

SUPPLEMENTARY PLANNING  
GUIDANCE TO MERTON'S  
UNITARY DEVELOPMENT PLAN



## Planning Brief

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### **21 Eastfields Road Mitcham**

March 2001

# **PLANNING BRIEF for the SITE at 21 EASTFIELDS Rd., MITCHAM.**

## **1. INTRODUCTION**

### **1.1 Objectives**

The purpose behind this document is to establish a planning framework providing guidance to the Council, land-owners and prospective developers which should be taken into account when considering the future redevelopment of the site at 21 Eastfields Rd., Mitcham. This brief provides a coordinated approach to planning and transportation matters.

A draft brief has been subject to public consultation and amendments made accordingly. When approved by the Council the brief will have the status of Supplementary Planning Guidance (SPG ) to the Unitary Development Plan (UDP ). It provides an exposition of the Council's emerging UDP policies and accompanying SPGs. Interested parties are advised to refer also to the approved UDP (1996 ).

### **1.2 Site Location and Description**

The site is situated in a residential area off Eastfields Rd., Mitcham ( Figges Marsh ward ) approximately 600 metres from Mitcham Town Centre in an area deficient in local open space provision. The site extends to approximately 0.3ha and comprises one detached, vacant house, 40 lock-up garages with a triangular piece of informal open space to the rear. The site is accessible from Eastfields Rd. by vehicle and pedestrian access is gained by Public Right of Way No.147 which runs along its eastern boundary. The house and garages are in private ownership and the open space is in the ownership of the Council ( Leisure and libraries ). A rear access route to properties on Fernlea Rd runs along its north-western boundary.

### **1.3 Planning Status**

The site is not subject to any current planning applications or extant permissions. Its lawful use is C3 Dwelling Houses with the open space and garage areas classed as sui generis ( Use Classes Order 1987). The site is identified in the document Changes to the Proposals Map ( October 2000 ) as a site subject to SPG.

### **1.4 Background**

The site represents an under-used resource which could be beneficially developed for housing / local open space purposes generating public benefits and improvements to the amenities in the locality. The site has been subject to preliminary redevelopment proposals by an architect commissioned by a developer. It is considered desirable to consolidate the open space area and the site of the detached house at

21 Eastfields Rd within the redevelopment site. In the event that negotiations fail to accomplish this the Council could consider acquiring the house compulsorily in terms of s.226 Town and Country Planning Act 1990 ( powers of compulsory purchase).

## **2. PROPOSALS**

### **2.1 Council Requirements**

In any redevelopment scheme for the site the Council will require that :

- an area of local open space incorporating an equipped children's play area be provided.
- Public Right of Way No.147 be upgraded as a shared use pedestrian /cycle path.

### **2.2 Council Aspirations**

In any redevelopment scheme the Council will wish to see :

- the incorporation of the property at 21 Eastfields Rd within the development site facilitated by the Council as necessary by compulsory purchase procedure.

### **2.3 Residential Use and Density**

The redevelopment of the site for housing purposes reflects the Council's policy of recycling urban land for housing provision (draft UDP, 2000, policy HP2; Future Housing Provision). In developing part of the site for housing the proposal will make a contribution to meeting the Council's housing target for the period 1992-2006: the provision of 5,000 or more new dwelling units. The density of residential development proposed reflects its distance from Mitcham Town Centre and relates to its level of public transport accessibility. Having regard to the density ranges in draft UDP policy HP6, the former LPAC's Interim Policy on Sustainable Residential Quality (2000 ) and the site's transport accessibility index of 4/6 ( LB Merton's Interim Transport Plan 2001/2002 refers). However, it is estimated that in view of the proposed three storey height limitation on new development on this site (see para.3.5 ) it could provide approximately 60-90 habitable rooms or approximately 20-30 dwellings. These would be of types similar to those that already exist in the vicinity of the site and / or some flatted development of three storeys maximum.

## **2.4 Local Open Space**

The site is located in an area deficient in local open space provision ( draft UDP2000 refers). Accordingly, the Council is keen to retain part of the site as local open space, recognising the contribution such sites make to the Borough in providing areas for nature conservation and ecology as well as breaks in the built environment, (draft UDP Policy L6). The Council will require developers to prepare a landscape plan for the local open space area including an equipped children's play area and retain mature trees on the site especially those between the garages and the existing open space area.

## **2.5 Access and Parking**

Vehicular access will be taken from Eastfields Rd. Car parking provision should be on-site at a maximum of 1-1.25 spaces per dwelling inclusive of visitor parking. Cycle parking provision for flats should be made at the ratio of one space minimum per two flats. Further guidance on highways and parking standards is available in the SPG Highways and Parking ( September1999). Public Right of Way No.147 will be upgraded as a shared use pedestrian / cycle route. The rear access route to properties on Fernlea Rd. will be retained.

## **3.0 POLICY CONTEXT**

### **3.1 Unitary Development Plan Policies**

The planning framework for the site is based on the policies and proposals contained within the Council's UDP (1996), the Council's revised draft UDP (October 2000) and Supplementary Planning Guidance Notes. The policies quoted are those from the draft UDP (2000).

### **3.2 Housing Policies** (draft UDP policies HP1, HP2, HP6, HN3, HN5, HS1, HS2, HS4)

Any application for housing development will require proposals which take into account the scale and character of the adjacent properties and encouragement is given to sustainable redevelopment schemes that involve the recycling of urban land. A mix of dwelling types / sizes is sought. The Council intends that 100% of all new dwellings should be built to "Lifetime Standards" to incorporate a sustainable approach for the Borough in meeting its general mobility needs. Minimum amenity space and gardens are required in a redevelopment scheme ( 50sq.m. per house and 10sq.m. per habitable room for flats ). Further guidance is listed in the Council's SPG "New Residential Accommodation" (September 1999).

### **3.3 Affordable Housing** (draft UDP policies HN1, HN2)

There is clear evidence that a large proportion of the Borough's residents are unable to gain access into the private residential market or secure good quality rented accommodation. On sites which can accommodate 15 or more units the Council will require proposals for the provision of affordable housing and will seek to enter into agreements with developers so that an average of 30% of the new units can be made available to be retained as permanent affordable housing.

### **3.4 Environmental Policies** (draft UDP policies NE10, NE13, NE14).

These policies require developers to submit proposals which demonstrate sensitivity in design, protect trees/hedges and other landscape features and enhance open space areas. Further guidance is listed in the Council's SPG "Planting, Landscaping and Nature Conservation Provision for Development Schemes". (September 1999).

### **3.5 Built Design** (revised UDP policies BE21, BE22, BE23, BE24, BE28, BE31, BE33, PE14)

All proposals to develop the site will be required to reflect the principles of sustainable development, incorporate high standards of design, scale, density, proportions and materials and provide suitable access for all members of the community. In order to reflect the surrounding residential layout of the area proposals would be expected to be no higher than 3 storeys. Proposals to safeguard the residential amenities of nearby properties to ensure adequate sun and daylight, privacy and the avoidance of noise, vibration and other forms of pollution will also be encouraged. New developments should also be designed with due regard to issues of personal safety and security.

In view of the Council's commitment to sustainability, development proposals should be formulated having regard to energy efficient designs through the orientation of buildings and by ensuring that the buildings can use renewable energy supplies. The Council encourages the conservation of building materials and consideration should be given to the use of energy efficient building materials and those from renewable sources in the event of redevelopment.

The Council's SPGs on Sustainable Development ( July 2000), Designing out Crime ( September 1999 ), New Residential Development ( September 1999 ) refer.

### **3.6 Waste and Refuse ( draft UDP policies. PE10, PE11, PE12 ).**

The Council will require the provision, within a development scheme, of adequate waste and refuse storage facilities along with satisfactory vehicular servicing arrangements. The Council will also require these areas to be screened or enclosed. Storage areas should be no more than 25 metres and 9 metres respectively from vehicular access points. In order to facilitate the use of wheeled bins surfaces must be suitably designed for the bins to be trundled to / from the storage areas ( eg. by the incorporation of dropped kerbs etc ). Further details of these requirements and Merton's draft Waste Management Strategy can be obtained from Neil Isaac on tel. no. 020 8545 3812 and in the SPG on "Sustainable Development ( 7/2000 )."

### **3.7 Transport**

Eastfields Rd., a local distributor, is a proposed cycle route serving part of Mitcham linking with the developing borough cycle network. The site benefits from being in a Lorry Ban area. The site is not close to any underground rail stations and is not on a local bus route. However, it is close ( approximately 200metres ) to the proposed Eastfields Station on the Victoria to Sutton line. Under Policy LU2 (figure 6.5) of the revised UDP the site has a public transport accessibility level of 4/6. Developers are required to take into consideration the level of public transport serving the site, and assess any potential impact new development could have on the local environment and transport network.

Where public transport is inadequate the Council will normally require developers to contribute towards measures in the vicinity of the development. Development proposals should be formulated with a view to reducing car use in the Borough, improve access to the site for pedestrians, cyclists and public transport users in order to minimise car-use and reduce congestion.

### **4.0 HIGHWAYS AND PARKING STANDARDS (revised UDP policies RN4, PK2, PK3, PK6, WC4)**

#### **4.1 Access**

In the design of new road layouts, accesses and footways, developers will be encouraged to provide safe and pleasant environments. This can be achieved by following the standards set out in SPG "Highways and Parking" (September 1999). Generally, the carriageway widths and footways should be in accordance with the guidelines set out in the SPG for "New Residential Development".

## 4.2 Car Parking

Parking standards in the Borough have been reviewed in light of new Government Policy (draft PPG13, 1999) and proposals highlighted by the Road Traffic Reduction Act 1997. Car parking standards deriving from the former LPAC's Interim Policy on Sustainable Residential Quality also apply to this site. Council parking standards are included in Schedule 6 of the Second Deposit Draft UDP (October 2000) which sets out maximum parking standards related to the availability of other modes of transport. Appropriate standards are detailed below. Development of the site should allow for the requirements of mobility impaired people to be met in full.

Developers will be required to take into consideration the limited amount of car-parking space in the adjacent roads and accommodate all parking demand from redevelopment of the site within the site. SPG sets out maximum figures of car parking spaces for residential dwellings. These are set as 1 –1.25 spaces per dwelling.

## 4.3 Cycle Parking

The Council requires new developments to provide secure cycle parking at the standards set out in SPG "Highways and Parking" (September, 1999). These standards require cycle parking facilities to be located as close as possible to the site, offer security against theft and be visually acceptable. Minimum cycle parking standards for residential development are set out as 1 space per 2 dwellings.

## 5. SCHOOL PLACES

The Council considers that residential developments will result in the need for more school places within in the borough. As a result the Council will be looking for contributions towards education provision as part of S106 agreements for residential development. The contribution will be based on the number of school places generated by each residential development, which is calculated using the table below.

	1 Bedroom dwelling	2 Bedroom dwelling	3 Bedroom dwelling	4 Bedroom dwelling	No. of primary places	No. of secondary places
Social Housing	0.08	1.61	1.986	3.286	Divide the total by 16 and then multiply by 7	Divide the total by 16 and then multiply by 5
Private Housing	0.103	0.493	1.113	1.911	Divide the total by 16 and then multiply by 7	Divide the total by 16 and then multiply by 5

(Multiply the total no. of each type of dwelling by the figure in the table, depending on whether it is social or private housing and then apply the formula for the no. of primary and secondary places)

## **6.0 PLANNING APPLICATIONS AND SECTION 106 AGREEMENT (Town and Country Planning Act, 1990)**

Merton's draft UDP, 2000 (Policy F2, Planning Obligations) requires developers to enter into a S.106 Agreement with the Council in association with a planning consent to develop the site.

This Agreement with the Council will require the developer to;

- (i) manage and maintain public open space as part of the development.
- (ii) make a financial contribution to upgrading the open space facilities in Figges Marsh and Tamworth Farm.
- (iii) provide part of the development as affordable housing.
- (iv) make a financial contribution to measures assisting public transport, walking and cycling in the locality.

## **7.0 FURTHER INFORMATION**

Prospective developers and other interested parties are advised to obtain further information on the provisions of this document which can be found in:

- London Borough of Merton Unitary Development Plan (1996)
- London Borough of Merton revised (deposit draft) Unitary Development Plan (2000).
- SPG, "Highways and Parking" (September, 1999).
- SPG, "Planting, Landscaping and Nature Conservation Schemes for Development" (September, 1999).
- SPG, "Designing Out Crime" (September, 1999) and Circular 5/94
- SPG, "New Residential Development" (September, 1999).
- SPG, "Affordable Housing" (September, 1999).
- SPG "Sustainable Development" ( July 2000 ).

These documents can be obtained from London Borough of Merton, Environmental Services Department, Merton Civic Centre, London Road, Morden, Surrey SM4 5DX.

## **8.0 Point of Contact**

Ian Bremner, Sites and Projects, Environmental Services Department, London Borough of Merton.

Tel No. 0181 545 3818

Fax: 0181 545 3326





Property at 21 Eastfields Road, Mitcham  
 Site Proposal 58P

**LONDON BOROUGH OF MERTON**  
**Environmental Services Department**

Civic Centre, London Road, Morden, Surrey, SM4 5DX  
 Telephone: 020 8543 2222 Web: www.merton.gov.uk

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