



SPD

London Borough of Sutton **Local Development Framework**

Supplementary Planning Document

Carshalton College Draft Planning Brief

May 2012



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1 Introduction

Status

- 1.1 This Planning Brief has been produced in accordance with the 2004 Planning and Compulsory Purchase Act, (as amended 2008), the London Borough of Sutton's 2006 Statement of Community Involvement and the National Planning Policy Framework (2012).
- 1.2 It provides a planning and design framework to guide the redevelopment of the Carshalton College Campus, Nightingale Road, Carshalton, SM5 2EJ. The location of the area covered by this Planning Brief is shown in Figure 1.1 below and covers 2.6 hectares in total.

Purpose of the Planning Brief

- 1.3 The Brief, when approved as Supplementary Planning Guidance, will guide the future development of the site and will assist the Council in determining future planning applications. The Brief will supplement the 2009 'Core Spatial Strategy' (CSS) and policies within the 'Site Development Policies' Development Plan Document.
- 1.4 In addition to providing guidance on the development of the College site, the Brief takes into account the possibility that adjoining land in Denmark Road, owned by the Council, may come forward for redevelopment at some time during the Plan period. The 2 sites are also shown on Figure 1.1.

Background

Carshalton College

- 1.5 Carshalton College is the Borough's main provider of post 16 education and training, focussing on full time students aged between 16 and 19 years. The College also offers a broad range of part time, adult, Higher Education, employment and 14-16 provision, working in partnership with other institutions. The College is currently based on a single campus at Nightingale Road, Carshalton.
- 1.6 Following the collapse in 2008 of the Learning & Skills Council's (LSC) capital funding regime for Further Education Colleges, Carshalton College has been required to reassess its options for securing the modernisation of its existing accommodation on its Nightingale Road Campus.
- 1.7 Previously the College was progressing a substantial phased rebuild of its accommodation, funded by the LSC. These aspirations are no longer feasible. However, the College still needs to continue to upgrade and enhance the remainder of its existing facilities to provide a 21st Century educational environment for the local population. In addition, the majority of the buildings on the site were built in the late 1960s – early 1970s with a 30 year lifespan and require significant levels of expensive and ongoing maintenance and many have a poor energy performance rating.

- 1.8 The College has considered a number of options for the refurbishment, reconfiguration and redevelopment of its site, including various forms of land disposal for enabling development. The analysis concluded that the redevelopment and refurbishment of the College's existing accommodation is best achieved through consolidation within the existing Nightingale Road campus, with the southern part of the site that fronts Denmark Road, becoming surplus to operational needs and therefore being available for disposal for alternative forms of development. The capital receipts from the disposal of this part of the site would be reinvested into providing enhanced educational opportunities in the area.
- 1.9 Whilst this solution would result in the loss of a surplus part of the College site to alternative development, it would facilitate the provision of significantly enhanced educational accommodation on the remainder of the College campus, and in turn, support substantial improvements in academic provision for the local community.

Adjoining Land-LB Sutton Offices and Car Park

- 1.10 The Council is keeping under review its occupation of land/buildings in Carshalton with the long term aim of consolidating all of its office activities within the main Civic Offices in Sutton Town Centre. This could result in both the existing offices and detached car park in Denmark Road becoming surplus to the council's requirements in the future. Both these sites are allocated as being suitable for residential development in the Site Development Policies DPD. Given the proximity of these two sites to the college site and their allocations, it is considered prudent to ensure that any development on the college site does not prejudice the development potential of these sites. It could also provide for a more comprehensive development of any surplus land in Denmark Road.

Development Proposals

- 1.11 As a result, this brief provides guidance on:
- The consolidation and reconfiguration of the existing Carshalton College site to meet modern teaching requirements through redevelopment and the provision of modern built teaching accommodation; and
 - The future use of surplus land arising from the above consolidation and its relationship to any potentially surplus Council owned land.



Figure 1.1

Planning Brief Area



April 2012

Not to Scale

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2 Site Context and Character

Relationship to Shopping and Service Centres

- 2.1 Carshalton College is relatively well located in relation to Town and Local Centres. The site is approximately 900 metres from Carshalton Village and 3km from Sutton Town Centre. In addition, it is 100 metres from Wrythe Green Local Centre.

Transport Connections

- 2.2 In terms of rail transport, the site is roughly 550 metres from Carshalton Station which has regular services to London (Victoria and Blackfriars stations) as well as direct cross-London services to Bedford and Luton. The journey time to Victoria is roughly 30 minutes.
- 2.3 With regard to the bus network, there are two services which stop directly outside the college on North Street: 127 (Purley – Tooting, every 30 minutes during the day) and 157 (Crystal Palace - Morden, every 12 minutes during the day). The 151 also serves both Green Wrythe Lane and Nightingale Road (Wallington – Worcester Park, every 8-12 minutes during the day). There are also a number of other services in close proximity (S3, 80, 407 and X26). In terms of public transport accessibility levels, Transport for London has given the area a grading of 3, where 6 is for the most accessible locations in London and 1 is for the least.
- 2.4 The site is well placed for access to the strategic road network, being close to the A232, A217 (for M25 at Reigate) and the A24 (for M25 at Leatherhead).

Surrounding Built Form

- 2.5 Historically, land in Carshalton around the Brief Site was primarily in arable use and the River Wandle, which runs to the east of the site, gave rise to manufacturing using water power. Towards the end of the 19th Century the local area began to be slowly developed with housing but it was not until the 1920/1930s that the area was subject to extensive suburban development. During the 1960s the first part of the college was built on a small site fronting Nightingale Road whilst the remainder of the campus and council owned land was in residential use. It was not until the 1970s that the college campus extended to its current extent and council offices were built.
- 2.6 The current local context comprises residential, commercial and educational uses. With the exception of the College site, Council Offices and Carlton Towers the area is of medium density and of domestic scale.
- 2.7 In general terms, the built form surrounding the site comprises mainly of 20th Century house types typical of suburban council and private developments, ranging from two and three storey dwellings to an eight storey brick clad tower block. More recent private housing developments have taken place in Denmark Road to the south of the site, mainly comprising 3 storey flats.
- 2.8 North Street (B277) defines the sites' north-western boundary. Carlton Towers, a modern block of flats, is located on the opposite (west) side of North Street, opposite the college and is 8 storeys high-the tallest building in the local area. The remainder of the opposite side of the road is of a more domestic scale comprising 2 storey shops (two of which are Listed Buildings) and 2

storey houses and part of Wrythe Green Open space. North Street forms the eastern boundary of Wrythe Green Conservation Area which includes Wrythe Green and the surrounding local centre. Boundary walls on the eastern side of North Street are set back from the back of the footway.

- 2.9 To the south-west of the site is the unmetalled surface staff car park which is accessed off Denmark Road. Close to the northern end of the cul-de-sac, there is a large Victorian house, The Chateau, which has been sub-divided into flats.
- 2.10 Denmark Road forms the southern boundary to the site with all the college and adjoining council offices (3 storey) buildings being separated from the footway by a wide grass verge with a large stand of mature trees. Residential buildings on the opposite side of the road are largely 3 storey and are set back a similar distance with tree planting at the back of the footway. This pattern of development gives Denmark Road its silvan suburban character.
- 2.11 To the north-west of the site housing comprises in part 2 storey terraced housing of Bucklers Way and in part 3 storey flatted developments of Denmark gardens, whose rear aspect directly faces onto the site.

Buildings and Site Characteristics

College Campus

- 2.12 Carshalton College occupies an area of approximately 2.6 hectares and is broadly rectangular in shape fronting Nightingale Road/North Street to the north and Denmark Road to the south. The college comprises a variety of single, two, three, four and five storey buildings mainly built in the 1970s/1980s and provides approximately 11,506 sqm of teaching and administrative facilities. The most recent buildings on the site are Blocks E, C and the sports hall which was completed in 2010. The site has been developed in an incremental manner over the last 50 years leading to a disparate campus. Overall, site buildings are materially worse than the acknowledged education sector-wide benchmark. The physical condition of each building has been reviewed and as a result buildings in poor condition have been identified for refurbishment or demolition.
- 2.13 The piecemeal development of the College campus has resulted in a number of disparate building types resulting in poor visual amenity and place making and the college lacks a presence in the street scene with its buildings being set back and separated from North Street by a surface car park and without a recognisable main entrance. The campus does not have a coherent building language, type or palette of materials. In the main, College buildings have little or no architectural merit or resemblance to one another with many of its single storey outmoded buildings located within the south-east area of the campus near to Denmark Road.
- 2.14 Any open areas within the campus are largely taken up by car parking and staff and students do not have any coherent external amenity areas.
- 2.15 The campus is owned by the college, although a small part of the adjoining Council offices site is held on a long lease by the college from the Council and used as a motor vehicle workshop.

Denmark Road Car Park (Site LBS 1)

- 2.16 The College site is bounded by the Council's detached Car Park (LBS 1) which has a site area of approximately 0.4 hectares. The site is currently an area of unmetalled surface car parking for approximately 130 spaces accessed off Denmark Road. There are a number of important mature trees that have been retained within the site and on the Denmark Road frontage as well as a number of less important trees along other boundaries of the site.

Council Offices (Site LBS 2)

- 2.17 The Council's Office site (site LBS 2) comprises a three storey office building with an undercroft which enables vehicular access to a hard standing surface car park to the rear from Denmark Road.
- 2.18 The building is a concrete framed structure incorporating modular concrete rain screen panels, curtain walling, vertical strip windows and repetitive elevational articulation, which was built during the 1970s and is similar in appearance to buildings on the college site. It is currently used as office space by the London Borough of Sutton. Part of the college workshops are currently housed in part of this building (see paragraph 2.15 above).
- 2.19 The site has a total area of 0.4 hectares. It is set back from Denmark Road by a wide grassed area with a number of mature trees which soften the impact of this modern building within its locality by partially screening its elevation.
- 2.20 Subject to the future relocation of the Council's Offices, both this and the other Council owned site above (Denmark Road car park) would become surplus to the Council's requirements and therefore suitable for development.

Site Levels

- 2.21 At this stage a detailed topographical survey of the whole site has not been undertaken. Using Ordnance data on Nightingale Road and Denmark Road it can be seen that the local area is generally flat with only a minor rise in levels between the surrounding roads in the region of about 1.5 metres from the north (Nightingale Road) to the south (Denmark Road) and most of the site frontages are at street level. However, there is a localised difference in levels between the site and the adjoining Council owned car park. The Council car park is about 2 metres higher in the vicinity of the 'Gas Centre' (see Figure 2.3) where there is a retaining wall on the college side.

Trees and Vegetation

- 2.22 An initial tree inspection has been undertaken by consultants. This has identified which trees are likely to be regarded as "significant", and which are of sufficient quality, value and potential to warrant retention in any development of the site. It is not however a comprehensive survey of all trees on the site.
- 2.23 The key arboricultural features of the College site, which should be sought to be retained in any development include:
- The belt of large broad-leaved trees on the Denmark Road frontage, which is a major component of the silvan character of this road.

- The group of four Common lime trees (nos. 72-75) adjacent to the main vehicular access to the College from North Street. These are a significant component of the local landscape, being readily visible in views from North Street, and from the junction of Nightingale Road and Green Wrythe Lane to the north.

2.24 The canopies of several trees growing just outside the boundaries overhang the site, and the roots of these specimens are likely to be growing into it. Such trees should be given due consideration in any development of the site, in order that they can be retained without suffering unacceptable damage due to on-site works or occupation. In particular these include:

- The belt of broad leafed trees (nos. 105 to 113) growing in the verge on the south side of Nightingale Road.
- Two large conifers (nos. 201 and 202) growing in the rear garden of No. 22 Nightingale Road.
- The survey also identified that there are a number of mature good quality trees located on the adjoining Council owned sites which contribute to the character of the local area.

Access and Parking

2.25 There are a number of access points (vehicle and pedestrian) around and in the vicinity of the site. These are identified as follows:

- Separate “in” only into the main College car park on North Street;
- Separate exit only from the main College car park on Nightingale Road;
- Pedestrian only access to the college from Nightingale Road at the junction with Wrythe Green Road;
- Two service accesses to the College on Denmark Road;
- Pedestrian and a separate “in and “out” vehicular access to the Council car park on Denmark Road; and,
- Pedestrian and vehicular access to the Council Offices on Denmark Road and Denmark Gardens on the western boundary.

2.26 Car parking on the college site comprises:

- 219 standard bays (prior to the recent car park extension to the north of the Council offices)
- 12 disabled bays
- 4 nursery drop-off / pick up bays

2.27 The College manage its car park in the following way. There is currently a small charge for staff, students, visitors and tenants using the car park which is payable on exit. Sports centre clients and staff have free parking and can park anywhere in the standard bays. ‘Authorised’ visitors can have free parking and disabled staff and students have free parking.

2.28 As part of the preparation of this Brief, parking surveys have been undertaken at the College, and the adjoining Council car parks and on local streets to ascertain the current level of parking demand in the area. The College car park typically reaches capacity of 235 cars by 09:15 and remains at that level until about 12:30, when it gradually reduces to around 100 cars at 17:30 before rising to a peak of about 130 cars for the evening peak at 19:00.

- 2.29 The Council's Denmark Road car park comprises about 130 spaces located adjacent to Langcroft Close. The car park rises to capacity (about 130 cars) by 08:45 and remains virtually full until 15:15, following which demand falls away to about 24 cars at 18:00. In addition, there are about 35 spaces associated with the Council office buildings at the rear of the Denmark Road offices. Both parking areas are for the use of Council staff. However, parents use the Denmark Road car park for delivering/collecting their children from the primary school in Denmark Road.
- 2.30 There are parking restrictions on Nightingale Road fronting the College and in parts along North Street and on Denmark Road. Survey results show that North Street parking was consistently peaked at capacity between 0700 and 1500 (max 19 cars) but reduced to 9 cars by 2100. Denmark Road was close to capacity (max 78 cars) between 0900 and 1500 following which it dropped away to about 33 cars at 2100.
- 2.31 Parking on streets north of the site (Nightingale Road, Bucklers Way, Culvers Way, Strawberry Lane) was generally around 30 to 40 cars most of the day (0700 to 2100) although there was a peak of 50 vehicles at 1900.
- 2.32 It is therefore clear that current parking demand from the College and the Council Offices runs at maximum capacity at various points during the day. The survey did not identify the cause of the parking. However, it is expected that parking on Denmark Road is generally associated with the Council Offices and parking on streets to the north of the College is generally associated with the College, in addition to residents and commuters which comprise some of the parking numbers.
- 2.33 There are no specific cycle routes adjacent to the college.
- 2.34 There are three bus services 127, 157 and 151 that operate on North Street and Wrythe Green Road, providing a total of 11 buses an hour in each direction and the nearest stops are located on North Street, Wrythe Lane and Nightingale Road.

Services

- 2.35 Preliminary enquiries have been made of the major utility companies to determine whether there any services that might affect the future development of the site. However the area of search has been limited to the part of the College campus fronting Denmark Road that has been identified for disposal in the short term.
- 2.36 The responses indicate that there appear to be no major constraints imposed on the development of the potentially surplus site (Sites C – see Figure 2.2). However any future purchaser would need to satisfy themselves that there are no services that might affect the development potential of the site.

Flooding

- 2.37 The whole site falls within Flood Zone 1. However the Council's Surface Water Management Plan indicates that parts of the whole site could be affected by surface water flooding.
- 2.38 Figure 2.3 provides a site analysis and identifies the likely main planning constraints.

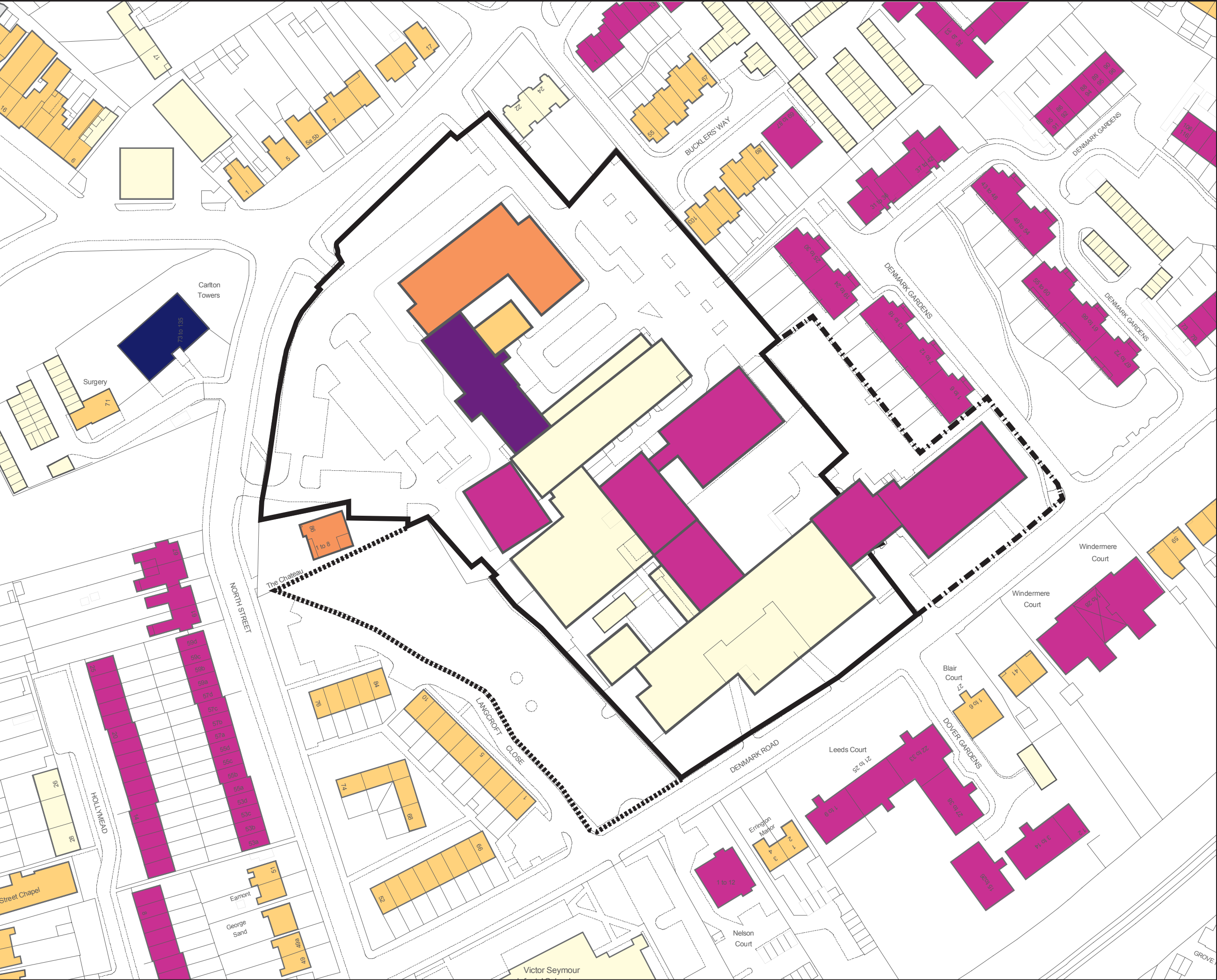


Figure 2.1

Building Heights

- College Site
- LBS Site
- LBS Car Park
- Single Storey
- Two Storey
- Two/Three Storey
- Three Storey
- Four Storey
- Five Storey
- Eight Storey



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Figure 2.2

Location of Services



- Site Boundary
- Abandoned Water Main
- BT Underground Plant
- Drain
- Duct/Trench
- Electricity Line
- Foul Manhole
- Foul Sewer
- Joint Box
- LP Mains
- MP Mains
- Surface Sewer
- Virgin Media Chamber
- Washout Hydrant
- Water Distribution

This is an illustrative plan based on information provided by utility companies



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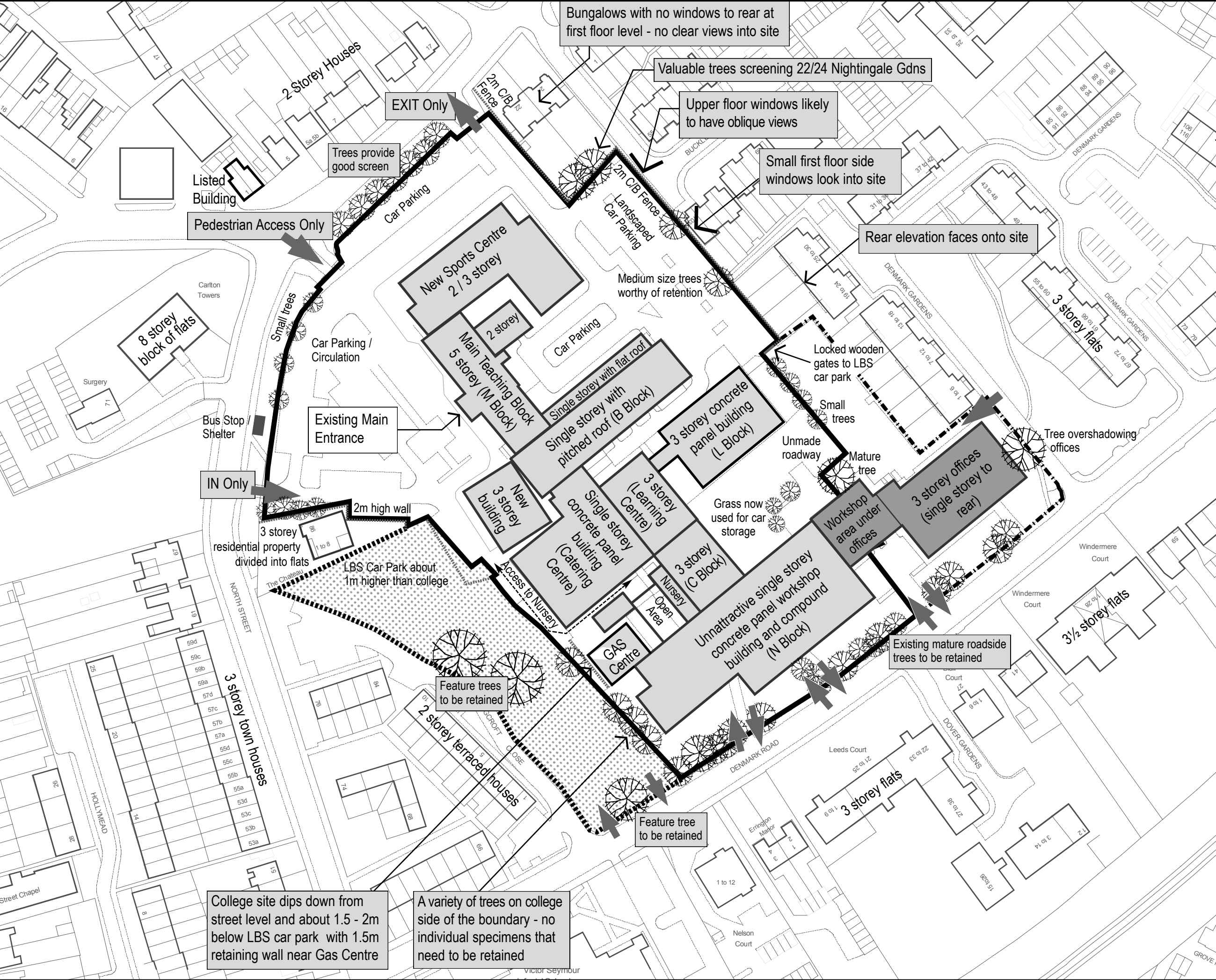


Figure 2.3

Site Analysis and Constraints

- College Site
- LBS Site
- LBS Car Park
- College Buildings
- Council Offices

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3 Planning Policy

Introduction

- 3.1 This section of the Brief provides guidance on the relevant policy context that has been used in preparing this Brief and that will be used to help determine any planning applications that come forward for development on the different sites that are covered by the Brief.

The Development Plan

- 3.2 The Development Plan for the London Borough of Sutton comprises the policies and proposals contained within the London Plan 2011, the policies of Sutton's Core Planning Strategy and the policies of Sutton's Site Development Policies Development Plan Document.
- 3.3 The London Plan is the strategic plan setting out an integrated social, economic and environmental framework for the future development of London, looking forward 15-20 years, and, while it does not deal with site-specific issues in any great detail, its policies do impact on most development.
- 3.4 The 2009 Core Planning Strategy (CPS) provides the strategic direction for the spatial planning of the Borough. It divides into two principal sections: Place Making Policies, which set out how the spatial strategy will be implemented in specific areas of the Borough, and Borough Policies, which deal with Borough-wide issues.
- 3.5 In 2012 the Site Development Policies DPD was adopted, and replaced the remaining 'saved' policies of the UDP. Since the policies of the Site Development Policies DPD are generic to all types of development, there are a considerable number of policies which are applicable to the area covered by the Planning Brief.
- 3.6 In addition, proposals for the site will also need to take into account any Supplementary Planning Guidance Documents produced by the Greater London Authority and the Council.

Site Designations/Allocations

The Site

- 3.9 The College is currently used as a Further Education facility and there are no specific proposals for the Site detailed within the Sites DPD.
- 3.10 The site is designated as an Archaeological Priority Area on the adopted Proposals Map. As such, any proposed development at the site would be required to follow an agreed course of archaeological works, prior to the commencement of construction.

- 3.11 The College site is also identified in the Site Development Policies DPD as an 'Area of Taller Building Potential'. The northern half of the College site is identified as an area with potential for tall buildings (7-10 storeys) and the southern half as having potential for mid-rise (4-6 Storeys) . The identification of areas as having 'potential' for taller buildings does not mean that buildings of that height will necessarily be considered acceptable. Rather, any new proposal would still need to demonstrate how any taller building would respect its surroundings, particularly where they are proposed in close proximity to a conservation area.

The Surrounding Area

- 3.12 The area to the north-west of the site around Wrythe Green local centre is designated as a Conservation Area and the enclosed green areas are designated as Public Open Space. All the surrounding area forms part of the above Archaeological Priority Area.
- 3.13 The council offices and council-owned car park on Denmark Road are both identified within the Site Allocations Schedule of the Site Development Policies DPD. The council offices site is identified as Site Allocation BW10, and the Denmark Road car park is identified as Site Allocation BW11. Both sites are allocated for residential development.
- 3.14 This section makes specific reference to Educational and Housing Policies along with other relevant policies of the Development Plan.

Educational Policies

- 3.15 London Plan Policy 3.18 (Education Facilities) states that development proposals which enhance education and skills provision will be supported, including expansion of existing facilities. The policy guidance states that the Mayor will support the protection and enhancement of Further Education Colleges and facilities.
- 3.16 Core Strategy Policy BP4 (Education and Skills) seeks to support the provision/improvement of education and training facilities throughout the Borough, in line with individual institutional aspirations for improved education and to meet all the educational needs of the community.
- 3.17 Policy DM31 (Social and Community Infrastructure) of the Site Development Policies DPD states that the Council will grant planning permission for the development of social and community facilities where it satisfies various criteria including not having any unduly adverse environmental effects.
- 3.18 The principle of the improvement and expansion of educational facilities on the College site is therefore supported in planning policy terms both at the strategic and local level.

Housing Policies

Housing Density

- 3.19 The London Plan Policy 3.3 states that “The Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford”. Further to this, Policy 3.4 states “Taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output for different types of location within the relevant density range shown in Table 3.1. Development proposals which compromise this policy should be resisted.” To this end, the London Plan includes a matrix which sets out recommended housing density in light of the public transport accessibility and townscape settings (central, urban and suburban). Core Policy BP1 seeks to make the most efficient use of sites and sets out how the Council will apply these settings to the Borough based on its Characterisation Study. On this basis, since all the potentially surplus land included in the Brief has a suburban setting and a Public Transport Accessibility Levels of 3, the matrix indicates that the density ranges set out Table 3.2 are appropriate. However Core Policy BP1, whilst recognising the value of the Matrix as a tool to help arrive at initial appropriate density ranges for a particular site, needs to be applied flexibly to take account of local context and character and that in assessing planning applications density is not the only consideration.

Table 3.1: London Plan Housing Density Ranges Applicable to the area covered by the Planning Brief.

House Size (no of habitable rooms)	Habitable Rooms per hectare	Units per hectare
3.8-4.6 hab rooms	150-250 hab rooms/ha	35-65 units/ha
3.1-3.7 hab rooms		40-80 units/ha
2.7-3.0 hab rooms		50-95 units/ha

London Plan, 2011

Density and Local Context

- 3.20 Policy 3.4 of the London Plan emphasizes that the range of densities in the Matrix appropriate for a particular location are broad to enable account to be taken of other factors such as local context, design, transport capacity, social infrastructure, open space and play. The guidance also states that the form of housing should be determined primarily by an assessment of housing requirements and not by assumptions as to the built form of the development. However, Core Policy BP1 indicates that the application of the Matrix relies on a detailed assessment of local character and accessibility on a site-by-site basis. Policy 3.5 of the London Plan states that “the design of all new housing should enhance the quality of local places, taking into account physical context, local character, density, tenure and land use mix, and relationships with, and provision of public, communal and open spaces, taking particular account of the needs of children and older people”.
- 3.21 This emphasis on local context is reflected in Sutton’s local policies. Core Planning Strategy PMP2 states that the Council will maintain and enhance the quality of the Borough’s environment by ensuring that all new development respects the positive features of Sutton’s

suburban character, creating local distinctiveness and a sense of identity. Meanwhile, Core Planning Strategy Policy BP12 sets out the Council's overarching approach to urban design.

- 3.22 The Site Development Policies DPD provides further information on the type of residential development that the Council would find acceptable. Policy DM1 deals with character and design and expects new development to: respect and retain existing landforms; be of an appropriate scale, massing and height; complement or improve the character of an area; create attractive, functional and clearly defined private and public space; create convenient, safe and visually attractive areas for car and cycle parking; ensure the design deters and reduces the fear of crime; provide high quality landscaping; and increase sustainable living. Meanwhile, Policy DM3 states that the Council will expect all new development to contribute positively to the street scene and public realm and Policy DM4 supports developments that preserve and enhance the character and appearance of conservation areas.
- 3.23 Other documents that are of relevance to respecting local context are SPG2: Nature Conservation, which includes information on the landscaping of developments, and SPD14: Creating Locally Distinctive Places – Urban Design Guide.

Table 3.2 : Development potential based on London Plan Matrix

Site C Surplus Land at Carshalton College		
Site Area	Density range from London Plan Matrix (hrph)	Development Potential Range in Hab. Rooms
0.45 ha	150 – 250	68 - 113

Amenity

- 3.24 Any redevelopment of the site will be required to respect the amenity of surrounding properties and provide a high-quality living environment for future occupiers. Site Development Policies DPD Policy DM2 states that, in deciding planning applications, the Council will consider the amenity issues of overlooking; outlook /sense of enclosure; sunlight, daylight, overshadowing and the need for artificial light and the effect of traffic movement to, from and within the site and car parking.

Affordable Housing

- 3.25 Both the London Plan and the Core Strategy state that the affordable housing provision should be provided on sites that are capable of achieving 10 units or more gross and at London-wide and Borough-wide level affordable housing provision should be 50% of all new dwellings constructed. Furthermore that of that 50%, 70% should be social-rented housing and 30% should be intermediate housing. Nevertheless, it is suggested that these targets should be applied flexibly at site level taking account of individual site costs, economic viability, the availability of public subsidy and other scheme requirements.
- 3.26 The London Plan proposes a tenure split of 60% social-rented housing and 40% intermediate housing, whilst the Council's priority need remains for social-rented affordable housing. More recently, the government has introduced an additional category of affordable housing-affordable rents. Unlike social rented accommodation, affordable rent levels are to be set based on a proportion of market rents with a ceiling of 80%. Consideration is currently being given as to what proportion of market rent would be appropriate as an affordable rent in the borough and

whether it should vary geographically across the borough or with dwelling size. Nevertheless, the council's priority will remain that at least 70% of all affordable housing should be for rent, but at this stage it is not certain what proportion of will be at social rent or affordable rent.

- 3.27 The Council encourages the involvement of a Registered Housing Provider at an early stage in any scheme involving affordable housing. Where practicable, it seeks that 42% of that affordable housing should be 3 bedroom or more family accommodation and 10% should meet the Wheelchair Housing Design Guide standards and be fully fitted at handover. The Council does not support affordable studio flats and has a lower priority need for 1 bedroom affordable accommodation compared to larger sized units.
- 3.28 Further guidance on the Council's policy with regard to affordable housing can be found in SPD3: Affordable Housing, which, although partly superseded by later policy changes, provides some guidance on the Council's approach to securing affordable housing (Sections 9 and 10).

Housing Mix

- 3.29 All documents within the Development Plan require a mix of housing sizes, types and tenures within new developments. The Site Development Policies DPD, Policy DM25, states that a minimum of 25% of dwellings on site should have three bedrooms or more, unless it would not be appropriate to the location or viable. Furthermore, the policy states that, on sites particularly suited to larger-sized family homes, the Council will expect the proportion of units with three bedrooms or more to be exceeded.

Wheelchair Accessible and Lifetime Homes

- 3.30 In addition to the basic mix requirements, the London Plan and the Site Development Policies DPD both state similar requirements for the proportion of wheelchair accessible homes and "Lifetime Homes". In any development, all new housing should be built to "Lifetime Homes" standards and 10% of new housing should be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.

Space Standards

- 3.31 All documents in the Development Plan require new residential units to be of a suitable size. London Plan Policy 3.5 stresses the importance of good housing design, stating that "the design of all new dwellings should take account of factors relating to "arrival" at the building and the "home as a place of retreat" and meet dwelling space standards... have adequately sized rooms and convenient and efficient room layouts [and] meets the changing needs of Londoners over their lifetimes." The policy also sets out minimum size standards for new development and these are reproduced in Table 3.3.

Table 3.3: London Plan Minimum Standards for New Development

Dwelling Type	Bedrooms & Persons	Gross Int Area (m ²)
Flat	1 person	37
	1 bed - 2 person	50
	2 bed - 3 person	61

Dwelling Type	Bedrooms & Persons	Gross Int Area (m ²)
	2 bed - 4 person	70
	3 bed - 4 person	74
	3 bed - 5 person	86
	3 bed - 6 person	95
	4 bed - 5 person	90
	4 bed - 6 person	99
2 Storey Houses	2 bed - 4 person	83
	3 bed - 4 person	87
	3 bed - 5 person	96
	4 bed - 5 person	100
	4 bed - 6 person	107
3 Storey Houses	3 bed - 5 person	102
	4 bed - 5 person	106
	4 bed - 6 person	113

London Plan, 2011

3.32 Developers should also have regard to Sutton's Urban Design Guide, which provides information on Sutton's Internal Room Space Standards and minimum sizes for individual rooms, as well as have regard to the Mayor of London's London Housing Guide (Interim Edition). The Council will expect all new housing development on site to meet or exceed the standards set out in Table 3.3.

3.33 Besides internal room standards, Sutton's Urban Design Guide also sets out minimum space standards for private amenity space (gardens). These are reproduced in Table 3.5 below.

Table 3.5: Minimum Standards of Accessible Private Garden Space

Dwelling Size	Minimum Garden Space
Flats or 1-bed units	25m ²
2-bed houses	40m ²
3+ bed houses	70m ²
In exceptional cases, where this cannot be provided, contributions will be sought for the provision or enhancement of nearby open space, however this is not normally acceptable in areas with open space deficiencies.	

SPD14: Creating Locally Distinctive Places, Urban Design Guide,

Informal Recreation and Play Space

- 3.34 In terms of play space and recreational areas, the current London Plan and the Site Development Policies DPD both direct developers to the Mayor's Supplementary Planning Guidance "Providing for Children and Young People's Play and Informal Recreation", which provides guidance on informal recreation and play space for children and young people. The Mayor's SPG includes requirements for new development based on anticipated child yield and distance to existing facilities. A benchmark standard of 10 sq metres per child will be required and needs to cater for different age groups of children: under 5s; 5-11; and 12 plus. The maximum walking distances to these 3 different categories of open space is considered to be 100m, 400m and 800m respectively. The precise requirement for play space will depend on the scale and mix of development proposed on the site.

Sustainability Policies

- 3.35 Any development will be required to achieve the highest standards of sustainable design and construction in terms of climate change mitigation, climate change adaptation and flood risk management. Paragraphs 3.36 to 3.44 below set out the main requirements arising from the Policies DM5 to DM8 in the Site Development Policies DPD.
- 3.36 All planning applications for new dwellings or major non-residential developments should be accompanied by a Sustainable Design and Construction Statement showing how the proposed development complies with the standards set out in Policies DM5 to DM14, the policies of the London Plan and any relevant SPD prepared subsequently by the Council. Further guidance can be found in the Council's Sustainable Design and Construction IPG. This guidance is currently being reviewed and will be contained in a future 'Climate Change' Supplementary Planning Document.

Code for Sustainable Homes/BREEAM

- 3.37 Policy DM5 (Sustainable Design and Construction) of the Site Development Policies DPD requires that all new residential development should achieve Code for Sustainable Homes Level 4 from 2011. All planning applications for new dwellings should be accompanied by a 'design stage' assessment under the Code undertaken by a BRE accredited surveyor indicating that the appropriate level of performance will be achieved. Planning applications should also include a commitment to undertake a 'post-construction' stage assessment and achieve final certification under the Code prior to the occupation of the development. Meeting the Code Level requirements will also assist in meeting other requirements of the Development Plan.
- 3.38 Furthermore, all major non-residential developments should achieve a sustainability rating under the appropriate BREEAM scheme or equivalent of 'Excellent' from 2011 and 'Outstanding' from 2017.

Climate Change Mitigation

- 3.39 Policy DM6 of the Site Development Policies DPD sets out a timescale for the reduction of carbon-dioxide emissions expressed as a percentage improvement over the target emission rate set out in the 2010 Building Regulations. Currently all residential development should achieve a 25% reduction (up to 2013) and thereafter 40% leading to zero carbon from 2016. All major non-residential development is required to meet the same reduction levels/timescale except that the requirement for zero carbon starts from 2019. In seeking to achieve these reductions, developments should apply the Mayor's energy hierarchy by seeking to achieve the

highest standards of energy efficient design and layout; being designed to connect to and, where appropriate, contribute towards existing or future decentralisation energy networks, supplied by low or zero carbon energy; and using renewable sources of energy generated on-site. It should be noted that the London Plan Policy 4A.7 expects developments will achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation if feasible.

- 3.40 In seeking to promote the efficient supply of energy, developers should investigate the possibility of decentralised energy, combined heat and power systems and even when these are not immediately technically feasible or financially viable, maintain a possibility to connect the development to a local system at some point in the future. The London Plan Policy 5.5 sets a target of 25% of London's heat and power to come from decentralised energy systems by 2025.
- 3.41 The Brief Site is located close to the Hackbridge Decentralised Energy (DE) Opportunity Area within which area the Council will apply its DE Protocol (as set out in Policy DM6) to sites that come forward for development and the potential to connect to any such future networks should be considered. Where, the achievement of carbon dioxide targets would not be technically feasible or economically viable the Council will seek contributions to support a 'Carbon Offset Fund' to be used towards carbon reduction measures off site.

Flood Risk

- 3.42 Even though the site is in the lowest flood risk zone, Flood Zone 1, any redevelopment will require a Flood Risk Assessment under Policy DM7 of the Site Development Policies DPD. This is because of the site is over one hectare in size and site of this size requires a Flood Risk Assessment according to paragraph 103 of the National Planning Policy Framework. Furthermore, the Council's Surface Water Management Plan indicates that the site is affected by surface water flows. Under Policy DM7 development should also incorporate Sustainable Urban Drainage Systems (SUDs) in order to manage surface water run-off as close to its source as possible and aim to achieve 'greenfield' run-off rates. The policy sets out a range of SUDs measures that should be incorporated into new development, wherever practicable.

Climate Change Adaptation

- 3.43 Under Site Development Policies DPD Policy DM8 the Council will seek to ensure that the location, layout and design of any development minimises the vulnerability of people and property and that they are fully adapted and resilient to climate change impacts. A range of measures are set out in relation to flood risk, minimising overheating and contributing to the 'Urban Heat Island' effect, conserving water resources and maximising the multi-functional benefits of blue and green infrastructure.

Open Space and Access to Nature

- 3.44 Site Development Policies DPD Policy DM16 states that all residential development proposals in areas of open space deficiency should provide new open space and/or make financial contributions to enable the provision of new open spaces or improvements to the accessibility and quality of existing open spaces. The site falls within a ward which has an open space deficiency compared to the overall adopted borough-wide standard and deficiencies in access to Local Equipped Areas of Play (LEAPS) (more than 400m away). Part of the site is also identified as being within an area of deficiency in terms of access to district open spaces (more than 1.2km away).

- 3.45 In accordance with Site Development Policies DPD Policy DM17, the Council may also seek financial contributions towards enhancing nature conservation and access to nature.

Transport Policies

Transport Assessment

- 3.46 London Plan Policy 6.3 and Site Development Policies DPD Policy DM20 require that development proposals are assessed on their impact on transport capacity and the transport network. In the case of the scale of development proposed on the college site, the submission of a Transport Assessment (TA) will be required. A TA will also be required if any residential development exceed 80 units or a Transport Statement if the development falls within the range of 50 to 80 units. Furthermore, Site Development Policies Policy DM21, states that any local roads built to serve new developments should be designed according to the Department of Transport's "Manual for Streets" and home zone principles, giving priority to sustainable modes and local residents over through motor traffic. Site Development Policies DPD Policy DM21 requires that new roads and footways should also be built to adoptable standards and be fully accessible to the mobility impaired.

Travel Plan

- 3.47 London Plan Policy 6.3 states that, if the development produces at least 80 additional housing units, a Residential Travel Plan will be required (Transport for London's Guidance for Residential Travel Planning in London, 2008). Further guidance on Travel Assessments and Travel Plans can be found in SPG13: Transport Assessments and Travel Plans. Meanwhile, SPD6: Car Clubs gives guidance on the creation and funding of car clubs to serve new developments.

Parking

- 3.48 The Site Development Policies DPD requires new developments to provide the appropriate amount of car parking necessary in accordance with the Council's restraint-based maximum car parking standards, taking into account public transport accessibility levels (PTALs), existing publicly available parking provision and usage in the vicinity of the site and the need to deter unnecessary car use while avoiding over-spill parking problems. The parking standards are set out in Appendix 3 of the Site Development Policies DPD.
- 3.49 Cycle parking for colleges should be provided on the basis of 1 space per 10 staff and 1 space per 7 pupils as set out in the Sites Development Policies DPD. Residential cycle parking is currently a minimum of 1 space per dwelling.

Planning Obligation Policies

- 3.50 In respect of delivery, Core Planning Strategy Policy DP2 states that the Council will ensure, through the use of planning obligations that all new development meets on and off site requirements that are made necessary by, and are related to, any proposed development. Further guidance on the Council's approach towards planning obligations is contained within:
- SPD5: Planning Obligations, which includes the formula used by the Council for calculating Section 106 agreements;
 - SPD10: Education Contributions from Residential Developments, which sets the guidelines for Section 106 contributions for education;

- The Open Space Strategy, which shows a developer would have to provide new open space and/or make financial contributions to enable the provision of new open spaces or improvements to the accessibility and quality of existing Public Open Spaces.

3.50 Specific planning obligations are dealt with in Chapter 6.

Urban Design Policies

Regional Policy

3.51 The urban design policies of the London Plan place an emphasis on development integrating with local surroundings. For instance, Policy 7.1 states new development should be designed so that the layout, tenure, mix of uses and interface with surrounding land will improve people's access to community infrastructure (including green spaces), commercial services and public transport. New developments should maximise the opportunity for community diversity, inclusion and cohesion and should contribute to people's sense of place, safety and security. The design of new buildings and the spaces should help reinforce or enhance the character, legibility and permeability of a neighbourhood.

3.52 London Plan Policies 7.2 (An Inclusive Environment), 7.3 (Designing out Crime) and 7.5 (Public Realm) provide further details on Policy 7.1. Policy 7.4 also stresses the importance of respecting local character. It states that "Buildings, streets and open spaces should provide a high quality design response that:

- has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass;
- contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area;
- is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings;
- allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area;
- is informed by the surrounding historic environment.

3.53 London Plan Policy 7.6 covers architecture and states the buildings and structures should:

- be of the highest architectural quality;
- be of a proportion, composition, scale and orientation that enhances, activates and appropriately encloses the public realm;
- comprise details and materials that complement, not necessarily replicate, the local architectural character;
- not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy and overshadowing;
- incorporate best practice in resource management and climate change mitigation and adaptation;
- be adaptable to different activities and land uses, particularly at ground level,
- meet the principles of inclusive design, and
- optimise the potential of sites.

Local Guidance

3.54 The Council also considers that urban design should be an integral part of the planning process and, to this end, it has produced its own guidance, SPD14: Creating Locally Distinctive Places - Sutton's Urban Design Guide. The document sets out six design principles which should be considered in the design and development process:

- Building on Local Character;
- Creating a Safe and Attractive Building Layout;
- Creating Vibrant, Attractive and Accessible Public Places;
- Creating Easier Movement;
- Creating a Sense of Welcome; and,
- Building for the Future.

3.55 Each principle is accompanied by a checklist which highlights the key criteria of the design principle and can be found in the SPD.

4 Development Objectives

4.1 This section sets out the objectives that a future redevelopment should seek to meet. This chapter also provides information on the broad scale and form of development. The college campus site has been divided into three parts for the purpose of this planning brief and is shown on figure 4.1. Accordingly, this section makes reference to the sites or parts of sites as follows:

- Site A: Carshalton College - Land to be retained for education purposes
- Site B: Carshalton College – Land to either be retained in whole or part for educational use/associated car parking or released as surplus to college requirements in the longer term as a possible second phase of residential development (in addition to Site C below).
- Site C: Carshalton College – Land identified as surplus to college requirements and considered suitable for residential development (Phase 1).

In addition, reference is also made to the council owned land adjacent to the Brief site as follows:

- LBS 1: Council owned Denmark Road Car Park – Land identified as suitable for residential development in the Site Development Policies DPD (Site allocation BW11)
- LBS 2: Council Offices, Denmark Road – Land identified as suitable for residential development in the Site Development Policies DPD (Site allocation BW10)

Sustainability Objectives

4.2 Any new development should:

- achieve Code for Sustainable Home Level 4 for any residential units and BREEAM Eco Homes 'Excellent' (or 'outstanding' for developments permitted from 2017) for any non-residential development;
- investigate the feasibility of connecting to an existing or planned Decentralised Energy network supplied by renewable low or zero carbon energy and secure the direct connection of all development to that network, contributing as necessary to the increased capacity of the DE network to support the connection;
- where there is a planned DE network within a feasible and viable range, the development should commit to future connections and ensure that proposed site-wide and/or communal heating systems are equipped to connect and energy centres provide sufficient space;
- be designed to minimise overheating and avoid the need for mechanical cooling by incorporating natural cooling measures such as green roofs or walls, shading and courtyards and passive ventilation;
- incorporate sustainable drainage systems, including the use of porous hard surfacing materials and other similar measures to reduce the current level of surface water run-off from the site and ensure any current/potential surface water problems are addressed.

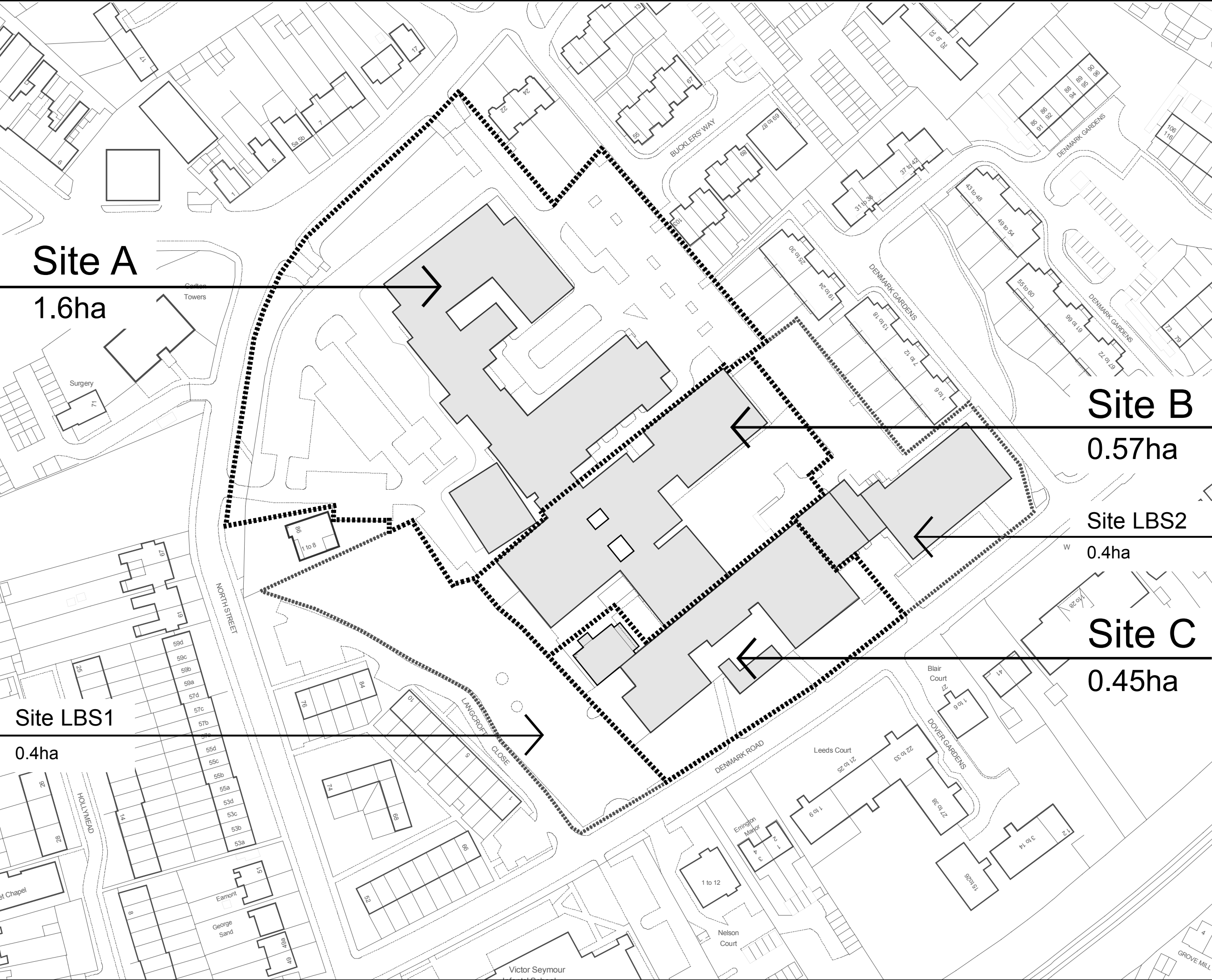


Figure 4.1

**Carshalton College
Site Areas**

A, B, C

Brief Site

L B Sutton
Land

April 2012

Not to Scale

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Housing Objectives

4.3 Any new development should:

- optimise the residential development potential of the site;
- aim to provide an element of family housing with three or more bedrooms, if feasible;
- ensure all homes are build to “Lifetime Homes” standards;
- ensure at least 10% of homes are designed to be wheelchair accessible or can be easily adapted to be wheelchair accessible;
- aim to provide 50% of all new homes as affordable housing, with at least 70% of the affordable housing for social/affordable rent;
- include a proportion of homes for social rent/affordable rent with at least three bedrooms if feasible;
- provide adequate private amenity space (see Table 3.5); and,
- provide adequate internal space (see Table 3.4).

Education Objectives

4.4 Any new development should:

- Provide for new and enhanced education facilities that will offer higher standards of further education provision throughout the Borough.
- Remove the older out-dated buildings, provide a range of new buildings and develop a campus style range of facilities to enhance opportunities for learners to develop work related learning opportunities.
- Improve the presence of the college in North Street by providing an attractive building frontage to the road and creating a new pedestrian access into the campus as a focal point of the frontage with associated improvements to the public realm.
- Ensure that the college creates a sense of welcome by creating a legible development of attractive buildings and enclosed spaces that provides a clear image and improves the permeability of the site whilst respecting the surrounding character of the area including the Wrythe Green Conservation Area.

Urban Design Objectives

4.5 Any new development should:

- ensure that the design of buildings on site respects the surrounding local character, particularly the Wrythe Green Conservation Area and does not adversely affect the amenities of surrounding residents;
- limit any residential development on site C to a height not generally exceeding three storeys (excluding accommodation within pitched roof space) fronting Denmark Road;
- Restrict development within the college campus on the North Street frontage to not exceeding 4 storeys in height and 2 storeys adjoining the north-eastern boundary (Bucklers Way/Denmark Gardens) and any new buildings are set back a sufficient distance (see Section 5) behind the line of the existing front boundary wall of the College site to ensure they respect the character of North Street and the conservation area as well as providing space for new tree planting.

- create a safe and attractive building layout. Buildings should address the street with a continuous building line, public and private space should be clearly defined, street layout should be coherent and well-structured and there should be no overshadowing or overlooking;
- create vibrant, attractive and accessible public places. Streets and public spaces should be well connected and easy to move through and within. The public space should be clear of obstruction and clutter and accessible;
- create easy movement. The buildings and layout should be legible, facilitate pedestrian movement and integrate into the surrounding street network. Car parking should be integrated and not be dominant. Pedestrian requirements should take priority over roads and car parking to the extent that highways do not dominate the development;
- create a sense of welcome. The development should have a clear image, landmark features and create an attractive space;
- create buildings for the future;
- provide an area(s) of publicly accessible open space capable of being used by the local community within in any residential development as well as ensuring there is sufficient young people's play space and informal recreation. Such play facilities may be capable of being provided as part of the same open space;
- ensure car, cycle and disabled parking is in accordance with the Council's space sizes and with the relevant adopted Council standards;
- enhance the biodiversity and nature conservation value of site; and
- retain all existing mature trees within and around the site that are considered worthy of retention.

Access and Movement Objectives

4.6 A new development should:

- create safe access/egress to/from the college site from both Nightingale Road and North Street, ensuring sight lines are sufficient and the issue of right turning vehicles into the site can be dealt with adequately to the Council's satisfaction;
- to serve Site C from a limited number of shared surface access roads to Denmark Road (no vehicular access points to individual units);
- ensure that the any possible future redevelopment of Site B for residential development can be served from Denmark Road via Site C and this is taken into account in terms of the design of roads and footways on sites C and to consider the need for pedestrian and cycle connections between Site C and Site B (should this part of the site become available for housing) as well as the adjoining Council owned land (Sites LBS 1 and 2);
- consider the opportunities for new pedestrian and cycle routes through the site and improve connections to bus stops and contribute to the improvement of pedestrian waiting facilities/information;
- ensure movement for pedestrians and cyclists takes priority over the motor car;
- encourage greater use of sustainable modes of transport rather than the car, whilst ensuring sufficient car parking is available on-site to avoid increasing the demand for on-street parking;

- consider the need for introducing on-street parking restrictions in the roads surrounding the site
- ensure new roads and footpaths within those areas to be developed for residential purposes are built to adoptable standards and are fully accessible to the mobility impaired; and
- meet “Manual for Streets” requirements and the use of “home Zones”, where possible, ensuring the maximum use of shared surfaces/spaces.

Servicing Objectives

4.7 A new development should:

- ensure any existing services are protected/diverted.

5 Development Proposals

Introduction

- 5.1 Based on seeking to meet the development objectives set out in Section 4, in particular the need to rationalise and improve the educational facilities at Carshalton College as well as the need to optimise the residential development potential of the site, in accordance with London Plan, this section sets out how the Council considers the land included within this Planning Brief should be developed.
- 5.2 Figure 5.1 is provided for illustrative purposes to show how the site might be developed. A detailed layout/design would not be determined until a later stage through the submission of planning applications for the redevelopment of the college campus and any surplus land that may come forward for residential development. However, such developments would need to be consistent with the guidance set out in this Brief.

Education Development (Sites A and B)

Form and location of development

- 5.3 With regard to the College site fronting Nightingale Road (Site A), the focus will be on the provision of new educational buildings to provide new and enhanced facilities, which will offer higher standards of further education provision throughout the Borough.
- 5.4 Carshalton College approved its Property Strategy in February 2010. It was produced in the wake of the collapse of the LSC capital funding regime and represents the first stage of the College's re-think about alternative options for securing the modernisation of the remainder of its accommodation. This is crucial as the College's previous capital aspirations for a substantive rebuild funded by the LSC are no longer sustainable.
- 5.5 Following a detailed options appraisal the College has decided that the most appropriate and cost effective route for achieving its strategic property objectives is to demolish some existing College property, primarily that which is outdated and no longer fit for purpose, and rebuild elsewhere within the campus. Modern teaching methods enable the delivery of education within a smaller area and there are significant opportunities for better utilisation and rationalisation of space across the campus.
- 5.6 HNW Architects were commissioned in July 2010 to undertake a series of options appraisals involving the consolidation, refurbishment, redevelopment and part disposal of the College's existing campus. This exercise assumed that the College has an estimated space need of between 12,800m² -13,200m² excluding sports facilities on the site.
- 5.7 The demolition of accommodation identified as no longer fit for purpose totals 6,201m² and will result in a shortfall of floorspace for the College. New-build teaching accommodation will be required to meet area requirements identified in the College's Strategic Property Review together with expansion capacity.

- 5.8 Accordingly the College is currently proposing the following programme of demolition and rebuilding within the site as set out below.
- 5.9 Phase 1 of the development would involve the demolition of the eastern end of B block (Site A) and its replacement with a new 2 storey construction and engineering centre measuring approx. 2,200 sqm (site A). Phase 1 would also include the demolition of the N block and the Gas centre that front on to Denmark Road (Site C) making this part of the site available for residential development.
- 5.10 Phase 2 would involve the construction of a 4 storey new administration and general purpose teaching space of approx. 5,625 sqm fronting North Street on the site of the current main car park. It is proposed that part of the building could be projected back into the site to enable a new glazed link to be constructed to the current main college building (Site A).
- 5.11 The main area of car parking, currently fronting North Street, would be relocated to the south-eastern corner of the campus. This would be facilitated by the demolition of Block L
- 5.12 The existing vehicular exit from the site onto Nightingale Road would be improved to become the primary access in and out of the site serving the new main car park. However, the existing access onto North Street would be retained and also become both an in and out, although it would only serve E Block and the Catering Centre. The revised access and parking arrangements would need to be designed to meet the Council's specification in terms of the design/capacity, any associated works required to Nightingale Road and North Street, car parking capacity on-site and would need to be the subject of a Transport Assessment.
- 5.13 Figure 5.1, illustrates indicatively how the above College proposals could be incorporated within the site (Site A and Site B) and how they could be related to the remainder of the campus and the surrounding land. This rationalisation of the site would allow the release of Site C for residential development (see below). However, subject to the future needs of the College, it is also possible that a further part of the College land above (Site B) may be released in whole or part by the College. This site is considered suitable for either new build education accommodation with associated car parking, for wholly residential development or a mix of both uses. The college wishes to retain flexibility and capacity for future development if required. Therefore the different options for the future use of this part of the College (Site B) need to be considered and development of Sites A and C must safeguard possible future access to Site B (future educational use via Site A and future residential use via Site C).
- 5.14 Whilst consideration needs to be given to the management of car parking on site and how spaces are distributed between the College staff/students and external users of the new sports centre, it is anticipated that part of Site B is likely to be required to meet the future parking needs of the College arising from the development proposals set out in this Brief.

Design and Landscaping

- 5.15 Any new building(s) fronting North Street will need to be of a high standard of design and not generally exceed 4 storeys in height as it would become more prominent in the street scene and the proximity to the Wrythe Green Conservation Area. At the planning application stage, detailed consideration will need to be given to the design of the building and how far it would need to be set back behind the existing college boundary wall in order to respect the character of the existing street and the conservation area. However, at this stage it is anticipated that the Council is likely to require the building(s) to be set back in the region of 10 metres from the line of the existing college front boundary wall. A very localised increase in height/feature may be acceptable to provide a visual focus for the new main entrance to the college.

- 5.16 In addition, the area between any new building and the back of the existing footway (all in College ownership) should be fully integrated into both the development and the streetscape with a comprehensive scheme of hard and soft landscaping so as to improve the quality of the public realm. This could also incorporate improved bus waiting facilities. However, any highway sight line requirements will need to be taken into consideration.
- 5.17 The College would like to demolish part of Block B and build a new 2 storey building to accommodate a new construction and engineering centre close to the north-eastern boundary of the site and to the rear of the new sports complex and numbers 22 and 24 Nightingale Road. Given the proximity of neighbouring properties in Buckler's Way and Denmark Gardens, particular care is required with the height of the building, fenestration and the type of activities undertaken within the building. The building/workshop activities should be enclosed within the building to prevent noise disturbance to adjoining residents and the Council will need to be satisfied that the proposals would not result in an unacceptable increase in the background noise levels within the area. Noise studies will need to be undertaken to assess current noise levels in the vicinity of the proposed new building and likely noise levels arising from the future use of such a building. Similarly the building should not result in the loss of privacy to residents caused by overlooking or cause overshadowing and should be resolved through the design/height of the building or separation and suitable landscaping between the new building and the common boundary.
- 5.18 New enclosed spaces between buildings within the site should be landscaped to provide opportunities for outside relaxation and study and consideration given to linking these spaces, where possible, across the site to create opportunities for better and more direct pedestrian/cycle movement across the site. Large areas of car parking should be inconspicuous, with attractive hard paving and landscaping. The demolition of Block L would open up the opportunity to provide a new landscaped surface car park within part of Site 2b. However, any artificial illumination should be at low level to avoid disturbance to adjoining residents in Denmark Gardens
- 5.19 Where feasible, larger buildings with flat roofs should have green roofs and larger areas of hard surfacing should be constructed of porous materials to reduce surface water run-off from the site. Wherever possible existing trees should be retained within the site, particularly those specimens identified in the tree survey as being worthy of retention which are within the site and care taken not to damage the roots of any trees considered of value that overhang the site.

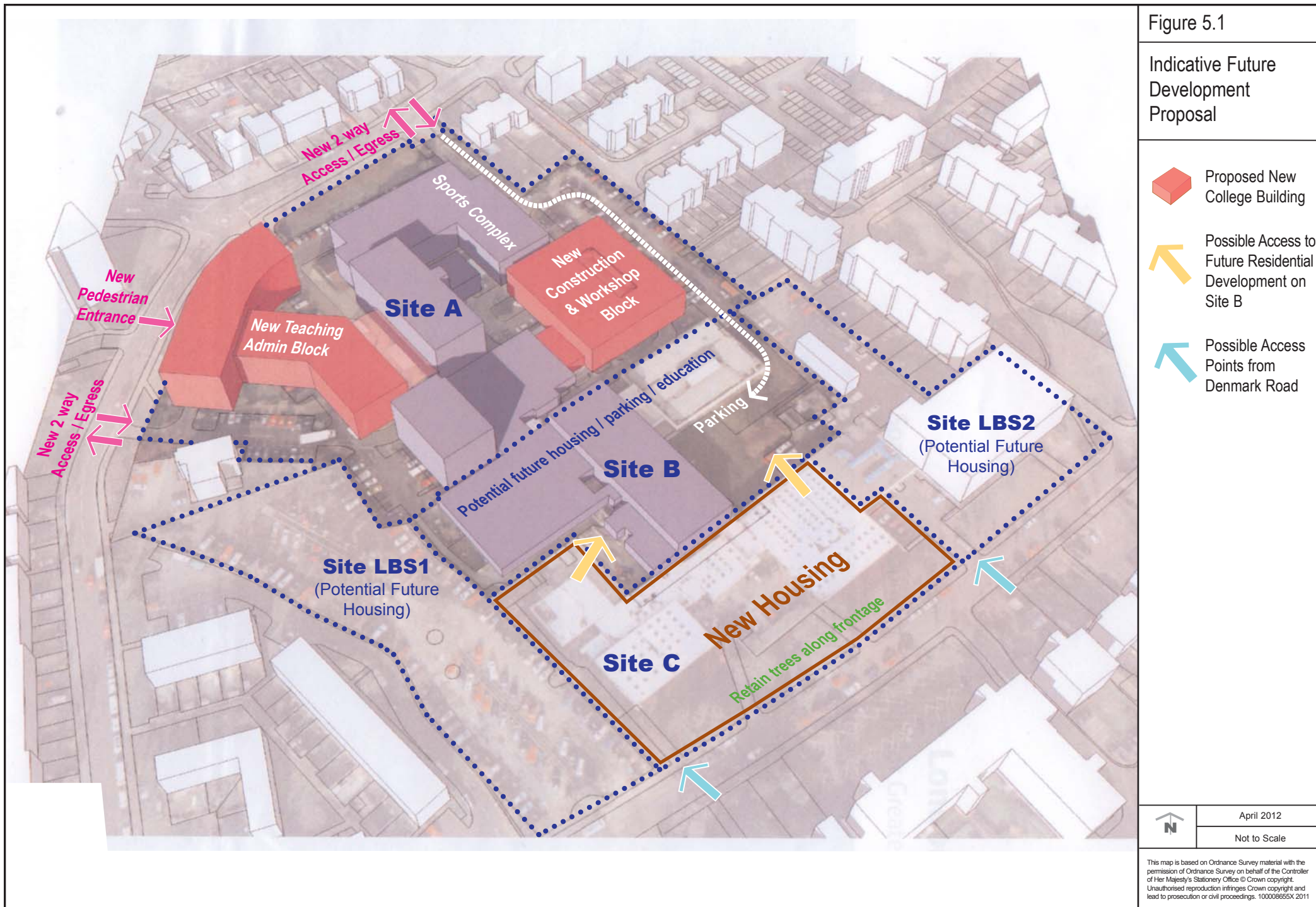
Car Parking/Movement

- 5.20 The future level of parking on the college site is likely to be determined after a Transport assessment has been undertaken which will be influenced by how the college wishes to manage future parking on site for both staff and students and any existing planning conditions relating to car parking for the new sports centre. The council wishes to promote the use of more sustainable travel modes through such measures as requiring a Travel Plan for the College whilst avoiding problems of overspill car parking in the surrounding streets.
- 5.21 As part of the Travel Plan the College will need to monitor parking both on and off site and may need to review the parking management on site in order to ensure the Plan encourages the use of sustainable travel modes rather than use of the car.
- 5.22 In addition consideration may need to be given to introducing parking restrictions on local streets to manage overspill parking as part of the development.

Residential Development Proposals (Site C)

Form and location of development

- 5.23 Development of the College's disposal site (Site C) should be designed to ensure that it does not prejudice the possible future development of both the LBS car park site (LBS 1) and the LBS Council office site (LBS2). Ideally a comprehensive redevelopment of all 3 sites together would be likely to optimise the development potential of the land and provide the best overall design solution and the opportunity for improved connectivity. However, since sites LBS 1 and 2 are unlikely to come forward at the same time as the college's disposal site (Site C), this Brief only covers land within the College's ownership. Similarly, part of Site B may also become available in the future and the design and access of any scheme needs to consider how site B could be developed at a later date. Furthermore, part of Site LBS2 (ground floor engineering workshop) is the subject of a long lease granted to the college and despite the college's intention to vacate this part of the building, this building will remain until site LBS2 is redeveloped. This could affect the design and development potential of Site C.
- 5.24 Taking into account the development constraints set out in section 2, the policy considerations of Section 3 and the development objectives of section 4, Figure 5.1 shows indicatively how Site C could be developed whilst providing for future access to Site B.
- 5.25 It is considered that, in townscape terms, the most appropriate form of development is likely to be flatted accommodation fronting onto Denmark Road with servicing and parking to the rear. This is because of the limited depth of the site, the height of the surrounding development, the need to retain trees fronting the site (to maintain the character of the road) and the desire to provide a strong building line. The set back from Denmark Road should enable 3 storey buildings with accommodation in the roof space to be accommodated on site. Four storey development might be appropriate in certain locations, but in addition to having to assess, townscape and design considerations, the scale of the development is likely to be dictated by how much parking can be satisfactorily accommodated on site. The scope for larger family houses is likely to be limited, however the Council would welcome schemes which seek to deliver a higher proportion of family houses within the constraints imposed by the site given the Council's need for larger affordable houses. Therefore the opportunities for incorporating larger 3 bed flats with access to private amenity space on parts of the site should also be considered.
- 5.26 The development should be served by a limited number of points of access given the need to minimise the impact on the existing trees and not to prejudice future access to sites LBS 1 and 2. Furthermore, any road layout should safeguard possible future access into Site B should it become surplus to the college's requirements in the longer term.
- 5.27 Access roads should be designed as shared surfaces, but need to be designed so as to be capable of accommodating any future housing on Site B referred to above.
- 5.28 As well as retaining the trees along the Denmark Road frontage any development should be set back behind the root protection zone and detailed consideration will need to be given to the orientation of any development to avoid any shading from the trees adversely affecting future residents' enjoyment of their properties. The area between frontage of the development blocks and the road could be enclosed with an attractive boundary treatment in order to provide private amenity space for the residents.
- 5.29 Any scheme should aim to meet the council's car parking standards and would be expected to extend the existing car club facilities on Denmark Road to serve the site.



6 Implementation/Planning Obligations

Introduction

- 6.1 It is anticipated that the development proposals as set out in this brief will come forward as:
- a planning application(s) for the phased rebuilding of the college submitted on behalf of the College; and
 - a planning application(s) submitted by developers for the residential development of Site C unless it is possible to submit a comprehensive scheme covering site C and LBS 1 and LBS 2. The Council considers that there would be significant benefits in seeking one comprehensive redevelopment and would encourage this approach should the opportunity arise.
- 6.2 This section of the Brief aims to provide guidance upon the key considerations influencing the implementation of any future development on the Site. Key considerations include:
- Section 106 obligations/Community Infrastructure Levy (CIL) Contributions; and
 - Scope of content of future planning application(s).

Section 106 Obligations

- 6.3 In accordance with Circular 05/05, the Council will seek a number of planning obligations arising from the development to be secured by legal agreement. Regulation 122 of the CIL Regulations requires that such obligations are necessary to make the development acceptable in planning terms, are directly related to the development and are fairly and reasonably related in scale and kind to the development.
- 6.4 Core Strategy Policy DP2 sets out the council's intention to ensure through the use of planning obligations that all new development meets on and off site requirements that are made necessary by, and are related to, any proposed development. The Council's policies and procedures relating to the nature and extent of planning obligations are set out in the Council's SPD on Planning Obligations (SPD5) (March 2007).
- 6.5 Whilst the specific obligations arising from any development on the Brief Site will be considered both leading up to and as part of the consideration of any planning application, this section provides guidance to prospective developers as to the type and scale of planning contribution that is likely to be sought in order to assist in the acquisition/development of the site(s).
- 6.6 Obligations are likely to include the following:
- an education contribution;
 - an affordable housing contribution;
 - a public transport contribution, including the establishment of and contribution towards the operation of a car club;

- a health contribution;
- an open space/play space/sport and recreation contribution;
- a Public Realm; and
- a contribution towards safety and security.

6.8 The above is not an exhaustive list and a full list of the type and scale of planning obligations normally sought from new developments is set out in SPD5: Planning Obligations. The specific obligations sought at the planning application stage will be negotiated between the Council and the applicants and will be based on the details of the scheme as proposed at that time. Consideration will also be given to the Colleges stated objective of funding the new development from the disposal of surplus land and this would need to be demonstrated as part of any viability assessment of development on the site. Nevertheless, the following provides guidance on the level of contribution that may be required related to the topic areas above.

6.9 Education contributions are sought from all residential developments where the net increase is greater than 5 units. The amount sought relates to the additional child yield created by the residential element of any development. However, for the purposes of calculating the contribution, the following types of residential development within any scheme would not have to provide a contribution:

- Single bedroom dwellings where the child yield is likely to be low;
- Specialist housing for the elderly and housing in multiple occupation for single persons; and
- Any units providing affordable housing regardless of size.

6.10 The level of contribution is determined by estimating the number of children generated by a particular development using the ratios of child yield for different sized units (by bedroom size) set out in the Education Contributions SPD and multiplying by the average cost per pupil of a place at a nursery, primary and secondary school. The costs currently range from £11,202 for a place at a nursery/primary school and £17,116 for a place at a secondary school. For developments in excess of 100 units an additional contribution over and above that calculated by the above formula may be sought, based upon a specific demonstrable need for additional school facilities.

6.11 All residential developments in excess of 10 units are required to provide an element of affordable housing on site. It is expected that 50% of the accommodation should be affordable unless it can be demonstrated to the Council's satisfaction that it is necessary to provide a lower proportion in order to make the development viable. The Council will normally seek that in excess of 70% of any affordable housing is for social (/affordable) rent and will also seek larger-sized affordable family houses (3 bedrooms plus). However, the proportion of affordable units can be assessed based on the overall floorspace of the development to ensure the Council's need for larger social houses does not make the development unviable. Off-site provision of affordable housing is unlikely to be considered acceptable on this site.

6.12 In addition to providing the necessary on and off-site transport infrastructure as part of the development, a contribution may be sought towards sustainable transport improvements. The level of contribution in the Planning Obligations SPD has been set to provide a realistic contribution to allow improvements to the transport network to support the cumulative impact of new development. The level of contribution relates to both the size of the development (number

of units), the nature of the development (different rates for different sized dwellings and different land-uses) and is weighted to reflect existing levels of public transport accessibility. Based on the current PTAL for the site and the accessibility banding set out in the Planning Obligations SPD (Table 12.3), the development would need to contribute £1,000 and £1,500 for each 1/2 bedroom units and 3 bedroom plus units respectively. Contributions from colleges are based on a rate of £1,000 per 100m of gross floor area. A Transport Assessment of any future development of the site will be required which will help identify the need for transport improvements.

- 6.13 The developer of the site will be required to fund the establishment of a car club or the extension of an existing nearby car club by entering into an agreement with a reputable local car club operator. Appendix B of the Car Club SPD indicates the need for 1 car club vehicle/spaces based on a development of 50 units rising to 2 vehicle/spaces for 100 units. In this particular instance the Council will encourage any developer to enter into a legal agreement with the Council's on-street car club provider and to extend the existing bays located in Denmark Road. As part of the above agreement residents of the development should receive free membership and car club use for 1/2 years and the extended car club provision should be available by the time the development is first occupied.
- 6.14 Any development over 50 residential units will be expected to make a financial contribution towards health. The London Healthy Urban Development Unit (HUDU) of the NHS has developed a standard model for predicting the likely health impacts of a development, based on the local circumstances in Sutton. The level of contribution will be affected by the proposed mix and tenure of the development.
- 6.15 Given the location and size of the site, the Council will expect the development to fully comply with its private amenity space standards for both houses with private gardens and flats with communal open space as set out in Chapter 3 of this document. However, as set out in Chapter 4 (Development Objectives), the development should provide an area of publicly accessible open space within the development. In accordance with London Mayor's Play Space Standards, an area of 10 sq m per child should be provided based on the estimated child yield of the development, although some of this may be provided within areas of open space within the development. Deficiency in open space provision on site (based on a rate of provision of 1.83 ha per 1,000 persons) should normally contribute to the provision of/enhancement of existing open space off-site at a rate of £300, £500 and £650 for 2, 3 and 4 bedroom plus units respectively.
- 6.16 In addition, all developments in excess of 10 units will be expected to make a contribution towards the provision or enhancement of sports and recreation facilities, which will be used along with other contributions to ensure there are sufficient such facilities to meet the needs of the increased population. Based on Table 9.2 of the Planning Obligations SPD, a 1 bedroom, 2 bedroom, 3 bedroom and 4 bedroom dwellings would be expected to contribute £1,200, £1,700, £2,400 and £3,000 per unit respectively.
- 6.17 The future development of the site will be expected to incorporate high quality environmental improvements. Where off-site works are necessary to make the development acceptable, planning obligations will be sought, commensurate with the scale, nature and potential impact of the development.
- 6.18 The above is provided for guidance and is without prejudice to any other obligations that may be considered necessary arising from any planning application to develop the site. However, the Council will adopt a flexible approach in negotiating Section 106 contributions in order not to restrict development coming forward. It will have regard to the viability of the development proposed (a viability statement will be required) and recognises the educational/community benefits of the improvements being proposed to the College. In this regard the Council will take

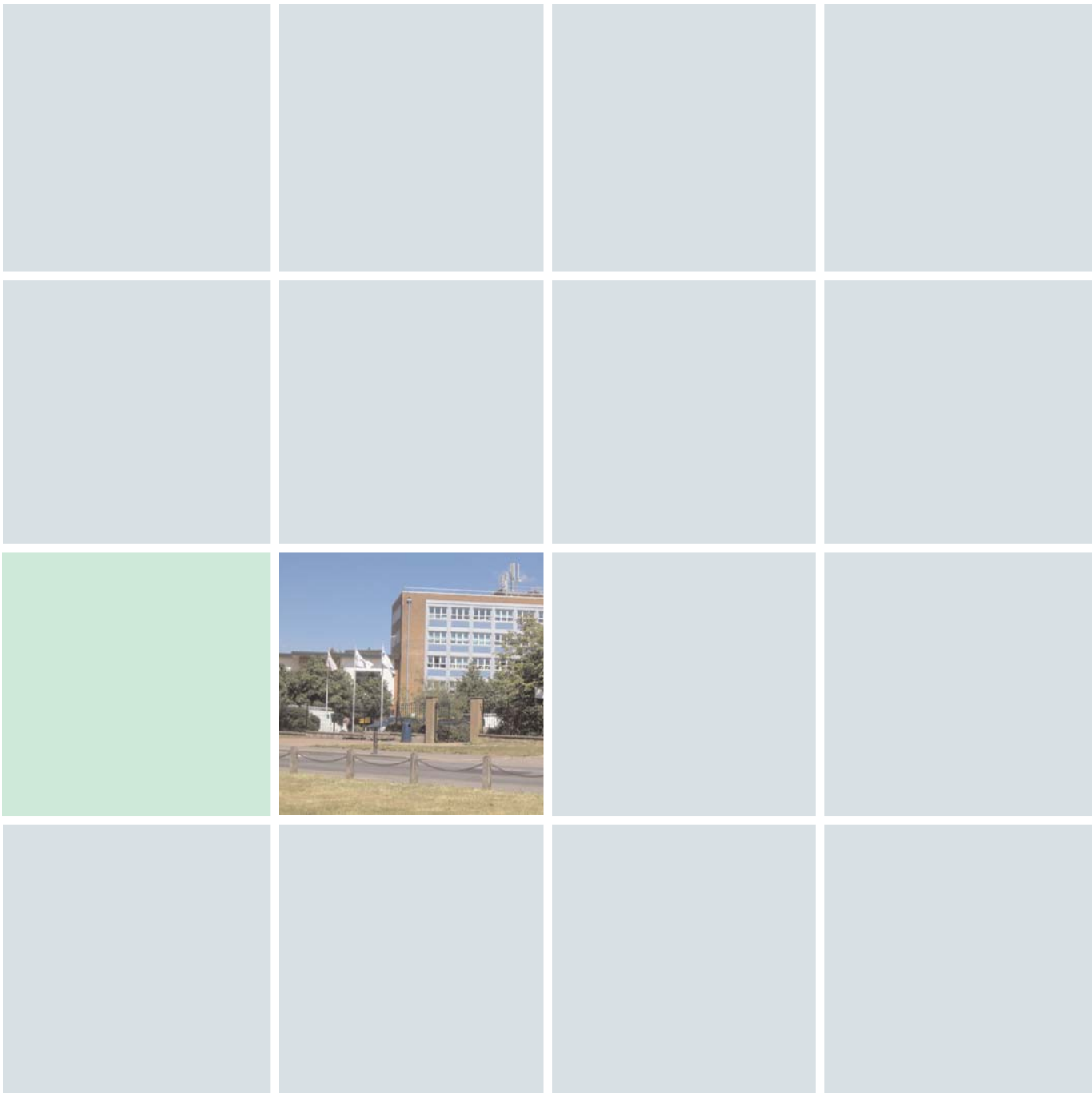
into consideration that the College has advised the Council that it is releasing part of its existing campus in order to help fund those improvements.

- 6.19 From 1st April 2012 most developments will be subject to the Mayor of London's CIL. However, this will not apply to educational establishments. It will however apply to any residential development at a rate of £20 per sqm of new residential floorspace (gross internal including all communal areas). It is anticipated that the Council will introduce a CIL for the Borough during 2013 which will affect the scope of future section 106 contributions.

Scope of Planning Applications

- 6.20 Planning applications submitted in respect of development proposals for the Sites covered by the area of this Brief will require a range of documentation and supporting information to enable the Council to determine the proposals and comply with the relevant legislation and guidance. It is expected that planning application proposals will be submitted in accordance with this Brief and the prevailing planning policies at the time. Planning applications should also demonstrate consideration of any future development approved and proposed on adjoining sites to ensure that the development of the Planning Brief site in isolation does not prejudice the future development on any adjoining land.
- 6.21 Specific requirements and scope of the planning application submission will be determined by the type of application (full or outline) and the phasing strategy that the applicant seeks to implement. The scope of the planning application submission and the need to safeguard the future of any land within or adjoining the brief site, should be agreed during pre-application discussions between the Council and applicant.
- 6.22 The following indicative list identifies the documents that may be required to be submitted in support of any planning applications for proposals within the area covered by this Brief:
- Transport Assessment - developments likely to have a significant transport Impact will require a Transport Assessment. This will Assessment will include:
 - agreeing the scope of the study with the LPA;
 - undertaking traffic and travel surveys of College students and staff;
 - undertaking capacity assessments of the accesses and local road network;
 - reviewing/undertaking car parking assessments;
 - providing input to the developers on layout issues;
 - Travel Plan and Parking Strategy (the study should also address construction traffic) – Specifically with regard to the any proposals for the College, the College will be required to introduce a Travel Plan which will encourage students and staff to use sustainable modes of travel. The Travel Plan will include targets for modal share, which will seek to reduce single occupancy car use in particular over time;
 - Sustainable Design and Construction Statement;
 - Ecological impact assessment;
 - Arboricultural assessment
 - Noise assessment;
 - Statement of Community Involvement;
 - Landscape Strategy / masterplan;

- Environmental Impact Assessment (EIA) Screening Request, where required by the Town and Country Planning Environmental Impact (Assessment) Regulations 1999;
- Environmental Statement if specified by Council in response to the EIA screening request;
- Flood Risk Assessment including a Surface water flood risk assessment and drainage strategy for sites over 1 hectare;
- Energy statement;
- Air quality statement, for significant impact on air quality;
- A detailed sunlight/daylight assessment and microclimate report as required;
- Waste management plan;
- Section 106 planning obligation heads of terms, including a viability statement where appropriate;
- Phasing strategy;
- Code of construction practice; and
- Viability Assessment



Darren Richards Executive Head
Planning and Transportation

London Borough of Sutton
Environment and Leisure
24 Denmark Road
Carshalton SM5 2JG

