.	Not known	Not known	Not known	WAVE 0 (2016-20): Secondary School ICR: north expansion RMH: Maggie's Centre WAVE 1 (2018-26): ICR: North expansion Medical R&D Infrastructure WAVE 2 (2020-30): Hospital expansion Medical R&D ICR internal expansion Infrastructure WAVE 3 (2025 onwards): Medical R&D	Permission for Harris Academy (EFA) (see scheme 25 below) Permission (ICR funded) Permission (RMH funded) Permission (ICR funded) To be marketed (to be supported by private) Proposal under consultation (RMH and ESHT) To be marketed (private) (to be provided by private) To be marketed (private)
2	St Helier (Epsom & St Helier Trust) Wrythe Lane, Carshalton Surrey SM5 1AA	1. Improvement to Maternity services with additional Clinic Rooms and Birthing units (Growth in population over the Local Plan period)	£315,000	£215,000	£100,000	Project to be delivered in 2 phases commencing in 2017 with additional Clinic Rooms (Trust Capital Programme and Sutton CCG)	The Trust advises that this project is scheduled to go ahead in 2017/18 and is seeking other funding to close the funding gap.

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
3	St Helier (Epsom & St Helier Trust) Wrythe Lane, Carshalton Surrey SM5 1AA	2. General Outpatient Clinic rooms (The population growth will see demand for Clinical consultations rise, taking into account improved utilisation, demand will equate to an additional 6 rooms)	£270,000	£185,000	£85,000	It is planned to create 2 additional Clinic rooms in 2018, 2023 and 2023 (Trust Capital Programme)	The Trust advises that this project is scheduled to go ahead in 2018/19 and is seeking other funding to close the funding gap.
4	St Helier (Epsom & St Helier Trust) Wrythe Lane, Carshalton Surrey SM5 1AA	3. Elective surgery is projected to increase by more than 10% over the Plan period (The increased demand will necessitate an additional Theatre and 6 recovery beds as well as preparation areas).	£1,860,000	£1,210,000	£650,000	Better utilisation will take up increased activity through to 2018 when it is planned to create a new Theatre and recovery beds in 2019 to serve the Plan period (Trust Capital Programme and Sutton CCG)	The Trust advises that this project is scheduled to go ahead from 2018/19 onwards and is seeking other funding to close the funding gap.
5	St Helier (Epsom & St Helier Trust) Wrythe Lane, Carshalton Surrey SM5 1AA	4. A&E and Out Of Hours service (The population increase will place additional burdens on the A&E, Urgent Care Centre and the Out of Hours service. These areas will need an additional 200m ² of space)	£750,000	£500,000	£250,000	This will be a phased project starting in 2018 with completion in 2021 (Trust Capital Programme and Sutton CCG)	The Trust advises that this project is scheduled to go ahead from 2018/19 onwards and is seeking other funding to close the funding gap.
6	St Helier (Epsom & St Helier Trust) Wrythe Lane, Carshalton Surrey SM5 1AA	5. Elderly Acute Services (The increase in population linked to longevity is already placing additional burdens on acute medical services which will only rise as the population grows over the Plan period. This project will include beds and ward-based physiotherapy services).	£1,350,000	£900,000	£450,000	The project will commence with conversion of space to accommodate 10 additional beds with physiotherapy and ancillary space (Trust Capital Programme and Sutton CCG)	The Trust advises that this project is scheduled to go ahead from 2018/19 onwards and is seeking other funding to close the funding gap.

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
7	Redevelopment of Royal Marsden Sutton Campus Downs Road, Sutton Surrey SM2 5PT	Replacement/renewal of existing clinical /Research facilities – to provide new facilities for existing outpatients, medical day unit, a rapid diagnostic centre and research facilities at the Royal Marsden Sutton.	Approx. £70 m.	Approx. £70 m.	£0m	2017 2016-onwards 2017-2021: Creation of the Clinical Care and Research Centre (public fundraising principally)	Radio pharmacy scheme completed Feasibility work on pharmacy and Bud Flanagan buildings upgrade Project plans signed off and fundraising effort on schedule
8	SW London St George's Mental Health Trust, adjacent to Sutton Hospital, Cotswold Road, Sutton Surrey SM2 5NF					N/A	St George's Mental Trust have relocated patients and sold the site to Epsom and St Helier Trust and the land now forms part of the LCH.
9	Institute of Cancer Research 15 Cotswold Road, Sutton London SM2 5NG	Planning permission was granted (B2016/73429) on 30 March 2016 for a new Centre for Cancer Drug Discovery to allow the ICR to develop new targeted drugs for the treatment of cancer. The total floorspace for the new research building is c 7,550 sqm and 1,070 sqm for the service building. The design of this building was developed to reflect the design principles within the 2009 masterplan for the site.				2018-19: Centre for Cancer Drug Discovery	Under construction
10	Sutton Town Centre	LB Sutton and Primary Health Properties have been discussing options for redevelopment of the Robin Hood Lane site to provide health facilities as part of a mixed use scheme and this will continue to be reviewed.	£14.3m	Third party developer and central NHS funding	Sutton CCG will fund on-going revenue consequence	2016-2020 (private/NHS)	Options under consideration

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
				to be confirmed	to be confirmed		
11	Belmont area	The scheme is to relocate the practice from a small building to a new purpose-built modern surgery in south Sutton, which keeps it in walking distance of the Shanklin estate in Belmont. The original purpose was for a larger building however it has now been decided to relocate only the Belmont branch of the Benhill and Belmont surgery to the former Henderson Hospital site. A smaller application (for 493 sqm on two floors) will be submitted.	Approx £2.3 m	Third Party developer.	Sutton CCG will fund on-going revenue consequences	2016-2020 (private)	Planning application submitted.
12	Hackbridge area	The scheme is to relocate the existing GP practice in Hackbridge from London Road to a new ground floor area of the Felnex development. The GP will move into the 565 sqm facility adjacent to the village centre and close to the railway station. The developer is Barratt Homes. They bought the site recently from Schrodgers and all relevant permissions have now been granted for development to commence.		Third Party developer	Sutton CCG will fund on-going revenue consequences	2016-2021 (Section 106 funding)	Works will commence shortly on this part of the site. The provision of the health centre was a S106 requirement of the development on the former Felnex site.
13	North Cheam area	The scheme is to develop a building to consolidate 6 practices into modern accommodation alongside community health services and out-of-hospital services to support the population of North Cheam and adjoining wards. A building has not been identified but a floor area of 2,166 sqm on two floors each of 1,088 sqm is required. There is a potential joint facility with the local authority. There is the possible use of the GP centre (building or other parts of the Cheam Leisure centre/Priory	£5.6m	Not known	Not known		Sutton CCG recognises the need for additional General Practice services in the area but no definitive plan at present. This scheme is therefore likely to be delivered post 2021.

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
		Crescent clinic site), which has been designated as a development site since 2009.					
14	Wrythe Lane Practice	The Wrythe Green surgery is a purpose-built GP surgery built in 1992. There are 18 clinical rooms on the ground floor that are used by doctors, nurses, physiotherapists and nurse practitioners. The administration offices are upstairs. The plan is to build above the current clinical rooms to provide further capacity (8 further rooms). This extension is included within Sutton CCG's Estates Strategy and will address the issue of population growth arising from the closure of a local practice at Wandle Valley and the building of new houses and flats in the surrounding area.	£0.6m	Not known	Not known	2017-2022 (To be agreed)	CCG is still seeking funding support. Possibility of being delivered in the first 5 years subject to funding approval.
15	Carshalton area	The plan is to develop a scheme to consolidate the 3 existing practices in the Carshalton Beeches area into modern accommodation with capacity for community health services and out of hospital services. A building has not been identified but a floor area of 1,048 sqm over 2 floors each of 524 sqm would be required. This plan is included within Sutton CCG's Estates Strategy due to the planned population increase in the area by 2025. The three practices are in converted semi-detached houses that are cramped, do not meet CQC standards and have no capacity for expansion. The practices have identified under-capacity as shown in the table attached based on current list sizes. The table also indicates the capacity required for additional population growth.	£2.62m	Not known	Not known	2018-2023 (To be agreed)	Sutton CCG recognises the need for additional General Practice services in the area but no definitive plan at present. Therefore this scheme is likely to be delivered post 2021.

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
Education							
16	Nursery Schools	3 new nursery classes proposed for early years places (for two, three and four year olds) to meet identified need (borough-wide)	£550K for LBS nursery- other 2 schools are privately funded.	Funded by ESFA grant	Nil	2016-2021	Stanley Park school nursery is providing 26 nursery places within the existing Infants school and is planned to open 2018-planning permission currently in progress. The other 2 facilities are within private accommodation and are grant funded to be available for September 2017.
17	Primary Schools	Expansion of Cheam Park Infants (+15 from 2016)	N/A				Completed 2016
18	Primary Schools	Expansion of Cheam Park Junior (+15 from 2018)	N/A			2016-2021	Under construction - available from 2018.
19	Primary Schools	Expansion of Manor Park Primary (+30 from 2017)	N/A			2016-2021	Under construction - available from 2017.
20	Primary Schools	Expansion of Westbourne Primary (+30 from 2017)	N/A				Works completed for September 2017.
21	Primary Schools	New primary school on London Road, Hackbridge (+30 from 2018)	N/A			2016-2021	School under construction as 1FE. There is planning permission for a further 1FE of capacity if required in the future.
22	Primary Schools	Allocate a second primary school site to meet educational needs in the medium term to 2020.	Applications have been made to ESFA for a new primary free school and will be grant funded.		Nil	2016-2021	Two possible sites identified in the Local Plan (STC4 and STC10) and to be built by 2020.
23	Primary Schools	Safeguard a third site for one potential new primary school should it be required later in the Plan period					The third primary school is a medium-term requirement
24	Special Educational Needs	Allocate a site at Sheen Way Playing Fields, Wallington for a Special Educational Needs school in the long term to 2025.					This is a long term relocation from less suitable premises.

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
25	Secondary Schools	Land at Sutton Hospital, Belmont Only deliverable brownfield location in the borough capable of supporting new secondary school by 2018.	-£54m	Grant funded free school-	-	2016-21	Harris Academy plan to start work on site from November 2017 following recent grant of planning permission with completion 2019
26	Secondary Schools	The All or Part of the All-Weather Pitch and Part of the Tennis Centre at Rosehill Recreation Ground. Allocation of one secondary school site to meet educational needs in the borough in the medium term to 2020.	No costs currently available	Grant funded-	None	2016-2021	Greenshaw Learning Trust have applied to establish a free school in this location. Likely completion 2020.
27	Further & Higher Education	Sutton College (St Nicholas Way, Sutton; Woodcote Road, Wallington; Carshalton College (evening centre), Nightingale Road, Carshalton; 660 London Road, North Cheam) & Carshalton College, Nightingale Road, Carshalton					Feasibility studies yet to take place
Physical Infrastructure							
28	Water supply	Every five years water companies are required to produce a Water Resources Management Plan (WRMP) showing how they will meet demand for the next 25 years. Both companies say they will be able to satisfy demand in Sutton until 2031 (the end of the Plan period). (Sutton & East Surrey serve most of the borough, while Thames Water serves a small area to the northeast and northwest of the borough.)					The Sutton & East Surrey Water Resources Management Plan was approved by DEFRA on 14 May 2014. This covers the period 2015-2040. The other provider, Thames Water, received approval from DEFRA in July 2014 for its plan, which also runs from 2015 to 2040.
29	Wastewater	Thames Water is the statutory sewerage undertaker for the borough. They collect all wastewater in the borough and treat it at Hogsmill Sewage Treatment Works (15%) in Kingston; 15% in Beddington Sewage Treatment works; and 70% in Crossness Sewage Treatment works in Bexley. Significant					Thames Water believe proposed development in the borough between 2016 and 2031 can be accommodated, although there may be cases where developers will have to carry out appraisals to ascertain whether the proposed

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
		upgrades are planned for Beddington sewage treatment works from April 2015 to March 2020: odour enhancement scheme; energy and carbon project to reduce energy use; capital maintenance works; sludge treatment project; water quality upgrades; restoration upgrades following fire in power house in 2012.					development will lead to overloading of existing water/waste water infrastructure.
30	Development of district heat networks	Delivery of the District Heat Network – Phase 1 (Hackbridge & Rosehill) The development of the district heat network will utilise renewable and low carbon fuel sources and support the ambition of achieving 'Zero Carbon Suburb' in Hackbridge (extended to Rosehill). The project will utilise waste heat from the Energy Recovery Facility in Beddington and existing landfill gas engines.	Phase 1 £4.5m	£4.5m	£0	Phase 1 2017-2022 (Public Works Loan Board)	Agreement between council and Barratt Homes for district heat network to be delivered to the Felnex Estate (S1) signed in July 2017. The connection of Felnex to the District Heat Network is Phase 1 of a longer-term ambition, including St Helier Hospital, Durand Close and Carshalton College/LB Sutton offices in Carshalton.
31	Development of district heat networks	Delivery of the District Heat Network – Phase 2 (Sutton town centre)	Not Known at this stage.		Phase 2 2020-2030	2021-2031-(Public Works Loan Board)	The second stage of the District Heat Network is to expand the network to Sutton.
32	Waste Management	Modern waste facility to manage south London's waste – the Energy Recovery Facility (ERF) at Beddington Farmlands for use by Merton, Sutton, Kingston and Croydon.	N/A		None	2016-2021	Planning permission granted for ERF facility in Beddington in March 2014 and under construction.
33	Digital Connectivity	The council is carrying out a "Review of Digital Connectivity" in the borough at the corporate level. The results will enable the council to identify areas in the borough that are deficient in digital connectivity.	Works funded by providers over lifetime of plan.	Not known		2016-2021	Study in 2016-2021.Works likely to be in subsequent period.
34	Gas/electricity	National Grid – provider for gas and electricity transmission in Sutton. National Grid's high voltage electricity transmission lines are:					National Grid, Southern Gas Networks, and EDF Energy have not identified any issues with regard to the capacity of gas and electricity

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
		<ul style="list-style-type: none"> 275kV line from Beddington substation to Chessington substation in Kingston 275kV underground cables from Beddington substation to Rowdown substation in Bromley <p>Southern Gas Networks owns and operates the local gas distribution network in the borough. UK Power Networks is the provider for electricity distribution.</p>					infrastructure in relation to the level of growth proposed over the Plan period.
35	Flooding Critical Drainage Area 22 Worcester Park	There is a Local Flood Risk Zone within this Critical Drainage Area along with the surface water flood extent as shown in the Surface Water Management Plan (2011). The Worcester Park Flood Alleviation Scheme has reduced the risk of flooding from fluvial flooding as well as reducing an element of the surface water flood risk. Since the Flood Alleviation Scheme, there has been no revised modelling which accounts for the updated flood risk. It would be beneficial to carry out updated flood risk modelling to identify any existing flood risk areas which could benefit from future flood reduction schemes.	Scheme costs not known at present.	£0 -Need to bid for scheme costs	Scheme funding required- not known at present. (see update)	2016-2021 (FDGiA/Local Levy funding)	The council has received Local Levy funding for updated modelling which should be completed by the end of 2017. The council has funding to model some possible alleviation schemes in order to establish a viable option. The next stage would be to design and subject to further funding deliver the scheme.
36	Critical Drainage Area 23 (Trafalgar Ave/Hamilton Ave)	There is a Local Flood Risk Zone within this Critical Drainage Area along with the surface water flood extent as shown in the Surface Water Management Plan (2011). Tier 3 of the Drain London Project is to carry out local flood risk modelling to understand the flood risk and investigate potential flood mitigation schemes.	Flood risk and mitigation measures modelling: £20k	Bid for modelling costs		Post 2021 (FDGiA/Local Levy funding)	It is likely that only the modelling of schemes will be undertaken during 2016-21 although subject to further funding a scheme may be implemented.
37	Critical Drainage Area 24 (Sandy Lane, Cheam)	As per Tier 3 of the Drain London Project, a feasibility study was carried out in 2014. The localised modelling refined the original flood risk extent but still revealed 1 Local Flood Risk Zone	Investigation and mitigation measures	Bid to review previous modelling outputs.		Post 2021 (FDGiA/Local Levy funding)	More funding is required to review previously modelled outputs/research as previous

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
		and a clear flow path of surface water flooding. A number of mitigation measures were modelled but the results showed that none of them were viable. The next stage is to further investigate mitigation measures.	modelling: £20k	modelling costs			modelling did not result in bringing forward a viable option.
38	Critical Drainage Area 25 (York Road)	There are 2 Local Flood Risk Zones within this Critical Drainage Area along with the surface water flood extent as shown in the Surface Water Management Plan (2011). Tier 3 of the Drain London Project is to carry out local flood risk modelling to understand the flood risk and investigate potential flood mitigation schemes.	Flood risk and mitigation measures modelling: £20k	Bid for modelling costs		Post 2021 (FDGiA/Local Levy funding)	It is likely that only the modelling of schemes will be undertaken during 2016-21 although subject to further funding a scheme may be implemented.
39	Critical Drainage Area 26 (Cedar Road/Brighton Road (Overton Grange))	As per Tier 3 of the Drain London Project, a feasibility study was carried out in 2014. The results of this showed a refined flood extent but no viable mitigation measures. An additional study was conducted in 2015 using additional asset information collected as part of the study. Further refinements were made to the flood extent and a mitigation measure was identified at possibly being viable. The next stage is to investigate this option further and produce some designs.	Investigate and outline design: £15k	Bid to review previous modelling outputs.		Post 2021 (FDGiA/Local Levy funding)	More funding is required to review previously modelled outputs/research as previous modelling did not result in bringing forward a viable option.
40	Critical Drainage Area 27 (Carshalton Beeches)	As per Tier 3 of the Drain London Project, detailed modelling was completed in March 2014, part funded by Drain London (GLA) and Sutton council. Mitigation measures were modelled but none proved viable. The next stage is to further investigate mitigation measures.	Investigation and mitigation measures modelling: £20k	Bid to review previous modelling outputs.		Post 2021 (FDGiA/Local Levy funding)	More funding is required to review previously modelled outputs/research as previous modelling did not result in bringing forward a viable option.
41	Critical Drainage Area 28	As per Tier 3 of the Drain London Project, a feasibility study was carried out in 2015. The results of this showed a refined flood extent, but	Investigation and mitigation	Bid to review previous		Post 2021 (FDGiA/Local Levy funding)	More funding is required to review previously modelled outputs/research as previous

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
	(Carshalton Centre)	still a number of areas which were predicted to encounter deep flooding. No viable mitigation measures were identified. The next stage is to further investigate mitigation measures.	measures modelling: £20k	modelling outputs.			modelling did not result in bringing forward a viable option.
42	Critical Drainage Area 29 (Beddington Gardens)	There is a large Local Flood Risk Zone within this Critical Drainage Area along with the surface water flood extent as shown in the Surface Water Management Plan (2011). Tier 3 of the Drain London Project is to carry out local flood risk modelling to better understand the flood risk and investigate potential flood mitigation schemes.	Scheme costs not known at present.	£0-Need to bid for scheme costs.	Scheme cost not known at present.	2016-2021 (FDGiA/Local Levy funding)	Following the June 2016 floods, LB Sutton provided the necessary funding to undertake the modelling work and this is expected to be completed by the end of 2017. The council then intends to model some alleviation schemes in order to establish a viable option. The next stage would be to develop a viable option (if a viable option is found) through design and then delivery.
43	Critical Drainage Area 30 (Wallington)	There are areas at risk of surface water flooding within this Critical Drainage Area as shown in the Surface Water Management Plan (2011). Tier 3 of the Drain London Project is to carry out local flood risk modelling to better understand the flood risk and investigate potential flood mitigation schemes.	Scheme costs not known at present.	£50K for design shared with scheme 44. Need to bid for remainder of scheme costs.	Scheme cost not known at present.	2016-2021 (FDGiA/Local Levy funding)	The council has received Local Levy funding for updated modelling which should be completed by the end of 2017. The council has funding to model some possible alleviation schemes in order to establish a viable option. It also has funding to carrying out design and subject to further funding deliver the scheme.
44	Critical Drainage Area 31 (South Beddington)	There is a Local Flood Risk Zone within this Critical Drainage Area along with the surface water flood extent as shown in the Surface Water Management Plan (2011). Tier 3 of the Drain London Project is to carry out local flood risk modelling to better understand the flood risk and investigate potential flood mitigation schemes.	Scheme costs not known at present.	£50K for design shared with scheme 43. Need to bid for remainder of	Scheme cost not known at present.	2016-2021 (FDGiA/Local Levy funding)	The council has received Local Levy funding for updated modelling which should be completed by the end of 2017. The council has funding to model some possible alleviation schemes in order to establish a viable option. It also has funding to carrying out design and

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
				scheme costs.			subject to further funding deliver the scheme.
45	Critical Drainage Area 32 (London Road, Hackbridge)	As per Tier 3 of the Drain London Project, a feasibility study was carried out in 2014. The results of this showed a refined flood extent The next stage is to investigate this option further and produce some designs with associated costing.	PLP survey specification & completion: £5k/property PLP capital: £5k/ property	Bid to review previous modelling outputs		2016-2021 (FDGiA/Local Levy funding)	More funding is required to review previously modelled outputs/research as previous modelling did not result in bringing forward a viable option.
46	Critical Drainage Area 33 (Hackbridge)	As per Tier 3 of the Drain London Project, a feasibility study was carried out in 2015. The results of this showed a refined flood extent and a viable risk reduction measure. The next stage is to investigate this option further and produce some designs with associated costing.	Scheme costs not known at present.	£0-Need to bid for scheme costs.	Scheme cost not known at present.	2016-2021	Modelling work was carried out in 2015. Concept designs were developed in 2015/16 and site investigation and funding work carried out in 2016/17. Detailed design underway. First priority scheme.
Adult Social Care							
47	Ludlow Lodge, Wallington	There is an identified need for Affordable housing evidenced by the SHMA and needs data from the Housing Register. Over recent years there has been an increasing lower amount of affordable housing delivered through S106 due to viability. Councils now have the opportunity to build new council housing due to changes in finance regulations and availability of retained right to buy receipts.				2016-2021	47 units under construction.
48	Century House Fellowes Road, Carshalton	There is an identified need for Affordable housing evidenced by the SHMA and needs data from the Housing Register. Over recent years there has been an increasing lower amount of affordable housing delivered through				2016-2021	15 units under construction

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
		S106 due to viability. Councils now have the opportunity to build new council housing due to changes in finance regulations and availability of retained right to buy receipts.					
49	Richmond Green, Beddington	There is an identified need for Affordable housing evidenced by the SHMA and needs data from the Housing Register. Over recent years there has been an increasing lower amount of affordable housing delivered through S106 due to viability. Councils now have the opportunity to build new council housing due to changes in finance regulations and availability of retained right to buy receipts.				2016-2021	28 units under construction
Open Space							
50	Borough-wide : Provision of new public open space and enhancement of existing spaces and their facilities	New public open space will be secured through development schemes, with priority given to deficiency areas.					No new schemes in phase 1 unless Sheen Way Playing Fields is advanced. Wandle Valley Regional Park is to become progressively open to the public towards the end of the plan period CIL could fund park improvement projects.
51	Borough-wide: improving access to nature through biodiversity enhancing measures in new development	Biodiversity gains are achieved through the provision of new natural green spaces in major developments and enhancement measures delivered through other schemes e.g. green roofs, wildlife corridors, biodiversity-enhancing landscape.	Not known	Yes	Nil	2016-2021 (S106 / part of development / heritage lottery funding)	Biodiversity improvements resulting from developments with permission: 1. Beddington Farmlands-Footpath to open to public and hides to be installed for bird watching. 2. South of Sutton Court Road (STC13) – biodiverse roofs. 3. Subsea7 office – biodiverse roofs 4. Felnex (S1) - biodiverse open spaces.

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
							<p>5. Corbet Close – river restoration 6. Wandle Valley Trading Estate (S56) – restoration of mill pond, riverbank improvements, new pocket park. 7. Institute of Cancer Research (LCH1) – loss but enhancement of grassland. 8. Woodcote Grove House – management plan for Woodcote Grove Wood (SINC28).</p> <p>Other biodiversity improvements: improvements to the lake, river and stock pond in Beddington Park (Heritage Lottery Fund)</p>
52	Borough-wide: improvements to the quality and access of play space for children and young people	New and refurbished play space for children and young people	Not Known				CIL could be used to provide improvements to the quality and access of play space for children and young people.
53	Borough-wide: Improvements to existing allotments and creation of new allotments	Protection of existing allotments; possible relocation of Belmont Allotments; and creation of new allotments at Site S90 – “Land to the West of Carshalton Athletic, Carshalton”.	Not Known				Two long term proposals. Belmont Allotments is dependent on the development of the London Cancer Hub and would be funded as part of the scheme. Some of the land at the Carshalton allotments is being used for food-growing as part of a community allotment scheme.

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
Social Infrastructure							
54	Libraries	Review of library service being undertaken by the council.	N/A	N/A	N/A	N/A	There are no capacity issues with the existing library accommodation meeting predicted growth over the Plan period.
55	Community Centres	Upgrading of community centres	Not known	N/A	N/A	N/A	The council is not aware of any proposals by the voluntary sector to upgrade these centres.-
56	Children's Centres	Upgrading of children's centres	N/A	N/A	N/A	N/A	The children's centres have recently undergone a reorganisation of the service provision with services provided at 6 key centres across the borough.
Sports & Leisure							
57	Cheam Leisure Centre	Provision of New Centre (on existing site) <ul style="list-style-type: none"> • 33m swimming pool • Dry facilities • Health and fitness centres • Squash Courts • Sports Hall 	N/A	N/A	N/A		New roof completed. No capital projects planned.
58	David Weir Leisure Centre	Upgrade leisure Centre (including new running track) Current facilities: <ul style="list-style-type: none"> • Dance & Exercise Studios; • Fitness Centre; • Multi-purpose sports hall; • Indoor athletic hall; • 60m indoor sprinting hall; • Outdoor athletics track; • Field event hall; • Covered spectator seating for 300; Bar and café 	£1 m	£0	£1m	2016-21	Running track to be maintained to current standard. No other capital projects planned.

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
59	Phoenix Leisure Centre	Upgrade leisure centre Current facilities <ul style="list-style-type: none"> • Gym • Sports Hall • Fitness centre • 8 court sports hall • Squash courts • Creche • Café 	N/A	N/A	N/A		No capital projects planned
60	Provision of an all-weather pitch in the borough	Either at Sutton tennis centre, Carshalton Athletic football club or Sutton United football club					New 3G football pitches have recently been installed at both Sutton and Carshalton FCs and made available for wider use. Potential CIL funding if there remains a requirement in the future.
Strategic Transport – Public Transport							
61	Tramlink extension from Morden Road to Sutton town centre (phase 1), with potential for phase 2 to Belmont / Life Sciences Cluster	Provision of transport link for Sutton to Wimbledon / South Wimbledon, providing high-capacity, modern and emission-free transport link, assisting in regeneration of Sutton town centre and St. Helier estate. The majority of land within the borough is available to the council. Transport for London (TfL) have undertaken various engineering feasibility studies and have prepared a business case for Phase 1 which is safeguarded in the development plan. Alternative options have been identified for Phase 2 which is linked to the delivery of the London Cancer Hub. Lead organisations: TfL, LB Sutton, LB Merton	£288 m (tramlink phase 1) TfL / boroughs Unfunded (but TfL feasibility work funded, and future borough contributions identified)	Not known at this stage-further funding work in progress	Not known at this stage	2020-2025 (phase 1) 2025-30 (phase 2) (TfL LB Sutton LB Merton)	TfL and LBS/LBM are currently working together to identify sources of possible funding available to TfL, the council and from government and will be producing a study which will be reported to the Mayor later this year. TfL has already committed £70m from its growth fund. It has also agreed to fund further engineering studies to work the scheme up to the necessary standard to support a Transport and Works Act application by late 2019 and will continue to develop the business case for the scheme.

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
			£100m (tramlink phase 2)				Further work will be undertaken on a potential phase 2 which is linked to the delivery of the London Cancer Hub.
62	Crossrail 2	Major expansion of rail capacity between SW and NE London, relieving crowding on Waterloo lines and LU. Potential branch to Epsom with stop at Worcester Park. Would provide direct link from WP to central and NE London. (Lead organisations: TfL/Network Rail)	Total Cost £27 billion DfT Feasibility work funded for scheme	Not known at this stage	Not known at this stage	2030+ (DfT/TfL/London boroughs)	Any funding from the council will come via its contribution to the Mayor's CIL.
63	Introduction of Metro-Style London Overground Service levels and standards across the south London rail network, including all Sutton lines.	Improve frequency, reliability, service and station quality, connect Sutton to TfL London Overground network (to bring rail services closer to 'turn-up-and-go' Tube frequencies and cater for growing demand (subject to no adverse impact on other rail services) Lead organisations: TfL / Network Rail / DfT DfT launched a rail devolution prospectus in January 2016 setting out intentions to progress this.	£1 billion	Not known at this stage	Not known at this stage	2020-2025 (DfT/TfL)	TfL are currently seeking to progress this proposal and are in discussions with DfT
64	Platform lengthening to accommodate longer trains	Extend Hackbridge and Carshalton Beeches station platforms to accommodate 10-car trains Lead organisations: Network Rail/DfT	£10 million (DfT)	Not known at this stage	Not known at this stage	2018-25	
65	Station accessibility improvements	To make all rail stations in the borough fully accessible Lead organisations: Network Rail / Train Operating Companies/DfT	£25 million (DfT)	Scheme at Carshalton "Access for all" funded 2016/17	Not known at this stage	2016-2026	Work to install a new lift connecting platforms 1 and 2 at Carshalton Station agreed and will progress subject to funding.
66	Train/Tram operation on the Sutton to Belmont	Improvements linked to the development of the London Cancer Hub and the possible extension of the Tram to Belmont, mean that work will be	Not known at this stage	Not known at this stage	Not known at this stage	2020-2030	Improved services on this route could also result from TfL's metroisation proposals. The scale

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
	section of the Epsom Downs branch	carried out to investigate trams and trains sharing the current rail corridor between Sutton and Belmont.					of phasing of development at the London Cancer Hub is likely to affect delivery.
67	Station access, interchange and facility improvements	To improve access to and interchange at stations for all modes, and passenger facilities Lead organisation: TfL / LB Sutton	Cost £10 million (TfL)	Not known at this stage	Not known at this stage.	2016-2026	Interchange improvements recently completed at Sutton Station and bus /rail interchange will be enhanced as part of the new development of the former Felnex site in Hackbridge.
68	Improvements and extensions to bus services and infrastructure including local cross-borough bus links	To improve access to and increase usage of bus services in the borough Lead organisation: TfL / LB Sutton	Cost £10 million (TfL)	Not known at this stage	Not known at this stage.	2016-2026	TfL is reviewing bus services to serve areas where future growth anticipated to examine the impact on services.
Highway / Cycleway / Pedestrian and Public Realm Schemes							
69	Construction of a new road linking Sutton High Street/Mulgrave Road to Grove Road	To divert general traffic away from the section of the High Street between the station and Grove Road, allowing for the creation of a public transport / cycle / pedestrian only corridor would facilitate phase 2 of Tramlink if implemented.	£2.45m (latest estimate from 'Sutton Town Centre Transport Options Appraisal' excluding land) (TfL / LBS)	See update	See update	2026-2031+	Following the completion of the 'Sutton Town Centre Transport Options Appraisal Study' (STCTOA) study which identified the locations and timescale for junction improvements within the town centre, TfL and LBS are commissioning further work to model the impact of future growth on the capacity of these junctions. This study will identify whether there is likely to be a need for this link to improve junction capacity but the scheme also enables the improvement of this section of the High Street for sustainable modes.

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
70	Proposals to transform the gyratory system to make the roads less traffic-dominated and more pedestrian-friendly and cycle-friendly measures to encourage shared space, reassignment of priorities and landscape improvements	The Sutton Town Centre Masterplan identified the gyratory system as a major barrier to pedestrian movement to and from the town centre and identified the scope to improve its contribution to the public realm. Lead organisation: TfL / LB Sutton	Not known at this stage	Not known at this stage	Not known at this stage	2021-2031	The above future study will help inform the work on transforming the gyratory which may be part funded by developer contribution.
71	A new road between High Street and Marshalls Road via Lewis Road and Burnell Road	To allow public transport only corridor in part of High Street between Crown Road and Marshalls Road and relieve pressure on the Crown Road/High Street/Sainsbury's junction as arising from future growth identified in the Sutton Town Centre Masterplan Lead organisation: LB Sutton, TfL.	£10m (TfL / LBS)	Not known at this stage	Not known at this stage	2021-2026	Following the completion of the STCTOA study which identified the locations and timescale for junction improvements within the town centre, TfL and LBS are commissioning further work to model the impact of future growth on the capacity of these junctions. This study will identify whether there is likely to be a need for this improvement as part of the junction improvement below (scheme 72).
72	Crown Road/ Sutton High Street junction improvements/High Street/Old	This work is required as part of the traffic improvements identified by AECOM transport consultants, arising from the Sutton Town Centre Masterplan Study (adopted June 2016). Lead organisation: LB Sutton, TfL.	£190K without land (STCTOA)	Not known at this stage	Not known at this stage	2021-2026	Following the completion of the STCTOA study which identified the locations and timescale for junction improvements within the town centre, TfL and LBS are

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
	Gasworks junction improvements						commissioning further work to model the impact of future growth on the capacity of these junctions. However, the need for or scale of any improvements will be influenced by whether the tram is extended to Sutton.
73	Throwley Way/Carshalton Road/Chalk Pit Way/Manor Park Road junction improvements	This work is required as part of the traffic improvements identified by AECOM transport consultants, arising from the Sutton Town Centre Masterplan Study (adopted June 2016). Lead organisation: LB Sutton, TfL.	£160K without land (STCTOA)	Not known at this stage	Not known at this stage	2016-2021(TfL)	Following the completion of the STCTOA study which identified the locations and timescale for junction improvements within the town centre, TfL and LBS are commissioning further work to model the impact of future growth on the capacity of these junctions. This study is intended to confirm the need for and timing of this junction improvement which the STCTOA study identified as the highest priority for a junction improvement scheme. This junction forms part of TfL's strategic route network and would be directly funded by TfL.
74	Sutton Court Road/High Street Junction improvements	This work is required as part of the traffic improvements identified by AECOM transport consultants, arising from the Sutton Town Centre Masterplan Study (adopted June 2016). Lead organisation: LB Sutton, TfL.	Not known at this stage	Not known at this stage	Not known at this stage	2026-2031(TfL)	Following the completion of the STCTOA study which identified the locations and timescale for junction improvements within the town centre, TfL and LBS are commissioning further work to model the impact of future growth on the capacity of these junctions. This level of improvement required at this junction will be influenced by

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
							whether scheme number 69 is implemented. This junction forms part of TfL's strategic route network and would be directly funded by TfL.
75	Cheam Road/St Nicholas Way/Sutton Park Road junction improvements	This work is required as part of the traffic improvements identified by AECOM, following the Sutton Town Centre Masterplan Study (adopted June 2016). Lead organisation: LB Sutton, TfL.	£110K without land (STCTOA)	Not known at this stage	Not known at this stage	2026-2031(TfL)	Following the completion of the STCTOA study which identified the locations and timescale for junction improvements within the town centre, TfL and LBS are commissioning further work to model the impact of future growth on the capacity of these junctions. This study is intended to confirm the need for and timing of this junction improvement which the STCTOA study identified as being required around the end of the Plan period. This junction forms part of TfL's strategic route network and would be directly funded by TfL.
76	London Cancer Hub	As part of the delivery of the London Cancer Hub and in accordance with Local Plan Site Allocation "LCH", it is likely that Junction improvements will be required at: 1. Brighton Road/Chiltern Road/Cotswold Road 2. Brighton Road/ Downs Road 3. Cotswold Road/Downs Road 4. Belmont Rise (A217)/Cheam Rd (A232) 5. Banstead Rd South/The Warren 6. Banstead Rd/Staplehurst Rd Lead organisation: LB Sutton, Institute of Cancer Research and Royal Marsden	Not known at this stage	Not known at this stage	Not known at this stage	2020-2031(Development funded)	Dependent on the scale and phasing of development at the London Cancer Hub. The transport assessment supporting any future planning application for the London Cancer Hub will identify the location and scale of highway improvements that will be required.

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
77	Beddington Lane Improvements – reconstruction, widening and realignment including footways, carriageway	To improve access for heavy goods vehicles to industrial sites and introducing measures to enhance the movement of, and facilities for, pedestrians, cyclists and public transport users. Lead organisation: LB Sutton, TfL.	£c3m (TfL / LBS) Some funding through LIP and S106.	See update	None	2016-2021(TfL)	Long standing scheme for improving access to Beddington Strategic Industrial Location. Part funding already secured for the design of the scheme (£318k 2016/17) with the remainder for construction to be made available by TfL once the scheme is fully designed. Scheme likely to be completed by 2019.
78	Traffic management scheme in Carshalton	Traffic management scheme in Carshalton to address traffic and safety issues, involving the diversion of HGVs in a westbound direction via Ruskin Road to relieve congestion and improve safety of the A232 at Carshalton Ponds (as shown on the Proposals Map) Lead organisation: TfL, LB Sutton	Not known at this stage	Not known at this stage	Not known at this stage	2026-2031(TfL)	Dependent on future traffic growth/safety. This is a long standing scheme proposed by the council but TfL may wish to identify alternative proposal. This improvement is on a strategic road and would be directly funded by TfL.
79	North Cheam- Worcester Park – Old Malden – A3 Roundabout	To relieve congestion, improve air quality and improve bus priority along the above corridor in conjunction with Royal Borough of Kingston upon Thames. Lead organisation: LB Sutton, RB Kingston upon Thames, TfL	Not known at this stage	Not known at this stage	Not known at this stage	2021-2031	This is a long standing traffic/environmental problem that requires joint working with TfL and RB Kingston upon Thames and which could be affected by Crossrail 2.
80	Minor highway and junction capacity improvements at key congestion hotspots and to serve new developments	To relieve congestion, increase capacity and reduce delays, including to buses. To cater for increased traffic from new developments. Lead organisation: LB Sutton, TfL.	£15 million LBS / TfL Some funding through LIP / S106.	Not known at this stage	Not known at this stage	2016-2031	Minor schemes to be brought forward as required. Dependent on future traffic growth/safety.

Scheme Ref.	Location	Evidence/Justification for Scheme/Comments	Total Cost	Available Funding	Funding Gap	Delivery Period 2016-21 (Phase 1) (Source of Funding)	Update on delivery
81	Improvements to walking and cycling facilities	To provide a comprehensive cycle and pedestrian route network and encourage use of these sustainable modes Lead organisation: LB Sutton, TfL.	£10 million LBS / TfL Some funding through LIP / S106.	Not known at this stage	Not known at this stage	2016-2031	The council has identified a series of cycle improvements to be secured via TfL through LIP funding. Funding has been secured for implementing one Quietway scheme and it is expected to follow for the second enabling both Quietways in the borough to be implemented in the period 2016-2021.
82	Bus Services	Improvements and extensions to bus services and infrastructure e.g. improvements to frequency and duration of services (such as Sunday services), bus priority measures, improved bus stops, and real time information. Lead organisation: TfL.	Not known at this stage	Not known at this stage	Not known at this stage	2016-2031	On-going improvements secured through TfL. TfL are currently reviewing bus services in the borough to determine the level of improvements that are likely to be needed to support future growth.
83	Public realm and transport improvements in town and local centres	To improve the pedestrian environment and balance between movement and place, including improved parking and loading. Lead organisation: LB Sutton, TfL.	£15 million LBS / TfL / New Homes Bonus / GLA Some funding through LIP / S106.	Not known at this stage	Not known at this stage	2016-2031	No fixed programme, but work in progress to commission the modelling of Sutton town centre to understand the impact of future growth which will inform the design of the gyratory arising from the Sutton Town Centre Masterplan.
84	Parking and loading review and improvements including CPZs and provision of electric vehicle charging infrastructure	To manage the growth in car ownership and use by rationalising parking provision and ensuring efficient use of kerb space and off-street parking, as well as promoting use of cleaner vehicles. Lead organisation: LB Sutton, TfL.	£1 million LBS / TfL / New Homes Bonus / GLA Some funding through LIP / S106.	Not known at this stage	Not known at this stage	2016-2026	Existing problem but will be influenced by the level of traffic growth. The council has produced a parking strategy for the borough.

Table 3: Monitoring Framework

Issue	Indicator	Local Plan Target	London Plan Target	Objectives
Policy 1 Sustainable Growth				
Housing Growth	Net additional dwellings delivered over the plan period (2016-31)	6,405 net additional dwellings	(4) Average completion of a minimum of 42,000 net additional homes per year (363 for LB Sutton)	1 and 2
	Net additional dwellings delivered within the borough per year	427 net additional dwellings		
	Net additional dwellings delivered in Sutton Town Centre and its surrounding Area of Potential Intensification (API) over the plan period (2016-31)	3,400 net additional dwellings (55% of total)		
	Net additional dwellings delivered in Hackbridge District Centre and its surrounding API over the plan period (2016-31)	1,100 net additional dwellings (15%)		
	Net additional dwellings delivered in Wallington District Centre and its surrounding API over the plan period (2016-31)	635 net additional dwellings (10%)		
	Net additional dwellings delivered in other district centres and their surrounding APIs over the plan period (2016-31)	635 net additional dwellings (10%)		
	Net additional dwellings delivered in the Suburban Heartlands (the remainder of the borough) over the plan period (2016-31)	635 net additional dwellings (10%)		
Commercial Growth	Net additional area of land developed for industrial uses ¹ over the plan period 2016-31 (hectares)	40,000 m ² of net additional land developed for industrial uses	(10) Growth in total employment in Outer London	8, 9 and 11
	Net additional floorspace (gross) developed for office uses ² over the plan period 2016-31 (m ²)	23,000 m ² of net additional office floorspace developed		
	Net additional floorspace (gross) developed for retail uses ³ over the plan period 2016-31 (m ²)	39,000 m ² of net additional retail floorspace developed		
	Net additional floorspace (gross) developed for restaurants, cafes and other food and beverage outlets ⁴ over the plan period 2016-31 (m ²)	10,000 m ² of net additional floorspace developed		
Infrastructure	Tramlink (see Policy 4); London Cancer Hub (see Policy 2); Primary Schools (see Policy 20); Secondary Schools (see Policy 20); Public Open Space (see Policy 25)			
Policy 2 London Cancer Hub				
London Cancer Hub	Delivery of London Cancer Hub (Site Allocation LCH1) against indicative phasing (the 4 'Waves') and capacity:	280,000 m ² additional gross mixed use floorspace	(6) Reduction in the difference in life expectancy between those living in the most and least deprived areas of London (shown	7 - 9

¹ industrial uses include Use Classes B1, B2 and B8

² office uses include Use Class B1(a)

³ retail uses include Use Class A1

⁴ restaurants, cafes and other food and beverage outlets include Use Classes (A3, A4 and A5)

Issue	Indicator	Local Plan Target	London Plan Target	Objectives
			separately for men and women)	
Policy 3 Sutton Town Centre				
New Housing	Net additional dwellings in Sutton Town Centre and its API over the plan period (2016-31)	3,400 net additional dwellings (55%)	n/a	1 and 2
	Net additional dwellings delivered in Sutton Town Centre and its API per year	227 net additional dwellings	n/a	
New Retail Floorspace	Net additional 'convenience retail' floorspace developed in Sutton Town Centre and its API over the plan period 2016-31 (m ²)	3,000 m ² of net additional 'convenience retail' floorspace developed	n/a	8 - 9 and 11- 13
	Net additional 'comparison retail' floorspace developed in Sutton Town Centre and its API over the plan period 2016-31 (m ²)	23,200 m ² of net additional 'comparison retail' floorspace developed	n/a	
	Net additional food and beverage floorspace developed in Sutton Town Centre and its API over the plan period 2016-31 (m ²)	5,000 m ² net additional food and beverage floorspace developed	n/a	
	Proportion of net additional food and beverage floorspace developed south of Hill Road over the plan period 2016-31 (m ²)	Over 50% of net additional food and beverage floorspace developed south of Hill Road	n/a	
New Office Floorspace	Net additional office floorspace developed in Sutton Town Centre and its API over the plan period 2016-31 (m ²)	23,000 m ² of net additional office floorspace developed	n/a	
Public Realm Improvements	Public realm improvements implemented e.g. (i) soft landscaping along gyratory (ii) improvements to other existing roads and alleyways; and (iii) removal of Hill Road underpass	To implement improvements in accordance with the Sutton Town Centre Masterplan Delivery Programme	n/a	14
Infrastructure measures	Infrastructure measures implemented e.g. (i) improvements to east-west pedestrian and cycle movements and (ii) new road link between Brighton Road and Grove Road	To implement infrastructure measures in accordance with Sutton Town Centre Masterplan Delivery Programme	n/a	15 - 17
Policy 4 Tramlink and Major Transport Proposals				
Tramlink	Identify an appropriate route for the further extension of Tramlink from Sutton Town Centre to Belmont (with TfL)	Appropriate route for Tramlink extension identified	(13) Use of public transport per head grows faster than use of the private car per head (14) Zero car traffic growth for London as a whole	15
	Construction of Tramlink extension to Sutton Town Centre and Belmont	Tramlink extension to Sutton Town Centre and Belmont constructed		

Issue	Indicator	Local Plan Target	London Plan Target	Objectives
Policy 5 Wandle Valley Renewal				
New Housing	Delivery of: <ul style="list-style-type: none"> Family housing at Corbet Close, Hackbridge; Nightingale Close, Hackbridge; and Richmond Green, Beddington Housing, with sizeable family element, on part of the Wandle Valley Trading Estate, Beddington Corner (Site Allocation S56). Housing on part of the industrial estate adjacent to Hackbridge station (Site Allocation S2). Housing, with a significant family element, on part of Felnex, Hackbridge (Site Allocation S1) 	Housing schemes delivered in line with capacities and phasing set out in the relevant site allocations	(4) Average completion of a minimum of 42,000 net additional homes per year	1 and 2
New Shops	Net additional retail floorspace developed on part of the Felnex site and on the industrial estate north of Hackbridge station (m ²)	Net additional retail floorspace developed	(10) Growth in total employment in Outer London	11
New Employment	Delivery of new, improved industrial premises at the Felnex site in Hackbridge and the Wandle Valley Trading Estate, Beddington Corner.	New, improved industrial premises delivered at the Felnex site and the Wandle Valley Trading Estate, Beddington Corner.	(9) Release of industrial land (B2/B8 over 1,000 m ²) in line with bench-marks in the Industrial Capacity SPG	9
	Reconfiguration of the Beddington Strategic Industrial Location (SIL) to achieve a more efficient use of land.	Beddington SIL reconfigured.	(10) Growth in total employment in Outer London	
New Infrastructure	<ul style="list-style-type: none"> District heat network in Hackbridge (see Policy 31) New primary school on land north of BedZED (see Policy 20 and Site Allocation S2) New health facilities on the Felnex site, Hackbridge (see Policy 21 and Site Allocation S1) Hackbridge station improvements (see Policy 35 and Site Allocation S5) Creation and improvement of foot and cycle paths (see Policy 35) 			
New Open Space	Restoration of Beddington Farmlands in accordance with the Conservation Management Scheme (CMS) (ha)	Beddington Farmlands is restored according to the CMS	(22) Increase urban greening)	5 and 19.
	Provision of high-quality and publicly accessible green space and wildlife habitats as part of the restoration of Beddington Farmlands (ha)	High-quality and publicly accessible green space provided by 2031		
Better Transport	Improved access to and from Beddington Lane and the Beddington Strategic Industrial Location.	Access improvements implemented	(13) Use of public transport per head grows faster than use of the private car per head (14) Zero car traffic growth for London as a whole (15) Increase share of all trips by bike from 2% in 2009 to 5% by 2026	15 -17
	Improved condition of and environment around Beddington Lane and the Beddington Strategic Industrial Location	Environmental improvements implemented.		
	Improved signage across the Wandle Valley.	Signage improvements made.		
	Improved pedestrian links between Mill Green and Poulter Park.	Pedestrian links improved		
	Extension of schemes into neighbouring boroughs (Croydon and Merton).	Schemes extended		

Issue	Indicator	Local Plan Target	London Plan Target	Objectives
Better Environment	Air quality in the Wandle Valley (see Policy 31); Promoting sustainable transport in the Wandle valley (see Policy 36); Quality of the public realm in Beddington Village (see Policy 30); Beddington Park improvements (see Policy 25); Repairing heritage assets in Beddington Park (see Policy 30); Promoting high-quality design in the setting of the River Wandle (see Policy 28); and Impact of taller buildings on built form and neighbouring uses (see Policy 28)			
Community Initiatives	Funding of local projects using the Community Fund.	Number of local projects funded		6
	Delivery of a new local facility at Culvers Lodge, Hackbridge.	New local facility delivered		
	Delivery of Beddington Business Improvement District (BID) objectives.	BID objectives delivered		
	Production of Hackbridge and Beddington Corner Neighbourhood Plan (with Hackbridge and Beddington Corner Neighbourhood Forum).	Neighbourhood Plan adopted		
The River Wandle	Water quality (see Policy 34); Walking and cycling routes (see Policy 35); River bank enhancements (see Policy 34); Flood risk management, climate change adaptation and sustainable drainage (SuDS) (see Policy 32); Barriers to wildlife migration (see Policy 26); Visual appearance and biodiversity value of the Beddington Carrier (Policy 26); Ecological potential of the River Wandle (see Policies 26 and 32)			
Policy 6 Distinctive District Centres				
Carshalton	Measures to relieve traffic flow and improve pedestrian experience around Carshalton Ponds and in High Street; redevelopment of Charles Cryer Theatre (Site Allocation S27); new local health facility; additional retail (A1), office (A2/B1a) and food & beverage (A3/A4); & redevelopment of pharmacy and Beacon Grove.	Proposals for district centres implemented in line with site allocation phasing or over the plan period as appropriate	(10) Growth in total employment in Outer London	11 - 13
Cheam	Junction improvements to resolve the traffic congestion at the crossroads; redevelopment of 40 The Broadway (Waitrose) (Site Allocation S31); additional retail (A1), office (A2/B1a) and food & beverage (A3/A4) floorspace.; redevelopment of buildings with a negative impact on the Conservation Area			
North Cheam	Redevelopment of Victoria House (Site Allocation S35); additional retail (A1), office (A2/B1a) & food & beverage (A3/A4) floorspace.; better linkages with Sainsbury's and improvements to the public realm, the shopping frontages and shopfronts			
Rosehill	Tram extension to serve Rosehill.; redevelopment of the Co-op (Site Allocation S41); additional, retail (A1), office (A2/B1a) and food and beverage (A3/A4) floorspace.; enhancement of The Market shopping parade on Wrythe Lane and Rose Hill; Traffic man measures and public realm improvement at Rosehill roundabout			
Wallington	Flood alleviation schemes at Wallington station and Beddington Gardens; redevelopment of area around station and Lidl (Site Allocations S6 and S8); north side of Ross Parade (Site Allocations S13 and S22); Wallington Square (Site Allocation S7); Wallington Hall (Site Allocation S12); Shotfield Car Park (Site Allocation S23); 31-35 Stafford Road (Site Allocation S14); additional retail (A1), office (A2/B1a) and food& beverage (A3/A4) floorspace.; refurbishment and re-design of Sainsbury's; reduce vacancy and improvement in retail offer on Stafford Road			
Worcester Park	Delivery of Crossrail 2 services to Worcester Park (with Kingston, the Mayor, TfL and Network Rail); identify and resolve constraints to traffic flow on the road corridor North Cheam-Worcester Park-Old Malden-A3 (with Kingston and TfL); flood alleviation scheme in Worcester Park area; redevelopment of 1-9 Windsor Road for town centres uses on the ground floor and additional			

Issue	Indicator	Local Plan Target	London Plan Target	Objectives
	residential units (Site Allocation S47); additional retail (A1), office (a2/B1a) and food & beverage (A3/A4)			
Policy 7 Housing Density				
Sutton Town Centre	Density of new dwellings and conversions within Sutton Town Centre (dwellings per hectare)	Within the 'Central Setting' range of the London Plan Density Matrix	(2) Over 95% of development to comply with the housing density location and the Mayor's density matrix (London Plan Table 3.2)	1 and 2
Sutton Town Centre API	Density of new dwellings and conversions within the Sutton Town Centre API (dwellings per hectare)	Within the 'Urban Setting' range		
District centres	Density within District Centres and APIs (dwellings per hectare)	Within the 'Urban Setting' range		
Policy 8 Affordable Housing				
Borough wide Affordable Housing Provision	Proportion of new dwellings permitted and completed within the borough which are affordable (%)	At least 35% of new dwellings permitted and completed within the borough are affordable (%)	(5) Completion of 17,000 net additional affordable homes per year	1 and 2
	Proportion of affordable units permitted and completed within the borough which are for social/affordable rent (%)	75% of affordable dwellings permitted and completed within the borough are for social/affordable rent	(5) Completion of 17,000 net additional affordable homes per year	
	Proportion of affordable units permitted and completed within the borough which are 'intermediate' (%)	25% of affordable dwellings permitted and completed within the borough are 'intermediate'	(5) Completion of 17,000 net additional affordable homes per year	
Affordable housing delivery on-site and/or financial contributions as part of new developments	Number and proportion of affordable housing units delivered on sites capable of delivering 11 units or more gross or which have a maximum combined gross floorspace of more than 1000m ² (%)	At least 35% of new dwellings permitted and completed on sites above the size threshold are affordable	(5) Completion of 17,000 net additional affordable homes per year	
Affordable housing delivery off-site and/or financial	Number of affordable units delivered off site arising from residential developments above the size threshold where it has been demonstrated that it would be more beneficial to the council's affordable housing objectives	The number of affordable units delivered off site arising from residential developments exceeding the size threshold accounts for at least 35% of the new units built	(5) Completion of 17,000 net additional affordable homes per year	

Issue	Indicator	Local Plan Target	London Plan Target	Objectives
contributions in relation to new developments	Financial contributions for affordable housing made by developers arising from residential developments above the size threshold, where it has been demonstrated that it would be more beneficial to the council's affordable housing objectives (£)	Financial contributions (s106) for affordable housing are made by developers in 100% of completed developments above the size threshold (£) and where there is no on or off-site provision.	(5) Completion of 17,000 net additional affordable homes per year ¹	
Policy 9 Housing Sizes and Standards				
Housing Mix	Dwellings completed by unit size (bedrooms) and tenure (private, housing association, local authority) (%)	100% of residential schemes have mix of dwelling sizes and tenures	(2) Over 95% of development to comply with the housing density location and the Mayor's density matrix (London Plan Table 3.2)	1 - 4
Dwelling size	Proportion of dwellings in Sutton Town Centre which have 3 bedrooms or more (%)	At least 25%		
Dwelling size	Proportion of dwellings completed outside Sutton Town Centre which have 3 bedrooms or more (%)	At least 50%		
Dwelling size	Proportion of dwellings on sites over 0.5ha or in an area with PTAL level with 3 bedrooms or more (%)	Over 50%		
Housing Standards	New dwellings meeting internal space standards set out in the London Plan (%)	100%		
	New dwellings which are accessible & adaptable' (Housing Tech Standard M4 (2))	90%		
	New dwellings which are wheelchair user dwellings (Housing Tech Standard M4 (3))	10%		
	Major residential schemes providing adequate amount of private amenity space as defined by the council's Urban Design Guide SPD (%)	100%		
	Major residential schemes providing adequate amount of play space and informal recreation space as defined by Mayor's Play Space or Informal Recreation SPG	100%		
Policy 10 Loss of Housing				
Dwellings lost	Number of dwellings lost as a result of residential developments	No dwellings lost	(4) Average completion of a minimum of 42,000 net additional homes per year	1 and 2
Conversions	Number and proportion of new dwellings created through conversion within and outside of APIs (%)	100%		
HMOs	Number and proportion of new houses in multiple occupation (HMOs) created through extension which are located within and outside of an API	100%		
Policy 11: Communal Accommodation and Specialist Housing				
Care Homes	Care home bedspace vacancy rate (oversupply/ undersupply of bedspaces)	Meet bedspace demand while minimising oversupply	n/a	3
Policy 12: Gypsy and Traveller Accommodation				
Gypsy and Traveller Sites	Number of gypsy and traveller pitches within the borough and future demand	Meet borough-wide demand for: <ul style="list-style-type: none"> 9 additional pitches 2015-19; 	n/a	3

Issue	Indicator	Local Plan Target	London Plan Target	Objectives
		<ul style="list-style-type: none"> 10 additional pitches 2020-24 4 additional pitches 2025-29 		
Policy 13: Housing and Garden Land				
Back garden development	Dwellings permitted and completed on back garden land in the Suburban Heartlands; APIs and town centres; and the borough as a whole.	Minimise dwellings on back garden land in the Suburban Heartlands	(1) 96 % of new residential development on previously developed land	6
Policy 14: Industrial Land				
Industrial Land	Area of industrial land, employment floorspace and vacancy rates within Beddington Lane Strategic Industrial Location (SIL); Kimpton SIL; Imperial Way (SIL) and smaller established industrial areas (ha)	No loss once permissions implemented	(10) Growth in total employment in Outer London	8 and 9
	Additional employment floorspace (m ²) completed by type (gross/ net) for B1(b) R&D; B1(c) Light Industry; B2 General Industry; and B8 Storage & Distribution.	Net increase		
Policy 15: Industrial Uses				
Env. and transport improvements	Number of environmental and transport improvements implemented within Strategic Industrial Locations and Established Industrial Areas, either on-site or via planning obligations.	100% of developments deliver environmental and transport improvements	n/a	9
Green Business	Number of developments permitted and completed for green businesses in the borough (excluding waste management, waste recovery, recycling & transfer).	Net increase in green businesses, floorspace, employees & turnover	(10) Growth in total employment in Outer London	
Policy 16: Office Development				
Office development	Net additional B1(a) office space completed within the borough over the plan period (to 2031) and the proportion located in Sutton Town Centre	23,000 m ² (100% in Sutton Town Centre)	(10) Growth in total employment in Outer London	8 and 9
Policy 17: District and Local Centre Development				
Offices	Net additional office floorspace (B1a) completed outside of Sutton Town Centre over the plan period to 2031 (m ²)	Net increase	Growth in total employment in Outer London	11 - 13
Convenience Retail	Net additional convenience retail floorspace (m ²) completed in Wallington and Hackbridge; Cheam; North Cheam; and Carshalton.	75% in Wallington& Hackbridge 15% in Cheam; 5% in North Cheam; and 5% Carshalton.		
Comparison Retail	Net additional comparison retail floorspace completed outside Sutton Town Centre (m ²):	5,000 m ²		
	Net additional comparison retail floorspace (m ²) completed in Wallington and Hackbridge; and Carshalton district centre.	90% in Wallington& Hackbridge 10% Carshalton		
Food and Beverage	Net additional food and beverage floorspace completed outside Sutton Town Centre (m ²):	5,000 m ²		
	Net additional food and beverage floorspace (m ²) completed in district centres and local centres.	50% in district and local centres.		

Issue	Indicators	Local Plan Target	London Plan Target	Objectives
Policy 18: Shopping Frontages and Town Centre Uses				
Sutton Town Centre	Proportion of retail (A1) ground floor units within the Primary Shopping Frontages of Sutton Town Centre	At least 75%	(10) Growth in total employment in Outer London	11 - 13
District Centres	Proportion of retail (A1) ground floor units within the Primary Shopping Frontages of District Centres	At least 55%		
Hot food takeaways	Proportion of A5 (Hot Food Takeaway) units within each Shopping Frontages and Local Centres (%)	Must not exceed 20%.	(6) Reduce diff in life expectancy between most and least deprived areas	
Policy 19: Local Centres and Isolated Shops				
Local Centres	Number of permissions for change of use from A1 uses to other uses in local centres	No permissions granted (subject to criteria (i) to (iv))	(10) Growth in total employment in Outer London	11
Isolated Shops	Number of permissions for loss of shops (A1) outside town and local centres and more than 400m walking distance from alternative shopping facilities	No permissions granted		
Policy 20: Education and Skills				
Primary Schools	<ul style="list-style-type: none"> Number of primary schools in the borough and school places Number of pupils attending primary schools in the borough Number of pupils in excess of total primary school capacity and number of schools over capacity 	Develop safeguarded sites for primary schools over plan period <ul style="list-style-type: none"> Land north of BedZED, Secombe Theatre (if not required for a theatre); The Sutton West Centre 	(12) Reduce the average class size in primary schools	7
Secondary Schools	<ul style="list-style-type: none"> Number of state-funded secondary schools in the borough and school places Number of pupils attending state-funded secondary schools in the borough Number of pupils in excess of total state-funded secondary school capacity and number of schools over capacity 	To develop the following safeguarded sites for secondary schools over the plan period <ul style="list-style-type: none"> Land at Sutton Hospital All or Part of the All-Weather Pitch and Part of the Tennis Centre at Rosehill Rec. 	n/a	
SEN	Number of Special Educational Needs schools in the borough and places	Develop the Sheen Way Playing Fields site for a SEN school in the long term to 2025:	n/a	
Policy 21: Health and Well-being				
Hospitals and other health facilities	Number of existing hospitals and other health facilities within the borough and development of new health facilities/ improvements	The following new health facilities/ developed over the plan period: <ul style="list-style-type: none"> Robin Hood Lane, Sutton Wrythe Green Lane 	(6) Reduction in the difference in life expectancy between those living in the most and least deprived	7

Issue	Indicator	Local Plan Target	London Plan Target	Objectives
		<ul style="list-style-type: none"> Felnex, Hackbridge (S1) Henderson Hospital S85 Cheam / North Cheam/ Worcester Park area Carshalton Area 	areas of London (shown separately for men and women)	
London Cancer Hub	Delivery of London Cancer Hub (see Policy 2 and Site Allocation LCH1)			
Policy 22: Social Infrastructure				
Community facilities	Net additional floorspace developed for community facilities (D1) and assembly and leisure (D2) over the plan period to 2031 (m ²)	A net increase in D1 and D2 floorspace	n/a	7
Public houses	Number of public houses registered as 'Assets of Community Value' and number lost to other uses	Increase public houses registered as 'Assets of Community Value' and minimise their loss.	n/a	
Policy 23: Telecommunications – no indicator proposed				
Policy 24: Green Belt and Metropolitan Open Land				
Green Belt	Number of sites and total area of Green Belt within the borough (ha)	No loss of Green Belt	(3) No net loss of open space designated for protection in LDFs	5
MOL	Number of sites and total area of Metropolitan Open Land (MOL) within the borough (ha)	No loss of MOL		
Policy 25: Open Spaces				
Open Spaces	Total area of open space and play spaces within the borough (ha)	Retain existing level	(1) Maintain at least 96 % of new residential development to be on previously developed land (3) No net loss of open space designated for protection in LDFs	5
	On-site provision of publicly accessible open space in areas of open space deficiency & elsewhere (ha)	Net increase		
	Length of Metropolitan Green Chains within the borough (km)	No loss of Metropolitan Green Chains		
	Number of children's play spaces within the borough	Increase		
	Number and area of allotments within the borough (ha)	No loss (subject to (ix)(i) and (ix)(ii))		
Policy 26: Biodiversity				
SINCs and green corridors	Number and area of Sites of Importance for Nature Conservation (SINCs)	Maintain number & area of SINCs	(18) No net loss of designated SINCs	5, 18 and 19.
	Areas deficient in nature conservation within the borough (ha)	Reduce total area of deficiency		
	Length of green corridors within the borough (km)	Maintain green corridor		
Habitat Enhancements	Number of biodiversity and habitat enhancements implemented as part of new developments, through the council's Biodiversity Action Plan and the Catchment Plans for the River Wandle and Beverley Brook	<ul style="list-style-type: none"> 1 ha of new woodland enhancement of 2 ha woodland 2 ha of new chalk grassland enhancement of 12 ha of chalk grassland 		

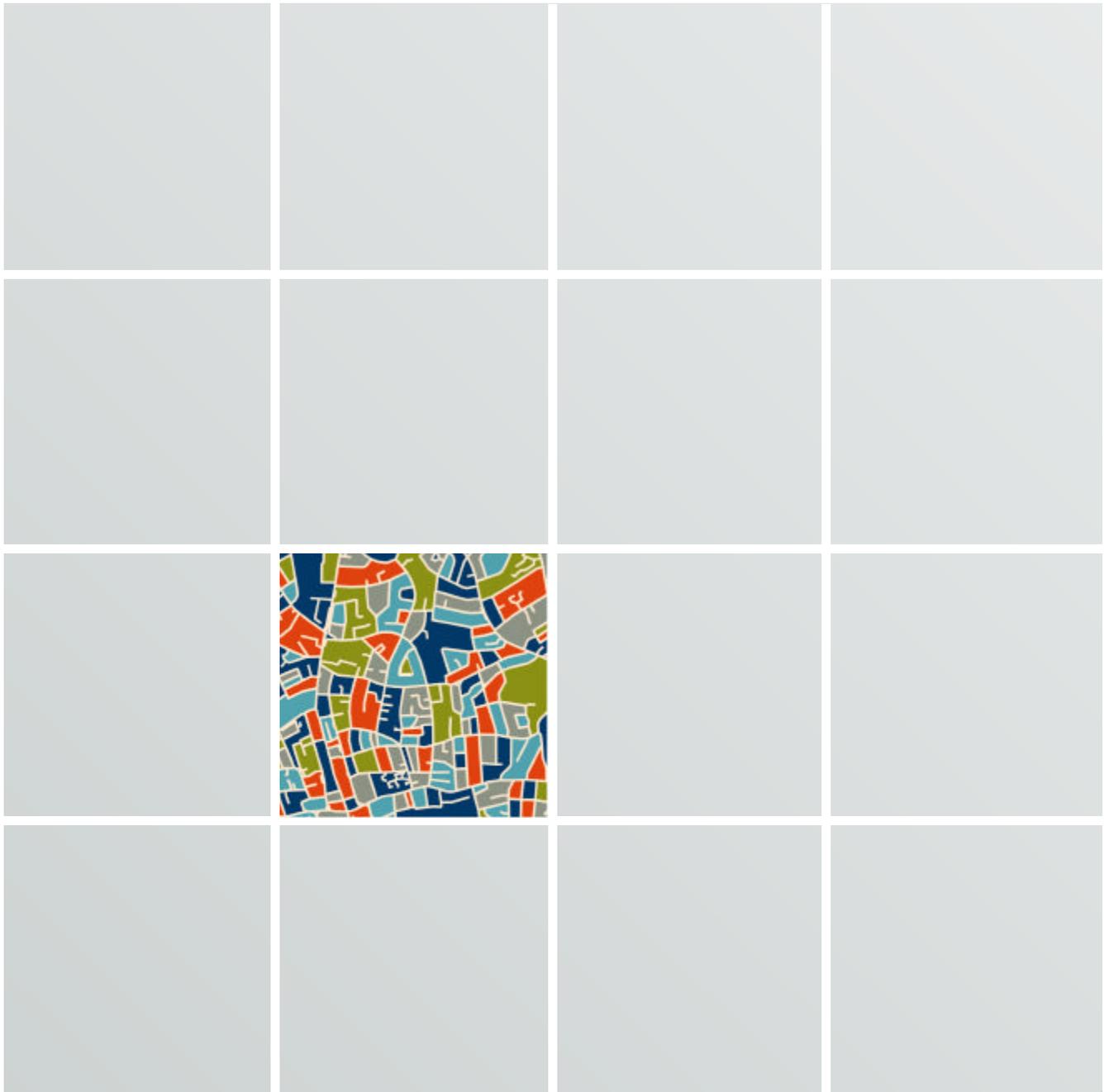
Issue	Indicator	Local Plan Target	London Plan Target	Objectives
Policy 27: Agricultural Land				
Agricultural Land	Area of 'Best and Most Versatile Agricultural Land' within the borough (ha)	No loss (subject to criteria (i) & (ii))		5
Policy 28: Character and Design				
Townscape quality	Characterisation assessment of the borough, including its suburban residential 'heartlands' to identify diversity, quality and sensitivity of the borough's landscape and townscape to change.	Improve townscape quality	n/a	6 and 22
Trees	Number of trees planted and trees lost as part of new developments	Retain existing trees where possible and increase trees planted.	n/a	
Tall buildings	Number of 'mid-rise', 'tall' and 'very tall' buildings permitted and completed within the borough within and outside Areas of Taller Building Potential	No tall buildings outside identified 'Areas of Taller Building Potential'	n/a	
Policy 29: Protecting Amenity – no indicator proposed				
Policy 30: Heritage				
Listed Building	Number of statutory Listed Buildings and Locally Listed Buildings in the borough.	Reduce the proportion 'at risk'	(24) Reduction in the proportion of designated heritage assets at risk as a percentage of the total number of designated heritage assets in London	22
Arch. Areas	Number of Archaeological Priority Areas and Scheduled Ancient Monuments in the borough.	N/A		
CAs	Number and area of Conservation Areas within the borough	Maintain and enhance quality		
ASLCs	Number of Areas of Special Local Character (ASLCs) in the borough.	Maintain and enhance quality		
Locally Listed	Locally Listed Buildings in the borough.	Retain		
Policy 31 Carbon and Energy				
Carbon and Energy	Number and proportion of major residential developments completed which have achieved at least a 35% reduction in regulated CO ₂ emissions on site compared to Part L of 2013 Building Regulations (%)	100%	(20) Annual average % CO ₂ emissions savings for strategic developments proposals progressing towards zero carbon in residential development by 2016 and zero carbon in all development by 2019 (21) Production of 8550 GW of energy from renewable sources by 2026	4
	Major residential developments which have achieved 'zero carbon' by offsetting the remaining regulated CO ₂ emissions through s106 payments into the council's carbon offset fund (£60 per tonne for 30 years)	100%		
	CO ₂ reduction measures delivered through the carbon offset fund and total expenditure (£)	Delivery of CO ₂ reduction measure		
	Number of new and existing developments connected to the planned district heating networks in the Hackbridge area and elsewhere in the borough	Implementation of phase 1 and of further phases over plan period		
Policy 32 Flood Risk and Sustainable Drainage				
Flood Risk Management	Number of developments permitted and completed within: <ul style="list-style-type: none"> EA Flood Zone 3b Functional Floodplain; EA Flood Zone 3a High Risk; EA Flood Zone 2 Medium Risk; and EA Flood Zone 1 Low Risk 	To steer new developments towards areas at lower risk of flooding in accordance with the sequential approach	To reduce the number of properties within the borough currently 'at risk' from fluvial (river) flooding	19 and 22
	Number of developments permitted which require the 'Exceptions Test' and number of	Minimise schemes requiring the		

Issue	Indicator	Local Plan Target	London Plan Target	Objectives
	'inappropriate' developments in flood risk areas (having regard to the Government's vulnerability classifications and flood zone compatibility guidelines)	'Exceptions Test' and no 'inappropriate developments' permitted in flood risk areas		
SuDS	Proportion of developments incorporating sustainable drainage (SuDS) measures	100%	(22) Increase the total area of green roofs in the CAZ	
	Greenfield sites: Proportion of developments which ensure that peak run-off rates for the 1 in 100 year rainfall event are no more than the greenfield run-off rate	100%		
	Previously developed sites: Proportion of schemes which ensure that peak run-off rates for the 1 in 100 yr event are no more than 3 times the greenfield rate	100%		
Flood scheme	Priority flood alleviation schemes investigated and implemented	Delivery of flood schemes		
Policy 33 Climate Change Adaptation				
Green Roofs	Developments incorporating a green roof/wall	100%	(22) Increase urban greening	4
	Previously developed sites: Major schemes achieving increase in green space coverage of at least 10%	100%		
Water Consumption	Domestic water consumption limited to 110 l/p/d in line with the higher 'optional requirements' set out in Part G of the Building Regulations	100%		
Policy 34 Environmental Protection				
Water Quality and Wandle	Quality of the River Wandle based on a range of chemical and biological indicators contained in the EU Water Framework Directive and Thames River Basin Management Plan 2015-21	River Wandle to achieve 'Good Ecological Potential' by 2025	(23) Improve London's Blue Ribbon Network	4
Air Quality	<u>Monitored NO₂ levels</u> Annual mean μ/m^3 Number of daily exceedences when hourly mean value $>200 \mu/m^3$	Annual mean not exceed $40\mu/m^3$ No more than 18 occurrences when hourly mean $>200 \mu/m^3$	(6) Reducing Health Inequalities	
	<u>Monitored PM10 levels</u> Annual mean μ/m^3 Number of daily exceedences when hourly mean value $>50 \mu/m^3$	Annual mean not exceed $40\mu/m^3$ No more than 35 occurrences when hourly mean $>50 \mu/m^3$		
	<u>Monitored ozone levels</u> rolling 8 hr mean μ/m^3	No more than 10 days when max. rolling 8hr mean $>100 \mu/m^3$		
Policy 35 Local Transport Improvements				
Traffic Man Schemes	Implementation of proposed highway and traffic management schemes for Sutton Town Centre; the London Cancer Hub and the rest of the borough	Highway and traffic management schemes implemented	(13) Use of public transport grows faster than use of the private car (14) Zero car traffic growth for London (15) Increase share of all trips by bike from 2% in 2009 to 5% by 2026	9 and 14 - 17
Public transport walking and cycling	Implementation of proposed improvements to public transport services and infrastructure and measures to promote walking and cycling implemented over the plan period. Length of cycle path within the borough (km)	Proposed improvements/ measures implemented Length of cycle path increased		

Issue	Indicator	Local Plan Target	London Plan Target	Objectives
Policy 36 Transport Impact				
Traffic Growth & Congestion	Monitored traffic levels in million vehicle kilometres per annum.	Reduce traffic levels in line with Sustainable Transport Strategy	(13) Use of public transport per head grows faster than use of the private car per head (14) Zero car traffic growth for London as a whole (15) Increase the share of all trips by bicycle from 2 % in 2009 to 5 % by 2026	15-17
CO ₂ emissions from transport	CO ₂ emissions from ground-based transport within the borough compared to 2008 baseline of 121 k-tonnes	Reduce CO ₂ emissions in line with Sustainable Transport Strategy		
Road Safety	Number of people, pedestrians, children, cyclists or motorcyclists killed or seriously injured (KSI).	Reduce KSIs in line with LB Sutton Sustainable Transport Strategy		
Modal Split:	Percentage of trips originating in LB Sutton where the main mode is by public transport (bus, tram, train); cycling and walking	Increase in line with Sustainable Transport Strategy		
Policy 37 Parking				
Off-street parking	Provision of off-street parking as part of new developments in line with the council's restraint-based maximum parking standards	100% of developments comply,	n/a	2 and 9
Policy 38 Infrastructure Delivery				
Infrastructure	Delivery of key social, physical and green infrastructure in accordance with the council's Infrastructure schedules in Table 2 over the Plan period (2016-2031).	Delivery of key infrastructure in line with Table 2	n/a	7 and 15 - 21
Policy 39 Monitoring – Preparation of Authority Monitoring Report				
Policy 40 Site Allocations				
Site Allocations	Delivery of Site Allocations LCH1, STC1-STC47 and S1-S108 against indicative capacity and phasing	Site Allocations delivered	n/a	All

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