

Supplementary Planning Document

Development Framework for Sutton Station and Adjacent Land

Planning, Transport and Highways
Environment and Leisure

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ONE Background

The Need for a Development Framework	1
The Scope and Purpose of the Development Framework	2
The Status of the Development Framework	3
The Plan Area	3
Planning Policy	4

TWO Development Proposals

Introduction	6
Objectives for Future Development	6
Building Form	7
The Plan Area	9
Environmental Enhancements	10
Transport Improvements	11
Longer Term Proposals	12
Implementation	13

Plans

Development Framework Area	Plan 1
Building Heights in Sutton Town Centre	Plan 2
UDP Proposals Map (Extract)	Plan 3
Short Term Proposals	Plan 4
Longer Term Proposals	Plan 5



ONE

Background

The Need for a Development Framework

- 1.1** Following the publication of the Mayor's London Plan in February 2004, with its emphasis on metropolitan town centres as areas of intensification and future growth, the Council is seeking to enhance the strategic role of Sutton Town Centre within South London to compete successfully with other regional centres, by bringing forward the development of designated 'Opportunity Sites' within Sutton Town Centre. The development of such sites, particularly those in private ownership, depends upon Council actions to produce planning guidance on future development and, in some cases, assembling land and providing new transport infrastructure.
- 1.2** The Council recognises the considerable potential of Sutton Station as a redevelopment site within Sutton Town Centre and the strategic significance of the redevelopment of the Station and surrounding area to the regeneration and growth of Sutton Town Centre as a whole.
- 1.3** Under Policy TCS3 of the adopted Sutton UDP, the Council has identified Sutton Station and Adjacent Land as an Opportunity Site within Sutton Town Centre. Under UDP Policy TCS3, and as set out in Schedule 5.2 of the Appendix to the Sutton UDP, the Council is seeking to encourage the appropriate redevelopment of the Site for town centre-related uses, so as to consolidate the qualities of the Town Centre and to provide opportunities for further enhancement of the quality of the Centre. Policy TCS3 further indicates the need for the Council to produce Planning Briefs for Opportunity Sites, and the Development Framework for Sutton Station and Adjacent Land has been prepared in accordance with this Policy, as a means of guiding future development/redevelopment, in terms of preferred land uses, built form and other planning considerations, such as environmental improvement, access and car parking.
- 1.4** Under Policy TR26 of the Sutton UDP the Council will favourably consider proposals to extend the Croydon Tramlink Scheme or an alternative improved public transport system to Sutton Town Centre and has safeguarded a suitable route within the Town Centre, using the Town Centre gyratory road network. Schedule 5.2 of the UDP also indicates that as part of the appropriate redevelopment of the Sutton Station and Adjacent Land Opportunity Site, the Station should be improved to provide public transport interchange and Station facilities, with improved pedestrian links to the High Street. Accordingly, in May 2003, the Council agreed to support the proposed route of the Tramlink extension adjacent to Sutton Station and the development of an integrated public transport interchange as part of the redevelopment of the Station, with the provision of improved pedestrian links.
- 1.5** In this context, Transport for London (TfL), in conjunction with the Council, has undertaken Studies of Croydon Tramlink Extensions, including an assessment of two possible routes to Sutton. Subsequently, TfL has further

developed this work to include the conversion of the Wimbledon/Sutton railway line to light rail operation. Although the precise alignment of the route through Sutton Town Centre remains to be agreed, it is accepted that in order to ensure proper integration between the tram and train, the future southern terminus of the tram needs to be as close as possible to Sutton Station. The Development Framework will assist in identifying and assembling the land and property required for the development of Croydon Tramlink in Sutton Town Centre. However, given funding limitations and other light rail priorities in London, it is not anticipated land assembly would need to be considered until the end of the Development Framework period.

- 1.6** Finally, the Council is also aware that the owners of a substantial site between the railway and Sutton Court Road intend to bring forward proposals for the comprehensive redevelopment of some of the existing office blocks. The redevelopment of land between Sutton Court Road and Sutton Station provides an opportunity to construct a tram terminus adjacent to the railway. The extension of Tramlink to the Station and improvements in accessibility within this part of the Town Centre by public transport also enables Sutton Station and Adjacent Land to be redeveloped more intensively for town centre-related uses.



- 1.7** The Development Framework is therefore required at this time, in order to assist the Council in determining any forthcoming planning applications in the context of proposals for the comprehensive redevelopment of the Station Area as a whole. In this regard, it is clear that sites within the Station Area will come forward for redevelopment at different times and that all of the Council's planning objectives for the Area cannot be fulfilled in relation to proposals for individual sites. However, the Development Framework for Sutton Station and Adjacent Land will help to ensure that the redevelopment of different sites over different timescales achieves the objectives for the Area as a whole and, in the long term, contributes towards its proper planning.

The Scope and Purpose of the Framework

- 2.1** Given the scale of possible redevelopment, the need to make provision for Tramlink and the opportunity to improve Sutton Station as a public transport interchange, it is necessary to look at Sutton Station and Adjacent Land comprehensively. Equally, because of the strategic significance of the transport opportunities arising from the redevelopment Sutton Station, such proposals must be considered in the context of Sutton Town Centre as a whole.

- 2.2** The Development Framework will:

- cover a period of 10 to 15 years;
- provide guidance on the redevelopment of sites within the Station Area for development control purposes;
- provide the basis for the preparation of further detailed guidance as may be necessary;
- identify a range of planning requirements and benefits the

- Council may be seeking from any future development;
- contribute to the future preparation of an Action Area Plan for the Town Centre as a whole;
- bring forward wider issues for the future of the Town Centre.

The Status of the Development Framework

- 3.1** The draft Development Framework has been prepared in pursuance of Policies TCS3 and TR 26 as supplementary guidance to the adopted Sutton UDP on the redevelopment of sites within the Station Area for development control purposes. As a Supplementary Planning Document (SPD), the Development Framework will be a material consideration in determining planning applications submitted within the Framework Plan Area.
- 3.2** However, in accordance with the provisions of the Planning and Compulsory Purchase Act 2004 and new Government guidance set out in PPS 12, the Council has also approved its Local Development Scheme, setting out a programme for producing a range of development plan documents, which are intended to replace the adopted UDP over a three-year period. Under the Local Development Scheme, the Council proposes to 'save' an overwhelming proportion of currently adopted Policies in the Sutton UDP for the period of the Scheme. The Council also intends to prepare an Action Area Plan for Sutton Town Centre as a whole. The Development Framework will contribute to the future preparation of the Sutton Town Centre Action Area Plan.
- 3.3** In particular, the SPD proposes longer-term transport proposals that affect land and property within the Framework Plan Area. These proposals will be carried forward into

the preparation of the Area Action Plan for Sutton Town Centre and their implementation will be considered as part of the planning process leading up to the approval of the Action Area Plan.

- 3.4** The Development Framework has been subject to extensive consultation as indicated in a Consultation Statement using measures proposed in the Council's draft Statement of Community Involvement. In addition, in accordance with Government Advice set out in PPS 12, a Sustainability Appraisal incorporating the requirements of the Strategic Environmental Assessment (SEA) Regulations 2004 has been carried out as part of the preparation of the Development Framework.

The Plan Area

- 4.1** The Plan Area is located at the southern end of the Town Centre and focuses on Sutton Station. The Sutton Station and Adjacent Land Opportunity Site, as identified in the Sutton UDP, is limited to an area south of the Sutton-Victoria railway and east of the High Street. However, in order usefully to provide a framework for possible proposals for the redevelopment of property fronting Sutton Court Road and, specifically, to bring forward detailed proposals for introducing Tramlink into the Town Centre, the proposed boundaries of the Development Framework have been extended, and the Plan Area focuses on existing development fronting the proposed Tramlink route along the gyratory road network at the southern end of the Town Centre.
- 4.2** The boundaries of the Plan Area, as shown on Plan 1, incorporate land north of the railway up to Grove Road/Sutton Court Road, with its western and eastern boundaries formed by Bridge Road and Langley Park Road respectively. Mulgrave

Road, Wellesley Road and the Station car park form the southern boundary of the Plan Area.

4.3 The Plan Area is predominantly in office use and contains approximately 60% of the overall office floorspace within the Town Centre. The High Street frontage is mainly in restaurant/cafe (A3) use and forms the southern end of the "Entertainment Quarter" of the Town Centre. South of the railway, there is also a high proportion of A3 Uses in Mulgrave Road and in Station Parade. This part of the Town falls within the Brighton Road Local Centre.

4.4 There is very little residential accommodation within the Plan Area other than a large 1950s-built development on the corner of Mulgrave Road and Bridge Road and flats above ground floor level on the western side of Brighton Road. Most of the above ground floor space is occupied by business-related uses. Plan 2 indicates building heights within the Town Centre.

4.5 A substantial amount of the land to the east of Brighton Road/High Street is in two ownerships. Network Rail owns the Station, associated operational railway land and the Station car park. Rafferty House, Sentinel House and South Point are also in the control of one owner.

4.6 On the western side of the High Street, the Post Office Counters Ltd owns a substantial area of land between Grove Road and the railway.

4.7 Grove Road/Sutton Court Road (A232), which forms the northern boundary of the Plan Area, is part of the Town Centre gyratory system and is the responsibility of Transport for London. Brighton Road/High Street, which provides access to the Town Centre from the south, bisects the Plan Area. The High Street section of

this road is narrow and is often congested: it serves a number of bus routes and is a cycle route.

4.8 Sutton Station is located at the junction of a number of rail routes. The Town Centre is well served by buses and as a result has a high level of public transport accessibility. However, because of the configuration of bus routes within the Town and the location of the Station, many bus/rail passengers interchanging in the Centre are involved in relatively lengthy journeys on foot.

Planning Policy

5.1 The planning policy context for redevelopment proposals within the Sutton Station Area is provided at national level by a range of Government planning policy guidance, which has been taken into account in preparing the Development Framework and represents a material consideration for purposes of determining planning applications within the Plan Area.

5.2 The London Plan and the Sutton UDP, together constitute the statutory development plan for the London Borough of Sutton and provide the basis for the policies and proposals that are put forward in the Development Framework. Plan 3 shows key policies of the UDP which affect the Sutton Station Area.

5.3 However, the Council also recognises that, in order to encourage the early redevelopment of sites within the Plan Area and achieve the benefits of town centre regeneration, particularly through the development of Tramlink, the adopted UDP policies, notably in relation to the appropriate mix of land uses, density of development and level of car parking provision, must be applied flexibly. Indeed, under Policy BE14, the Council is committed to adopting a flexible approach in

applying planning standards in relation to higher density residential development in sustainable locations, where such proposals incorporate elements of good design, demonstrate a high quality architectural design that is appropriate to the character of the locality and achieve sustainability objectives. In this regard, the Council will also apply the provisions of Policy HSG9, which seeks to meet the need for affordable housing within the Borough.

- 5.4** Under UDP Policy TR 26 the Council supports Tramlink and will favourably consider proposals to extend this or similar networks into the Borough. UDP Policy IMP 1 seeks to secure, where appropriate, planning obligations or unilateral undertakings from developers to provide community benefits. Arising from this policy context, the Council resolved in May 2003 to seek Section 106 contributions towards the construction of the proposed Tramlink extensions from appropriate development proposals.





TWO

Development Proposals

Introduction

- 6.1** The Sutton Station Area covers a substantial part of the southern end of Sutton Town Centre, and the primary purpose of the Development Framework is to provide guidance on the redevelopment of the Area as a whole. The Development Framework therefore puts forward a number of aims and objectives, which will guide the long term future redevelopment of the Area and provide the basis for the preparation of further detailed guidance as may be necessary.
- 6.2** However, whilst the proposed introduction of Tramlink to Sutton Town Centre will have a significant long-term regeneration effect on the Town Centre as a whole, it is clear that the proposed route for Tramlink within the Plan Area and provision of integrated public transport facilities at Sutton Station will directly affect the future development of some sites. The Council also recognises that, currently, there is pressure for development on the sites at Sutton Court Road and Sutton Station, which will result in redevelopment proposals coming forward for implementation in the shorter term.
- 6.3** As such, the Development Framework sets out detailed guidance on the appropriate uses and form of the future development on these

sites, together with details of the proposed shorter term transport improvements (Plan 4), and puts forward a range of planning requirements and benefits, including environmental enhancements within the Sutton Station Area, which the Council may be seeking from any future development.

- 6.4** Longer term proposed transport infrastructure improvements and redevelopment opportunities within the Sutton Station Area are shown on Plan 5.

Objectives for Future Development

- 7.1** The Council's overall aims in encouraging the redevelopment of sites within the Sutton Station Area are to ensure the successful regeneration of the southern end of Sutton Town Centre and to enhance the vitality and viability of Sutton as a Metropolitan Town Centre, whilst making provision for the development of Tramlink.
- 7.2** In considering proposals for redevelopment within the Area, the Council will be seeking to:
- provide comprehensive, large-scale, mixed-use, town centre development, with retail, leisure, office and residential (including a significant proportion of affordable housing) uses;
 - meet the need for new community facilities as part of private sector development on suitable sites;
 - ensure that new development relates satisfactorily to nearby buildings in terms of height, bulk and massing; create distinctive landmark developments, which highlight the location as a strategic transport interchange within the Town Centre; as well as providing a visually distinctive major approach to the town from the south;

- ensure that new development is of high quality design, incorporating significant landscaped pedestrian areas at ground floor level;
- maximise the use of land, commensurate with the other objectives;
- improve the streetscape and in particular provide a gateway to the southern end of the Town Centre and enhance the Brighton Road Local Centre;
- safeguard land required for Tramlink and facilitate land assembly;
- provide an integrated interchange between rail/bus/tram/taxis at Sutton Station;
- provide safe pedestrian and cycle access, in particular from Sutton Court Road to the Quadrant;
- ensure that appropriate provision is made for both vehicular and pedestrian traffic within this part of the Town Centre, in keeping with proposals for improvements to the Town Centre road network;
- seek to retain and enhance employment opportunities within the Area wherever possible; and
- incorporate designing out crime principles, both in terms of public safety and opportunities for railway crime.

Building Form

The Plan Area

8.1 Given the location of this Area at the highest point within the Town Centre, the Council considers that the design and appearance of any new buildings, particularly high buildings, are paramount. Therefore a detailed assessment will be required of the impact of such proposals on the Town Centre and on the Borough skyline. At present, there are a number of isolated tall buildings within the Town Centre, and the redevelopment of sites within the Plan Area presents an opportunity to improve the



relationship and overall appearance of tall buildings, particularly those located in the vicinity of Sutton Station.

8.2 In terms of the design of the built form of the development, it is essential that the redevelopment proposals for individual sites relate to the whole Town Centre and, in particular, to adjoining sites and areas. Redevelopment proposals should also contribute to improvements in transport infrastructure and enhance the local environment. At the same time, there is a need to create distinctive landmark developments within the Area, which gives identity to both the Station Area as a transport interchange and as a focus for this part of the Town Centre, as well as a major approach to the Town.

8.3 Seeking to achieve these objectives will require careful consideration to be given to the form, massing and the detailed design of buildings and spaces between them. In particular, in seeking to provide higher buildings and maximise the development of sites, there is a need to ensure that any new buildings respect the scale of the Town Centre, most noticeably the High Street. However, it is accepted that careful consideration will need to be given as to whether it is possible to achieve a gradual transition between new and existing buildings in some circumstances. For example, it may be more appropriate to achieve significant changes in the height in

relation to adjoining buildings, where this can be justified in townscape/landmark terms.

Sutton Court Road

- 8.4** As the owners of South Point have indicated an intention to retain this building, it should become the focal point of development on the south side of Sutton Court Road. Emphasis should be given to creating a more pedestrian-friendly environment at ground floor level, with landscaped areas/squares available for public access around and in between buildings, whilst safeguarding the security of the office buildings.
- 8.5** Any new buildings adjoining South Point would need to relate to the height of existing buildings to the north of Sutton Court Road and in the High Street. The height of any such development may also be influenced by the timing or certainty of adjoining land coming forward for development.
- 8.6** Any new building located at the junction of Sutton Court Road and High Street should become a key focal point for guiding pedestrians to the southern end of the Town Centre and the Station, particularly as there is a need to focus a major pedestrian/cycle crossing point at this location.



Sutton Station

- 8.7** A significant opportunity exists to create an attractive, distinctive landmark building over a new Station. The height of the buildings would need to be carefully considered in relation to the height of existing buildings within the area and in terms of their impact on the Town Centre. Along with the other proposed high buildings, the development should seek to provide a better relationship between the existing tall structures within this part of the Town. Any structure on the site needs to be of high quality design and materials and should not be bulky in appearance.



- 8.8** Detailed consideration would need to be given to the most appropriate location of the higher part of the building. Locating the highest part of the building fronting the High Street would provide more of a distinctive landmark when approaching the Town, but would contrast with adjoining buildings. The alternative arrangement would reduce the impact in the immediate street scene, but would need to be carefully considered in terms of its position in relation to Quadrant House and South Point.
- 8.9** Consideration should also be given to the treatment at ground floor level in front of the Station and whether there

would be merit in slightly setting back any building frontage to create more of a public space/structure in front of the new Station building.

- 8.10** Any new structure on the current Station Car Park needs to respect the height of nearby residential properties. Existing tree planting along the southern boundary of the Car park would soften the impact on adjoining properties. However, given that the Car Park ground level is almost the equivalent of 2 storeys higher than Apsley and Vanborough Court, in Wellesley Road, the development will probably need to be limited in height.

The Plan Area

- 9.1** In keeping with national, regional and local planning policies for new development within town centres and, specifically, in accordance with Policies 2A.5 and 3D.1 of the London Plan and G/SD2 of the Sutton UDP, the Development Framework is seeking to provide for comprehensive, large-scale, mixed-use, town centre development, including retail, leisure, office and residential uses.
- 9.2** Under UDP Policy G/EM2, the Council is seeking to maintain and enhance the role of Sutton Town Centre as a major office location within London and has identified the majority of the Plan Area as providing the office focus of Sutton Town Centre.
- 9.3** However, having regard to the findings of the South London Partnership Office Capacity Study 2003, the Council considers that it is unlikely that there would be sufficient demand for office floorspace within the Town Centre to justify comprehensive redevelopment of sites for office use. This Study found that despite a healthy level of demand for small, flexible space, particularly serviced accommodation, it seemed unlikely that Sutton would be able to support large scale speculative office development and that this may give rise to a reduced office focus in the Town Centre. Therefore, the Council will favourably consider a range of appropriate town centre uses of sites within the Sutton Station Area, provided that a strong office presence is retained within the Area.
- 9.4** Further to Policies 3A.1 and 3A.2 of the London Plan, the Council considers that there is considerable scope for residential development within the Station Area as part of new mixed use redevelopment schemes, thereby helping to meet the need for additional housing and enhancing the vitality and viability of the Town Centre. Given its location within Sutton Town Centre, its accessibility by public transport and the proposed introduction of Tramlink, and further to Policy 5F.3 of the London Plan and UDP Policies BE14 and HSG6, the Council accepts the need to accommodate higher density residential development. In accordance with London Plan Policies 3A.7 and 3A.8 and UDP Policies G/HSG5 and HSG9, the Council will also seek to negotiate a significant proportion of affordable housing within new higher density residential schemes within the Area. In accordance with UDP Policy CL 2, the Council will be seeking contributions towards education provision arising from the new development.
- 9.5** The Council further considers there is a need to improve the range of social facilities within this part of the town centre by the provision of a new multi-purpose community space. Such provision would be well located on the Sutton station site in relation to public transport and would add interest and vitality to any public spaces created around the station. However, it is recognised that the nature of the site and the possible difficulties in providing adequate servicing may make this use difficult to achieve. In

such circumstances, the Council would seek the provision of this type of use elsewhere in the Sutton Station Area.

Sutton Court Road

9.6 Redevelopment proposals for the Sutton Court Road site should incorporate:

- mixed-use development of mainly office and residential (including affordable housing) uses fronting a hard landscaped public open space alongside Sutton Court Road, with possible underground parking/servicing;
- landscaped amenity areas to serve new residential units;
- new bus lay-by/tram stop within the site fronting Sutton Court Road;
- provision of a landscaped north/south pedestrian link between Sutton Court Road and The Quadrant in conjunction with the redevelopment of the Sutton Station site, making provision for access to the Station and tram terminus;
- retail/restaurant/community uses on the ground floor of buildings fronting onto the proposed pedestrian link from Sutton Court Road to the Station (The Quadrant) to create interest/improve security; and
- new tram/rail interchange in conjunction with the Sutton Station site, with access through the site for trams and possibly buses to serve Sutton Station.

Sutton Station

9.7 Changes to the Station will require the agreement of the Train Operating Company and other bodies in the Rail Industry, but redevelopment proposals for the Sutton Station site should incorporate:

- mixed development of

appropriate town centre uses in a feature building over a retail concourse at ground floor level, incorporating ticket office and barrier access to trains;

- retail concourse linking the High Street with proposed path between The Quadrant and Sutton Court Road;
- cultural/community facilities;
- improved bus/rail/tram/taxi interchange;
- residential development (including affordable housing) on the existing Station Car Park, retaining current levels of car parking provision; and
- Landscaped amenity areas to serve new residential development on the Station and car park sites, possibly above ground floor level.

Environmental Enhancements

10.1 The provision of a hard landscaped public open space adjoining Sutton Court Road, as a result of the redevelopment of the Sutton Court Road site would enhance the character and appearance of this part of the Town Centre and provide an attractive setting for the proposed public transport interchange at Sutton Station. Therefore the Council will seek to ensure any land that is required for Tramlink within the Sutton Court Road site, is laid out as hard landscaped public open space until it is required for that purpose. Accordingly, given the likely timescale for Tramlink, the Council will seek a high quality, imaginative and interesting design for this space. The design should focus on a distinctive high quality townscape feature in order to give the area a sense of identity. This might be achieved by incorporating a suitably designed water feature.

10.2 Opportunities also exist for substantially improving the street scene within the Sutton Station Area,

by introducing hard and soft landscaping to the roads within and bounding the Plan Area and to the proposed pedestrian links. In particular, in considering the redevelopment of the Station site and links with Sutton Court Road and The Quadrant, the Council will seek to ensure that any proposals incorporate high quality pedestrian open spaces.

- 10.3** In addition, there is a need to reinforce the gateway to the Town Centre from the south and improve the environment of the Brighton Road Local Centre and the area around The Quadrant/Wellesey Road.

Transport Improvements

- 11.1** Sutton Town Centre is the most accessible location to public transport in the Borough. Therefore, it is intended that on-site car parking for new development should be limited in accordance with the Council's car parking standards and that most trips generated as a result of new development within the Plan Area should be catered for by public transport. Accordingly, new development will be expected to contribute to the improvement of sustainable forms of transport. However, there is already substantial car parking associated with the existing office development at Sutton Court Road and at Sutton Station, which is well used, and it is intended that the existing level of provision should be accommodated as part of redevelopment proposals and that the Council's car parking standards for new development should be applied flexibly. Proposals for major new development within the Area will require a Transport Assessment to be carried out and would need to be accompanied by a Green Travel Plan.
- 11.2** The key transport improvements required to serve the development proposals within the Plan Area are:

- provision for an improved tram/bus/rail/taxi interchange; and
- improved pedestrian movement to and across the Station /Sutton Court Road site.

- 11.3** Accommodating an improved transport interchange will require land to be given over to a new tram terminus close to the Station and space to be provided through the development fronting Sutton Court Road to accommodate a tram route. However, provision also needs to be made within the site for a bus lay-by/lane along the Sutton Court Road frontage and for pedestrian access to connect to the Sutton Station site. This bus facility should be connected to the existing bus lane in Chalk Pit Way.

- 11.4** The western end of the site frontage to Sutton Court Road should also be safeguarded from future development in order to allow for the widening of Sutton Court Road to accommodate a possible tram/bus lane. However, this land is unlikely to be required until Tramlink was implemented.

- 11.5** All proposals relating to the use of or access to Sutton Court Road will require approval from Transport for London, as the A232 is part of the Transport for London Road Network (TLRN).

- 11.6** The proposed tram/bus/rail interchange should also make provision for taxis to serve the Station, and the London Ambulance Service has requested an ambulance stand-by space for one of its vehicles. Such provision could be provided either on or off carriageway, but needs to be close to the Station in order to serve the southern end of the Town Centre and to provide access to staff facilities.

Longer Term Proposals

- 12.1** Plan 5 indicates the longer-term transport proposals. The proposals for a new tram terminus/bus stop fronting Sutton Court Road would allow those east/west bus services currently stopping at the Grove Road bus stop to stop closer to the Station. It would also enable the possible southern extension of Tramlink towards Belmont, by making provision for trams to turn south from Sutton Court Road into the High Street.
- 12.2** In order to maximise the benefits of the Sutton Station Area as a strategic public transport interchange as a result of the introduction of Tramlink, and realise the development potential of this part of the Town Centre, the Council considers that a new road link should be constructed between the junction of Brighton Road High Street /Mulgrave Road and Grove Road.
- 12.3** The proposed new length of road between the junction of Brighton Road/High Street/Mulgrave Road and Grove Road would remove traffic congestion from the High Street and enable the existing road to become a public transport corridor. The removal



of general traffic would also allow the environment of the High Street in the vicinity of Sutton Station to be substantially improved.

- 12.4** The construction of the new road link would require property acquisition, but

it may also give rise to proposals for the redevelopment of the western side of the High Street including the single storey properties facing the station. Any new development should provide a retail frontage (or other uses appropriate within a secondary shopping frontage) at ground floor level with appropriate town centres uses, such as offices, leisure and residential above. A similar mix of uses would be appropriate if land on the eastern side of the High Street comes forward for development, although the form of the development would benefit from the construction of a feature building on the corner of High Street/Sutton Court Road. Such a building would help raise the profile of this part of the Town Centre and, in combination with a new crossing over Sutton Court Road, would help provide a better link with the rest of the Town Centre.

- 12.5** The Council recognises that by virtue of their scale and appearance, the buildings on the eastern side of the High Street make a positive contribution to the townscape of the Station Area and there may be some value in retaining those buildings not affected by Tramlink. However, in terms of providing for proper bus/tram and rail interchange and associated pedestrian movement, as well as improved servicing and enhancing the general environment, there is likely to be significant benefit in the redevelopment of these buildings in the longer term. Therefore, any new development should seek to incorporate the facades of those existing buildings not affected by Tramlink into that development, provided this would not prejudice this section of the High Street becoming a public transport corridor.

- 12.6** Should redevelopment take place on either side of the High Street, the Council may require that the frontage of any new development should be set back. This would allow the widening of the existing High Street

and subject to the implementation of a new link road and provision of rear servicing, would assist in providing a landscaped public transport corridor, including improved pedestrian/cycle facilities.

Implementation

13.1 The Development Framework provides for the comprehensive redevelopment of land and property within the Plan Area over a 10 to 15-year period. This accords with the likely timescale for developing Tramlink in Sutton, as set out in the London Plan, which indicates future possible extensions to Tramlink within the period 2007 to 2016. However, the Mayor of London has indicated that the priority is to take forward further work on the Beckenham to Crystal Palace extension to Tramlink as well as Cross River Tram and West London Tram. Therefore, given these priorities and the limited funding available for major transport schemes in London, both the implementation of Sutton Tramlink and the proposed new road link are unlikely to be implemented until the end of the Plan period.

13.2 Accordingly, redevelopment opportunities within some parts of the Plan Area, notably sites in Grove Road, Mulgrave Road and the western side of the High Street, which are likely to depend upon the construction a new road link between the junction of Brighton Road/Mulgrave Road and Grove Road and establishing a new public transport corridor in the High Street, may not be realised except in the longer term.

13.3 In the shorter term, the implementation of the proposals for Sutton Court Road and Sutton Station over same timescale would enable:

- the development/regeneration potential of the Area to be

maximised;

- the safeguarding of land for Tramlink and other transport improvements to be properly integrated;
- joint servicing/access arrangements to be provided within the Sutton Court Road area;
- car parking to be provided on a comprehensive basis across the Area.

13.4 However, accepting that the redevelopment of sites is likely to come forward at different times, the Council will seek to ensure that the planning requirements and community benefits arising from the implementation of redevelopment proposals are secured when detailed proposals are considered.

13.5 A full planning submission will be required for all proposals in the Sutton Station Area, showing how individual site proposals relate to the Area and the Town Centre. Although the Development Framework sets out principles by which the Area should be developed, this does not mean that proposals submitted for planning permission in accordance with these principles will be necessarily acceptable. As well as assessing land use and design considerations, detailed consideration needs to be given to the transport implications arising from any development, including ensuring that it can be satisfactorily serviced. All planning applications for major development should:

- be accompanied by a comprehensive Design Statement which may be subject to independent review;
- incorporate energy efficient and renewable energy technology and design, wherever feasible, as set out in the London Plan;
- include an Access Statement, demonstrating how the principles

of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development and how inclusion will be maintained and managed; and

- be accompanied by a Transport Assessment.

13.7 In the vicinity of the Station, detailed consideration would need to be given to how the different development proposals for Sutton Station and Sutton Court Road relate to each other in order to enable the proposed improved interchange facilities, cross site pedestrian links and servicing to be constructed. Initial investigations have identified significant differences in existing site levels that will need to be addressed in implementing detailed development proposals. In particular the existing ground floor level of the Sutton Station building (OD 64.8m) is some 2 to 3 metres higher than land in Sutton Court Road. Therefore, the proposed pedestrian link between the two sites and any associated frontage development, should be designed to incorporate a gentle continuous gradient (maximum gradient not exceeding 1 in 20). In order to maintain the smooth transition between the sites, Network Rail has indicated that proposals to redevelop the Station site would incorporate a ground floor levels no higher than the existing station building of 64.8 metres. In the event that Network Rail was required unavoidably to increase this level, alternative provision would be made within the Station site to retain the same gradient between the two sites.

13.8 In addition, developers need to give early consideration to the requirements of utility companies to service proposed developments. Consultations on the Framework has indicated the requirements of various utility companies, including Thames Water Utilities. TWU is particularly

concerned over the limited capacity of its infrastructure to cope with new large developments, and that new development may therefore need to be phased in accordance with the infrastructure required. Consultation will also be necessary with TfL in respect of traffic management and bus operations.

13.9 The Council will continue to work with TfL on the development of Sutton Tramlink in clarifying the route through the Town Centre and the southern terminus in relation to Sutton Station. The development of a southern terminus within the Sutton Court Road/High Street Area would involve extensive land acquisition and land assembly and may require new servicing arrangements for some existing properties. Initial discussions have already taken place with some affected landowners about the scope of redevelopment proposals, and the Council is seeking to ensure, if possible, that land acquisition and any new servicing arrangements are achieved by agreement. However, the Council will, if necessary, consider the use of compulsory purchase orders, in order to assemble the affected land in the interests of the proper planning of the Sutton Station area and to enable a tram terminus to be constructed. In this regard, it should be noted that because of funding limitations and the Mayor's priorities for implementing transport schemes, it is not anticipated that such action, if required, would be needed until the end of the Plan period.

13.10 Funding for the proposed transport improvements, including the construction of the new Link road and the development of Tramlink, will be sought from TfL. The Council will also be seeking to assign developers' contributions arising from Section 106 Agreements in respect of the future redevelopment of sites within the Plan Area to provide further funds for implementing the proposed transport improvements in accordance with the

proper planning of the Sutton Station Area. In this respect, developers' contributions will include the provision of land within development sites to assist in the implementation of transport schemes.

13.11 Given the need to make the most efficient use of land within the Station Area and in making provision for higher density development, the Council recognises that it may not always be possible for new developments to fully meet private amenity space requirements. In these circumstances, the Council may seek a contribution to enhance and maintain existing open spaces close to the Area, such as Manor Park.

13.12 Other planning obligations arising from the implementation of development proposals, which the Council will be seeking to negotiate within the Sutton Station Area and which are referred to elsewhere in the Development Framework include:

- a significant proportion of affordable housing;
- contributions to meet the transport improvements, including the provision of car club facilities; education costs arising from new development;
- the provision/contributions toward the provision of community facilities;
- contributions to enhance the public realm, including new and existing urban spaces; and
- contributions to assist in the maintenance of new public open spaces and pedestrian links.



STRATEGIC PLANNING AND PROJECTS

SUPPLEMENTARY PLANNING DOCUMENT ON

Sutton Station and Adjacent Land

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