MERTON COUNCIL
FUTURE MERTON

Draft Sites and Policies Development Plan Document and draft Proposals Map

Stage 2a Public Consultation June - July 2012

Part of Merton's Local Development Framework

www.merton.gov.uk//planningpolicy

merton

CONTENTS PAGE

Have your say on additional sites and policies in Merton (Stage 2a) 2

What is the draft Sites and Policies DPD? 2

Why should I get involved? 2

I've already responded to something similar earlier this year. What happened to my comments? 3

When will I see a new building on any of these sites? 3

Previous consultation on the Sites and Policies DPD and Proposals Map 4

Current stage 4

Next steps: Stage 3, draft Sites and Policies DPD 4

The development plan for Merton (June 2012) 5

Benefits of reviewing policies and site allocations now 6

Considering sustainability and the environment 7

Ensuring equality 7

Environmental assessment 7

Let us know what you think 7

Part I Draft detailed planning policies

Part II Potential sites for new uses

Part III Draft proposals map

Have your say on additional sites and policies in Merton (Stage 2a)

Between January and May 2012, people and organisations told us what they thought of approximately 50 sites, 20 new detailed planning policies and land designations. This was Stage 2 "preferred options" of the draft Sites and Policies Development Plan Document (DPD) and Proposals Map.

As part of this earlier consultation, people and organisations suggested approximately 15 additional sites for allocation to new uses. We are also proposing three additional detailed planning policies and additional land designations on the draft Proposals Map.

We would now like to hear what you think of these additional sites, detailed planning policies and Proposals Map designations.

This is a continuation of the "preferred options" of the Sites and Policies DPD and draft Proposals Map. The document has three sections:

- **Part 1** = three additional detailed **planning policies** to guide planning decisions and assess new development proposals in Merton between 2013 and 2023.
- **Part 2** = 15 **additional potential sites** around the borough which have been proposed by landowners and local residents for new uses to be created within the next 11 years.
- **Part 3** = **draft Proposals Map** of the borough which shows where specific policies or sites are represented on a map such as the town centre boundaries, protected neighbourhood shopping parades, green spaces and proposals for a new tram route.

Please respond to this consultation by writing to us at: Future Merton, London Borough of Merton, 12th Floor Civic Centre, London Road, Morden, SM4 5DX or e-mailing: ldf@merton.gov.uk by **Wednesday 25 July 2012.**

What is the draft Sites and Policies DPD?

Using local research, responses from previous public consultations and considering changes to the national and regional planning system, the council has drafted a new guide for development proposals called the draft Sites and Policies Development Plan Document (DPD). The guide includes a variety of specific sites in the borough, which have been suggested by landowners, developers, local residents and other interested parties assessed for potential new uses.

We have also drafted a map showing where changes may be made in Merton and which areas that should be protected, known as the Proposals Map.

Why should I get involved?

We are asking you to get involved at an early stage and tell us what you think about the new detailed planning policies, the proposed uses for specific sites, and the map that guides those policies so that Merton can remain economically vibrant and continue to provide local amenities and a good quality environment to improve residents' quality of life.

Please do not suggest any more sites for allocation to new uses, as we will not be able to include them in the plan.

I've already responded to something similar earlier this year. What happened to my comments?

Thanks to everyone who took the time to respond to the earlier consultation between January and May 2012 on potential sites, draft detailed planning policies and the draft Proposals Map.

All the comments received are available on Merton Council's website: http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/sites_policies_dpd/sites_policies_consultation.htm

We are now taking the time to review all of the comments received by May 2012 and to undertake more research where necessary.

This work will be combined with feedback from this consultation to form the final Sites and Policies DPD plus Proposals Map, which will be published in December 2012.

When will I see a new building on any of these sites?

For any of these sites to be built on, there will have to be a planning application that will decide all the details of what would be built on the site. There will be more public consultation as part of the planning application. For more information on planning applications, please see Merton Council's website www.merton.gov.uk/planningpolicy

Once the Sites and Policies DPD is adopted (scheduled for June 2013), it will help to decide planning applications. Until then, the council's adopted development plan (see next section) will be the starting point to help decide planning applications.

Although anybody can apply for planning permission for any of these sites at any time, we would advise that people or organisations wait until the Sites and Policies DPD has passed the examination by an independent inspector and has been adopted by the council if they want the Sites and Policies DPD to be used to decide what could happen on their site for a planning application. This is scheduled to happen by June 2013.

In the meantime, if planning applications are received for any of the sites that are also proposed for reallocation within the DPD, we may have to remove them from the DPD. This is to avoid the council deciding what might happen on a site through two separate planning processes at the same time.

For a site to be included in the final plan, it must be deliverable within the next 10 years. In other words, there must be a person or organisation that has an interest in the site and is able to submit a planning application and build the site for its proposed use between now and 2023.

Previous consultation on the Sites and Policies DPD and Proposals Map

Two stages of consultation have already taken place in developing the Sites & Policies DPD and Proposals Map:

Stage 1 – "call for sites" (July-September 2011)

This stage was initial public consultation to ask people and organisations to suggest sites for allocation, policy issues and land designations.

Following this consultation, we assessed the responses and carried out research to inform the council's preferred options for the sites submitted, drafted new detailed planning policies and land designations. The council's "preferred options" for detailed planning policies, potential sites and land designations were published for comment between January and April 2012.

Stage 2 – "Planning ahead: draft Sites and Policies DPD and Proposals Map – preferred options" (January-April 2012)

This public consultation gave residents, landowners, community groups and other interested parties the opportunity to comment on the council's preferred options for 20 detailed planning policies, approximately 50 sites and land designations.

A large range and number of comments were received from residents, landowners, community groups and other interested parties. As part of these comments, an additional 15 sites were suggested by landowners, councillors and other interested parties. We have assessed these sites and these are published as Stage 2a.

Current stage

Stage 2a - "additional sites and policies and Proposals Map: preferred options continued"
The current consultation gives residents, landowners, community groups and other interested parties an opportunity to have their say on three new detailed planning policies, 15 additional sites that were suggested by people and organisations at Stage 2 and some Proposals Map designations.

This consultation is a continuation of the "preferred options" for the Sites and Policies DPD and Proposals Map. This is not adopted planning policy.

Next steps: Stage 3, draft Sites and Policies DPD

Your feedback from all the previous consultation stages combined with local research, national policy changes and any other relevant information will be used to create the final Sites and Policies DPD plus Proposals Map.

This will be submitted to Councillors between December 2012 and January 2013. If they approve the plan, there will then be a final opportunity for six weeks around March 2013 for people or organisations to say how they want the plan to be improved.

The final plan – and all the comments received – will then be sent to the Secretary of State who will appoint an independent planning inspector to examine whether the plan is "sound". If the plan passes the examination, it can then be adopted as part of the council's development plan to help decide planning applications for new buildings. This is scheduled for June 2013.

The development plan for Merton (June 2012)

Development in Merton is currently guided by:

- Merton's Core Planning Strategy 2011
- The South London Waste Plan 2012
- The Mayor of London's London Plan 2011
- Merton's Unitary Development Plan 2003 and Proposals Map 2003

Merton's Core Planning Strategy (July 2011) sets the overall framework for regeneration and development in Merton. Specific areas it looks at include:

- *Colliers Wood / South Wimbledon*: creating a new town centre at the heart of the Wandle Valley;
- *Mitcham*: promoting well designed new homes and local businesses;
- *Morden*: creating a more distinctive town centre with new apartments that complements the surrounding neighbourhoods;
- *Wimbledon:* making the most of the Wimbledon "brand" to promote Wimbledon as a world famous, well-connected business location with excellent cultural and leisure facilities.

The **South London Waste Plan** (March 2012) is a joint Development Plan Document between Merton and three neighbouring boroughs, Kingston, Croydon and Sutton. It contains detailed planning policies to guide planning applications for waste facilities, and allocates specific sites and areas as being suitable for new waste facilities.

The **Mayor's London Plan 2011** guides all London boroughs on issues for the benefit of the whole of London such as the number of new homes to be built in London, the size of town centres, and transport issues.

Merton's **Unitary Development Plan 2003** and adopted **Proposals Map 2003** contain detailed planning policies and allocates sites for specific uses.

Some of the UDP policies have been superseded by Merton's Core Planning Strategy 2011, the South London Waste Plan and the London Plan 2011.

The remaining UDP policies will eventually be superseded by the final version of the new Sites and Policies DPD and draft Proposals Map.

Benefits of reviewing policies and site allocations now

The review is beneficial to the borough for the following reasons:

- It enables us to plan proactively for services and facilities which need to be considered alongside development and to direct limited resources from the public and private sector towards where development might happen over the next 11 years. This allows businesses and the public sector to plan in advance rather than react to change.

- It allows communities to get involved early on in considering how sites could be used effectively and realistically, rather than only at the later planning application stage.

- It enables us to make the most effective use of limited land available.

- It can encourage innovative ways of funding community services in the long-term, such as locating commercial or residential uses alongside community functions (for example, providing apartments above a new library to help pay for the redevelopment, as has happened in Raynes Park.)

- It allows Merton to consider the local benefits of national planning changes and can help with innovative ways of funding services, making Merton more resilient to economic change.

- It provides the research and background information to support any communities that want to create Neighbourhood Plans, while also providing certainty for communities across the borough which are not considering a Neighbourhood Plan for their area.

Considering sustainability and the environment

Government legislation requires development plan documents to be appraised for sustainability. The main role of the Sustainability Appraisal is to ensure that planning policies are developed to achieve the optimal balance of positive social, environmental and economic outcomes for residents.

In accordance with an EU Directive, councils are required to undertake Strategic Environmental Assessments of new plans. Government guidance allows both assessments to be combined. An assessment of Merton's Sites and Policies DPD has been conducted, which integrates both a Sustainability Appraisal and a Strategic Environmental Assessment and is referred to by the single term 'Sustainability Appraisal'.

A summary of the appraisal results of each of the draft detailed policies is provided in this report. Merton's Sustainability Appraisal Report 2012 contains the full assessment of the draft detailed policies and the potential sites.

Ensuring equality

An Equalities Impact Assessment of the potential sites and draft policies has also been undertaken as required by the Race Relations Act 2000, the Disability Discrimination Act 2005 and the Equality Act 2006. This examines the impact of policies on certain groups, to identify and combat discrimination and serve the needs of disadvantaged groups in the community.

Environmental assessment

There has also been an assessment of the impacts of implementing a draft policy or site allocation on the nearby internationally important habitats including Wimbledon Common and Richmond Park. This is known as a Habitats Regulations Assessment and is contained in Appendix D of Merton's Sustainability Appraisal Report 2012.

Let us know what you think

Please have your say on Merton's Sites and Policies DPD, draft Proposals Map and associated sustainability appraisal.

You can tell us what you think by writing to us at: **Future Merton, London Borough of Merton, 12th Floor Civic Centre, London Road, Morden, SM4 5DX** or emailing: ldf@merton.gov.uk by **Wednesday 25 July 2012**

Part I
Additional Detailed Planning Policies
June 2012

DM.H3 Support for affordable housing

Policy aim

To clarify the application of Merton's Core Planning Strategy CS8 Housing Choice in the light of central government's new "affordable rent" product and the proposed Early Minor Alterations to the London Plan (February 2012), particularly Policy 3.10: definition of affordable housing, and Policy 3.11 affordable housing targets.

Policy

Where affordable housing is to be provided in accordance with the London Plan and Merton's Core Planning Strategy policy CS.8 Housing choice, 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale.

In accordance with Merton's interim policy statement on affordable rent (07 November 2011), the borough wishes to ensure that rents are genuinely affordable and will work with Registered Providers to this objective. The borough's starting point will be to see as many tenancies as possible at social (target) rent. Merton recognises that Registered Providers will be required to have affordable rents in their portfolio of lettings and the borough will work with the Registered Provider to minimise 80% rents and set a range of affordable rents up to 65% of market rent but no higher unless agreed as an exception.

The borough will not support schemes where all rents are at 80% of market rents.

SA / SEA implications

1.1. The policy meets a number of sustainability objectives including those on affordable housing, poverty and social inclusion. The policy ensures that affordable rents are truly affordable which will benefit those on lower incomes, those who find it hard to access housing and the wider community.

Justification

1.2. Social rented, affordable rented, intermediate and market housing are defined in the London Plan Early Minor Alterations policy 3.10 (February 2012).

1.3. As set out in the London Plan Early Minor Alterations policy 3.10 (February 2012), affordable rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges where applicable.

1.4. Research to support Merton's interim policy statement on affordable rent states that homes with a rent of up to 80% of market rent could prove unaffordable to applicants in housing need, particularly those needing family sized homes which are identified as the greatest need in Merton. The introduction of the universal credit and maximum amount of benefit paid to a household are likely to further restrict affordability for some properties.

1.5. The largest Registered Housing Provider in Merton, Circle Anglia have made a successful bid to the Homes and Communities Agency for inclusion on the affordable rent programme for 2011-15 as they believe that this is the only way for

them to build more affordable housing. To ensure that rents were set at a truly affordable level, rather than simply 80% of market rent, Circle Anglia commissioned an independent study over 40,000 homes in the group to determine what level of rent really was affordable in each local area. The assessment of affordability included: distribution of incomes, distribution of house prices, distribution of private rented levels, local housing allowance, housing benefit and its cap, universal credits and residual income.

1.6. Based on the results of the Circle Anglia study over 40,000 homes, affordable rents in Merton would be around 60% of market rent.. Merton's interim policy statement on affordable rent (07 November 2011) sets affordable rent as 65% of market rent in Merton, thus striking the balance between delivering viable affordable homes and ensuring that the proposed rents are genuinely affordable for those in housing need in Merton.

DM.H4 Demolition and redevelopment of a single dwelling house

Policy aim

To promote sustainable development and make effective use of resources.

Policy

Any proposal seeking to demolish an existing, structurally-sound dwelling house to create a new dwelling house in its place will be required to demonstrate that they have exceeded the minimum sustainability requirements outlined in Merton's Core Planning Strategy 2011 Policy CS15 through:

(a) Limiting CO_2 emissions arising from the operation of the dwelling and its services in line with Code for Sustainable Homes Level 5

(b) Improved the fabric energy efficiency performance in line with Code for Sustainable Homes Level 5

(c) Made effective use of resources and materials in accordance with Merton's Core Planning Strategy Policy CS15 (part a)

SA/SEA implications

1.7. This policy meets a number of sustainability objectives including natural resources and climate change by helping to compensate from the resources lost through demolition and rebuild of a single dwelling house

Justification

1.8. All proposals to demolish and redevelop a single dwelling house on issues outside of structurally instability are deemed to be an inefficient use of resources and materials and contrary to the principles outlined in Merton's Core Planning Strategy Policy CS15.

1.9. Careful and considered use of natural resources, promoting sustainable construction and energy use are key considerations in securing a sustainable future for the London Borough of Merton. On this basis, demolition and redevelopment proposals of a single dwelling house are required to enhance the environmental performance of the new development beyond the minimum requirements in Merton's Core Planning Strategy Policy CS15. Actions to improve the energy performance of the design should be prioritised, in accordance with the energy hierarchy outlined in Core Strategy Policy CS15 part b.

DM.EP4 Allowable solutions

Policy aim

To promote sustainable development and ensure carbon savings have an associated community benefit by establishing a transparent professional body to guide Merton's Allowable Solutions projects within the borough.

Policy

(a) Planning applications that propose using Allowable Solutions within the borough may be reviewed by the Allowable Solutions Working Group to ensure that the proposals are the most effective method of saving carbon and benefiting the local community. The views of the Allowable Solution Working Group would then become a material planning consideration.

(b) Merton Council will establish the Merton Community Energy Fund to administer local projects funded via Allowable Solutions.

SA / SEA implications

1.10. The policy meets a number of sustainability objectives including environmental and social objectives. The policy encourages sustainable development and ensures any carbon savings can benefit local communities. This policy approach could help address social and economic inequalities, for example fuel poverty.

Justification

1.11. Government is in the process of establishing the Allowable Solutions Framework to help minimise the impact of emissions from new development. Starting in 2016, the Framework is a flexible route to allow development proposals to meet Part L of the Building Regulations (conservation of fuel and power) by investing in carbon-saving measures on-site or off site.

1.12. From 2016, new developments will be required to reduce 100% of regulated emissions (for example, electricity/gas used in heating, cooking and lighting, an essential part of every home). There will be three ways in which developments can reduce emissions:

(a) By installing additional measures to address unregulated emissions within the proposed development

(b) By investing in carbon saving projects elsewhere within the local authority area in which the development is proposed (for example, loft insulation in a school)

(c) By investing in carbon saving projects nationally (for example, an off-shore wind farm

1.13. Local authorities have been encouraged to have policies in place to administer and deliver allowable solutions locally. Those without adequate policies in place risk

loosing out on the ability to direct allowable solutions investment towards achieving local strategic objectives.

1.14. Merton's Core Planning Strategy objectives include the desire to develop a low carbon economy and to promote community cohesion by tackling deprivation and reducing inequalities. To this end, the council proposes that Allowable Solutions investment projects provide community benefits, such as addressing fuel poverty, as well as the necessary carbon savings.

1.15. Guidance is given on local allowable solutions[1] stating that they should include "a mechanism for approving particular Allowable Solutions within the overall local plan". Merton proposes establishing an Allowable Solutions working group with the relevant technical skills and knowledge to assess the carbon saving and community benefits of each project and giving material consideration to there comments approval for projects will be supported by an appropriate level of professional technical and local input.

1.16. Merton will also establish a Community Energy Fund at arms length from the council with charitable status to administer and account for carbon credits and other funds generated through Allowable Solutions.

1.17. Having sufficient Allowable Solutions projects in place would also be required if Merton was to desire to increase the level of emissions reductions required in advance of the national timetable of Part L improvements.

[1] Allowable solutions for tomorrow's new homes: towards a workable framework 2011

Part II

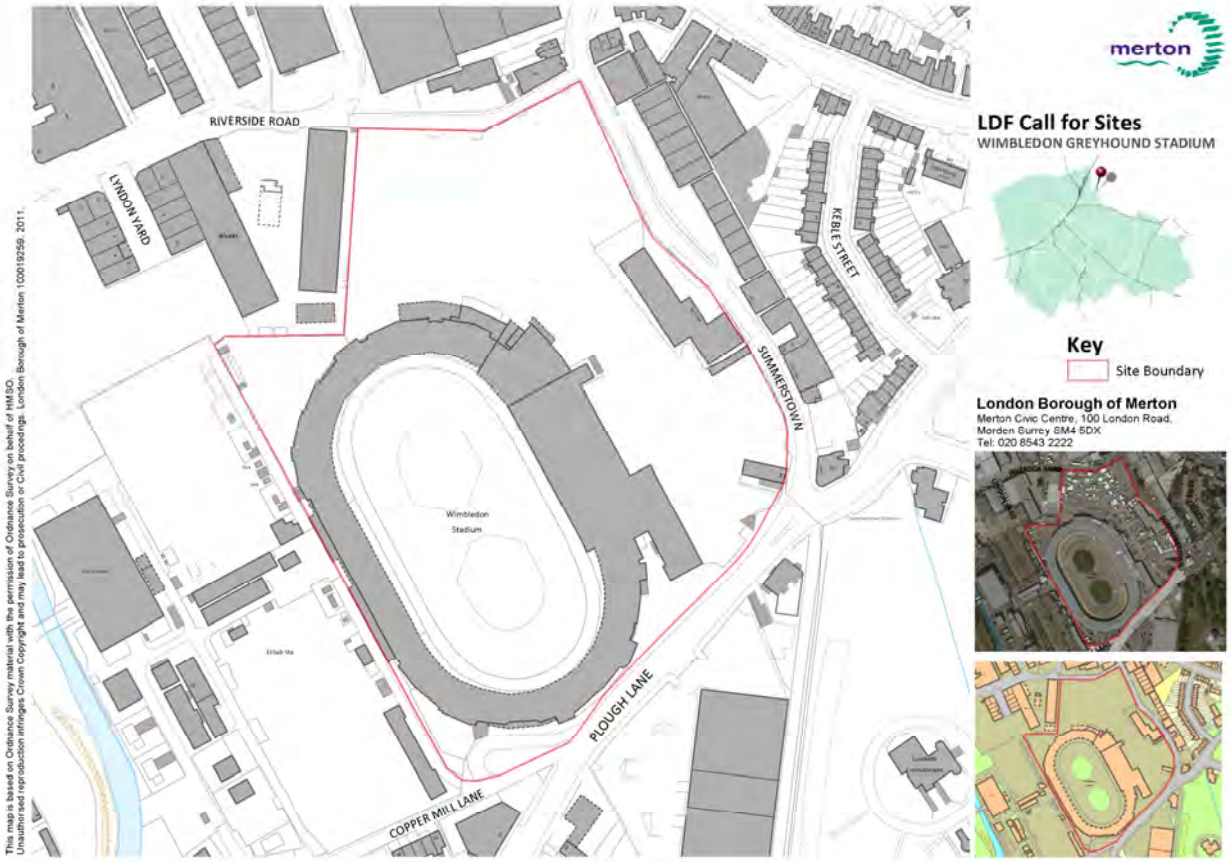
Potential Additional Sites for New Uses

June 2012

Site 37	Wimbledon Greyhound Stadium
Site 64	12A Ravensbury Terrace
Site 65	Kenley Road Car Park
Site 69	Sibthorp Road Car Park
Site 70	Haslemere Industrial Estate
Site 71	Land on Corner of Weir Road and Durnsford Road
Site 72	Wolfson Centre site on Copse Hill
Site 73	117-125 London Road - Dreams
Site 74	Southey Bowls Club
Site 75	Former Mitcham Gasworks
Site 76	2 South Gardens
Site 77	26 Bushey Road
Site 78	191-193 Western Road
Site 80	Crusoe Road Industrial Buildings
Site 81	Moat Housing Estate

Wimbledon Greyhound Stadium

Plough Lane, Tooting, London, SW17 0BL



Site area 5.29ha

Site description Approximately two thirds of the site is dominated by a greyhound racing stadium, the remainder of the site is a car park.

Surrounding the site along the northern and eastern boundary the site adjoins an industrial estate. To the south of the site in Merton, at the other side of Plough Lane is an industrial estate. Running along the western boundary of the site is a large operational electricity substation owned by National Grid.

Strategic Planning Factors The site and its surrounds are within the functional floodplain of the river Wandle (Flood Zone 3b). The majority of the site is within a critical drainage area for surface water flooding.

The site is surrounded on all sides by Strategic Industrial Locations. To the north and east of the site is Summerstown Road Strategic Industrial Location (Wandsworth), to the south and west is part of Durnsford Road / Plough Lane Strategic Industrial Location, (Merton).

The site is poorly accessible by public transport (PTAL 2); the road network, railway lines, river and utilities infrastructure in the wider area limit opportunities for improving access to the site.

The entire site lies within an Archaeological Priority Zone.

National Grid has identified that the operational substation adjacent to the east of the site may need to have further utility development beyond 2012 to maintain essential electricity transmission to homes and businesses.

Current use Greyhound stadium (D2 Use Class) and car park (Sui Generis Use Class)

Use suggested / organisation Residential-led mixed use scheme - Savills L&P ltd on behalf of the Greyhound Racing Association (subject to public consultation at Stage 2, between January-March 2012)

Stage 2a (new use proposed for consultation)– Retain greyhound use of site with enabling development (A1 retail) - Drivers Jonas Deloitte on behalf of Hume Consulting Ltd)

Council's preferred use Intensification of sporting activity (D2 Use Class) or Industrial (B1[c], B2 Use Class) and warehousing (B8 Use Class) on cessation of a sporting use).

Delivery timetable Unknown

Issues If the sporting activities were to cease, an industrial designation will be compatible with the scale, function and nature of the development surrounding the site.

Redevelopment proposals should take account of the electricity substation to the west of the site to minimise the effects on amenity of future occupiers.

Investigating the potential impact of any proposed development on archaeological heritage.

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the functional floodplain and with the critical drainage area to minimise flood risk for future occupiers and the potential for water pollution from the site.

Facilitating improved accessibility including improving bus infrastructure, walking and cycling facilities. Resolving road network capacity, movement and safety concerns. Site access arrangements require careful scrutiny/improvement.

12 Ravensbury Terrace

12A Ravensbury Terrace, Wimbledon Park, SW18 4RL

Site area 0.9 ha

Site description The site is situated toward the northern borough boundary with Wandsworth and is adjacent to the River Wandle and to the railway line to the east.

Immediately to the south of the site is 12 Ravensbury Terrace, a three storey building which has recently been renovated and is occupied by creative businesses which include an architecture firm. Further south is a neighbouring site proposal, Haslemere industrial area at 20 Ravensbury Terrace.

The site is within 5mins walk to Earlsfield station which is situated less than 400m north-east of the site.

West of the site is predominantly small residential terraces. To the east of the site is the River Wandle and railway.

Strategic Planning Factors The site is in an area with moderate accessibility by public transport services (PTAL Level 3-4)

The site and its surrounds are within the functional floodplain of the river Wandle (Flood Zone 3b).

The eastern boundary of the site is designated as a Site of Importance for Nature Conservation and green corridor and is

	also identified as safeguarded for Crossrail 2 (Wimbledon Hackney Line)
Current use	Office Use/ Vacant Warehouse Use
Use suggested / organisation	Residential (C3 Use Class) and Office (B1[a] Use Class) – Planning Potential (consultants) representing M. Stone (site owner)
Council's preferred use	Office and residential
Delivery timescale	2012-2017
Issues	Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the functional floodplain to minimise flood risk for future occupiers and the potential for water pollution from the site. Continuing employment uses associated with the site and the neighbouring sites. Mitigating potential parking, traffic and safety impacts on neighbouring streets and local amenity. Protecting the amenity of those properties adjacent to, or in the vicinity of the site, including access to the adjoining businesses to the south of the site. Impact of any development proposal on protected species, biodiversity and the adjacent green corridor.

Kenley Road Car Park

Car Park Adjacent Kendor Gardens, Kenley Road, Merton Park SW19 3HZ

Site area	0.31 hectares
Site description	This site is a pay-and-display car park with approximately 120 vehicle spaces, which are predominately used by commuters utilising Morden Tube Station. The site is generally rectangular in shape. To the immediate west of the site is a linear park above the northern line tube, to the north and east are 2 storey residential terraces, and to the immediate south is a three storey residential apartment building. The surrounds of the site can be generally characterised as residential.
Strategic Planning Factors	The site is within the proposed MoreMorden Masterplan area and is an area with a good level of access to public transport accessibility (PTAL 5).
Current use	Commuter car park
Use suggested / organisation	Residential - London Borough of Merton
Council's preferred use	Residential (C3 use class) to be developed in conjunction with the MoreMorden masterplan

Delivery timescale To be aligned with other development sites as part of the MoreMorden masterplan

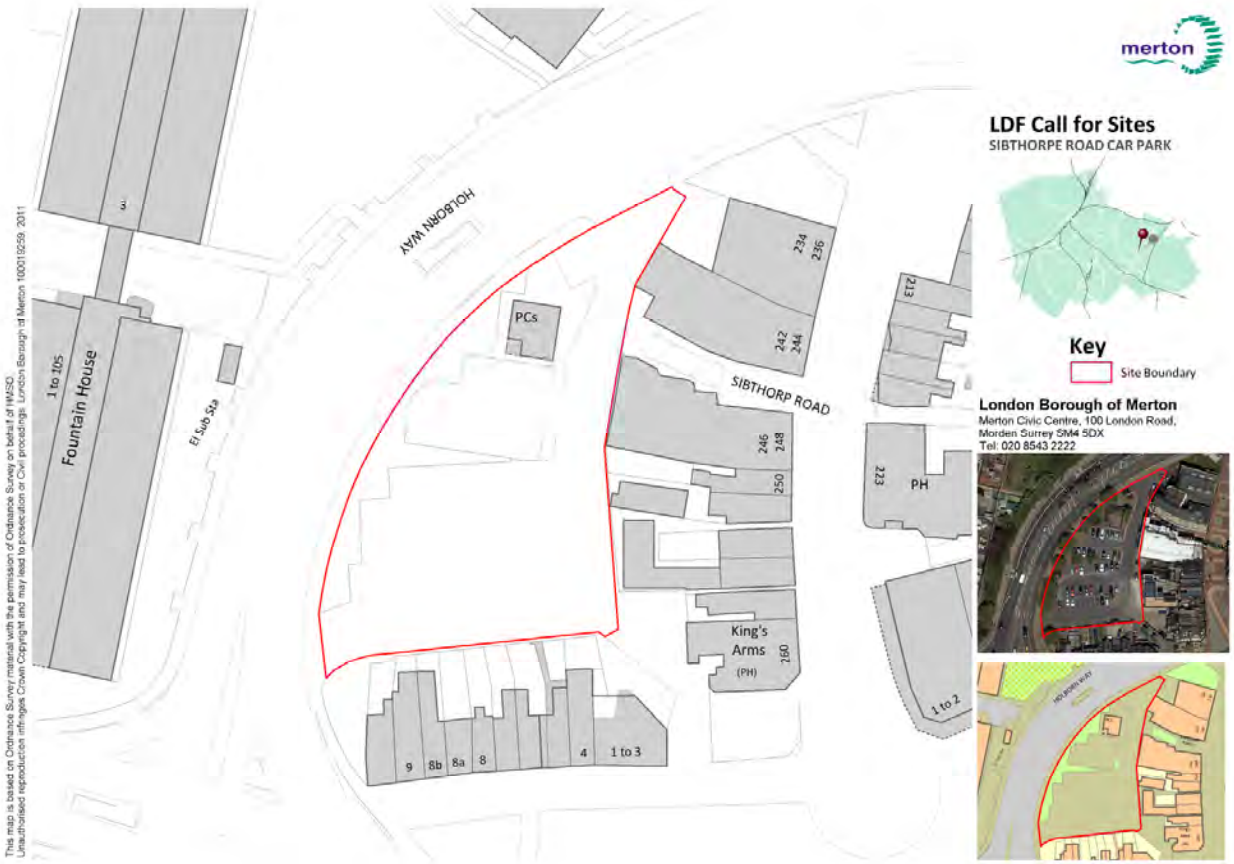
Issues Access (off Kenley Road) is in separate ownership, without which the site is landlocked.

The site is adjacent to public open space. Any development should appropriately address the open space.

Design considerations for any redevelopment proposal should protect the amenity of neighbouring homes.

Sibthorp Road Car Park

Car Park, Sibthorp Road, Mitcham, Surrey, CR4 3NN



Site area 0.26 hectares

Site description The site is irregular in shape, is adjacent a busy main road and is occupied by parking spaces for approximately 50 vehicles, public conveniences and a community recycling disposal area.

Access to the site is via a drive entry along the north-west boundary from Holborn Way with egress along the south-west boundary. There are two points of pedestrian access to the site from London Road via Sibthorp Road and from the Mitcham Fair Green via a passage adjacent the King's Arms Pub.

The site is surrounded by business uses which generally address the pedestrianised section of London Road to the east or Upper Green West to the south, however there are also several businesses which have oriented shop fronts toward the car park.

To the west of the site on the opposite side of Holborn Road are large 4 -5 storey residential apartment buildings at Sadlers Close.

Strategic Planning Factors South east of the site is susceptible to surface water flooding. This site is within an archaeological priority zone.

There are several businesses which have oriented shop fronts toward the car park (eastern side).

Site Proposal 69

Current use	Car Park
Use suggested / organisation	Town centre uses and residential / London Borough of Merton
Council's preferred use	Restaurant / café and residential
Delivery timescale	Unknown
Issues	This site is adjacent heavy vehicular traffic along Holborn Way; any potential redevelopment should seek to mitigate traffic noise for its occupiers. The developable portion of the site is constrained by the dual frontage businesses addressing the site along the eastern side. There may be opportunities to create an attractive streetscape along the eastern side of the site (opposite side to Holborn Way) The potential loss of town centre car parking spaces will need to be considered. Respecting and enhancing the character and the views into and from the neighbouring Mitcham Fair Green. Mitigating parking, traffic and road safety impacts on neighbouring streets and local amenity. Limiting traffic movements so as not to hinder traffic flow on the surrounding roads or cause safety concerns for other road and pavement users.

Haslemere Industrial Estate

Haslemere Industrial Estate, 20 Ravensbury Terrace, Wimbledon Park, SW18 4RL

Site area 0.90 hectares

Site description The site is situated toward the northern borough boundary with Wandsworth and is adjacent to the River Wandle and to the railway line to the east. The site has a mixture of purpose-built industrial units and provides vehicular access to the adjoining Rufus Business Estate to the south. The site is within 5mins walk to Earlsfield station which is situated less than 400m north-east of the site.

Immediately to the north of the site is 12 Ravensbury Terrace, a three storey building which has recently been renovated and is occupied by creative businesses which include an architecture firm. Further north is a neighbouring site proposal, 12A Ravensbury Terrace.

West of the site is predominantly small residential terraces. To the east of the site is the River Wandle and railway.

Strategic Planning Factors The site is part of contiguous employment use

The site lies within the functional floodplain (zone 3b)

The site has reasonable access to public transport (PTAL of 3-4) and is within 5 mins walk of Earlsfield Railway station

	The eastern boundary of the site is designated as a Site of Importance for Nature Conservation and green corridor and is also identified as safeguarded for Crossrail 2 (Wimbledon Hackney Line). The site is within the functional floodplain (zone 3b) and is susceptible surface water flooding to south and east of the site.
Current use	Business and industrial
Use suggested / organisation	Alternative uses on the site (such as residential) - Jones Lang LaSalle on behalf of Astranta Asset Management
Council's preferred use	Business / Light Industrial (B1)
Delivery timescale	Unknown
Issues	Continuing space for employment in this area. Investigating the potential impact of any proposed development on archaeological heritage. Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the functional floodplain to minimise flood risk for future occupiers and the potential for water pollution from the site. Mitigating potential parking, traffic and safety impacts on neighbouring streets and local amenity. Impact of any development proposal on protected species, biodiversity and the adjacent green corridor.

Land on Corner of Weir Road/Durnsford Road

Homebase and Vantage House, 1 Weir Road, Wimbledon, SW19 8UG

Site area 1.63 hectares

Site description The site is currently occupied by a bulky retail unit (Homebase), a 4 storey office building with undercroft parking, and large electrical transformer building and open parking which straddles various level changes across the site.

Vehicular access to the site is obtained via driveway entries from Weir Road along the southern boundary and the north-eastern boundary.

To the north-west of the site are business units on large tracts of land. To the east of the site is a waste management facility, to the south of the site are the 4-storey residential apartment buildings at Plough Lane and the west of the site on the opposite side of Durnsford Road are 2 storey residential terraces.

Strategic Planning Factors Small sections along the eastern portion of site are susceptible to surface water flooding.

The site has a low level of access to public transport (PTAL 2)

The site is situated within the Durnsford Road Strategic Industrial Location, which is also a potential site for waste

	management uses in the South London Waste Plan (schedule 2). The site is situated within the area of the borough where expansion of existing school sites may not meet local need.
Current use	Offices partly vacant, Homebase retail unit, associated car parking, electricity sub stations
Use suggested / organisation	Hotel, A3 Use, residential - Blue Sky Planning on behalf of LaSalle Investment Management
Council's preferred use	Industrial and warehousing (B1b, B1c, B2, B8)
Delivery timescale	Unknown
Issues	Whole site development proposals should address or move the electrical transformer, which is currently situated near the centre of the site. Development proposals should not compromise the entrance to Weir Road for vehicle movements associated with its Strategic Industrial Location. The site is designated as a Strategic Industrial Location in the London Plan 2011 and is part of a preferred location for waste management facilities in the South London Waste Plan (schedule 2).

Wolfson Centre site on Copse Hill

Wolfson Rehabilitation, Copse Hill, West Wimbledon, SW20 0NJ

Site area	0.60 hectares
Site description	The site consists of a single storey 1970's building which was last used as a health care centre. It is currently being utilised as a site office associated with the redevelopment of Atkinson Morley and the Firs for residential purposes. Residential developments are currently being built to the east and west of the subject site, large detached houses are situated to the north of the subject site, and open space to the south.
Strategic Planning Factors	The site is within Copse Hill conservation area. And Wimbledon Village archaeological Priority Zone - Wimbledon Village The site is within an area of poor access to public transport (PTAL 1b) The site shares a boundary with Metropolitan Open Land.
Current use	St George's Healthcare NHS Trust as a Neuro-rehabilitation Centre
Use suggested / organisation	Residential - Indigo Planning on behalf of Berkeley Homes
Council's preferred use	Residential
Delivery timescale	Unknown

Issues Surrounded by housing development currently occurring on Atkinson Morley's and the Firs.

The medical facility is being relocated to another site, at St George's Hospital in Tooting.

Any redevelopment will need to investigate whether there are any items of archaeological significance which may be compromised.

Redevelopment will need to appropriately address the area of Metropolitan Open Land to the south of the site and enhance the character of the conservation area.

117-125 London Road - Dreams

Dreams Bed Superstore, 121-125 London Road, Mitcham, CR4 2JA

Site area 0.22 hectares

Site description The site is situated on a busy road, with vehicular access from London Road.

The site contains a large two storey retail warehouse building which is utilised for the purpose of selling bulky furniture to the public and provides a forecourt for approximately 15-20 cars.

The northern boundary of the site adjoins a number of sites, and includes a recently completed 4 storey mixed use building, 2 storey Blenheim business units and 2 storey residential terraces.

The southern boundary of the site adjoins different uses including neighbouring site proposal currently utilised as a pay and display car park (Elm Nursery Car Park), two storey residential terraces and four storey residential flats beyond.

To the west, on the opposite side of London Road, is a part 3, part 4 storey residential apartment building, a single storey garden centre, two storey hardware store and a recently completed 4 storey mixed use development.

Strategic Planning Factors The site lies within an archaeological priority zone of Mitcham Village.

	The south-east portion of the site is susceptible to surface water flooding. The site is situated with medium access to public transport (PTAL 4)
Current use	Retail warehouse – restricted to bulky goods (Class A1)
Use suggested / organisation	Retail (Class A1) - Planning Potential on behalf of GBRE Global Investors
Council's preferred use	Mixed use – residential (C3 and limited retail/ community use)
Delivery timescale	Unknown
Issues	Redevelopment proposals should compliment the two storey terraces to the north and south of the rear of the site Investigating the potential impact of any proposed development on archaeological heritage. Mitigating potential parking, traffic and safety impacts on neighbouring streets and local amenity. Evidence of long-term unoccupied retail units fronting London Road adjoining the site. Redevelopment proposals involving a retail use should be small-scale (under 280 sqm) so as not to impact on Mitcham town centre. Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site. Limiting traffic movements so as not to hinder traffic flow on the surrounding roads or cause safety concerns for other road and pavement users. Potential to combine with adjoining site (Elm Nursery car park) to achieve a larger site and more cohesive development.

Southey Bowls Club

Southey Bowling Club, 559 Kingston Road, Raynes Park, SW20 8SF

Site area	0.54 hectares
Site description	The site whilst irregular in shape is well proportioned. It is currently occupied by a bowling green with associated single storey timber structures to the east of the site. The western part of the site is occupied by an open hardstanding carpark for approximately 35 cars. A single storey brick clubhouse lies in the westernmost corner of the site. Vehicular access to the site is via a long narrow driveway entry from Lower Downs Road. The gardens of two storey residential developments surround the site on all sides.
Strategic Planning Factors	The site has moderate accessibility to public transport (PTAL 4). The site is occupied as a bowls club. The site is surrounded by residential properties.
Current use	Bowls Club.
Use suggested / organisation	Residential and Bowls Club or residential - Kossway Ltd on behalf of Southey Bowls Club
Council's preferred use	Bowls club / residential

Delivery timescale Unknown

Issues The site is occupied by a bowls club which has circa 200 members. Southey bowling club wish to redevelop at least part of the site to improve bowling club facilities, either on the other part of the site or elsewhere in the locality.

There should be no loss of sporting facilities for which there is demand.

Redevelopment proposals should protect the residential amenity of the surrounding occupiers, especially with regard to privacy.

Redevelopment proposals may need to consider secondary access to the site.

Mitigating parking, traffic and road safety impacts on neighbouring streets and local amenity.

Former Mitcham Gasworks

49 Seagas House, Western Road, Mitcham, CR4 3ED

Site area 2.4 hectares

Site description The site has been cleared with the exception of a large gas holder in the northern corner of the site.

Access to the site is via a driveway entry from Western Road, a reasonably busy road which connects the site with Mitcham Town Centre.

To the north of the site is a large retail warehouse currently under redevelopment for purpose of a supermarket, to the west and east are two storey residential dwellings, whilst to the south is the excluded part of the gasholder site beyond which are 3 storey residential apartment buildings and a medical centre.

Strategic Planning Factors The site has outline planning permission for a major residential and employment scheme.

The site's potential uses and layout is currently constrained by the SGN Gasholder on the corner of Western Road and Portland Road.

Development within the vicinity of the gasholder is subject to restrictions set out in the Health and Safety Executive's land use planning methodology (PADHI), which limits the potential for residential-led mixed use development at present.

National Grid Property states that the gasholder is expected to be decommissioned within the next 5 years.

A major convenience retailer is redeveloping the site opposite at Western Road.

The site is within the Mitcham archaeological priority zone. The site has medium accessibility to public transport (PTAL 3/4) and is on the edge of Mitcham town centre.

Current use Vacant. Last used as regional offices for the National Grid. The site has outline planning permission for a major residential employment scheme

Use suggested / organisation Residential and retail (convenience) - Drivers Jonas Deloitte on behalf of National Grid

Council's preferred use Proposed uses will be dependent on the decommissioning of the gasholder.

If the gasholder is decommissioned, it is recommended that site redevelopment is taken forward through the preparation of a planning brief (supplementary planning document) to clarify the proposed uses, address the layout, design, essential infrastructure requirements (including school places) and other unique issues associated with this site

Delivery timescale Unknown

Issues The site is currently constrained by the SGN Gasholder on the corner of Western Road and Portland Road. Development within the vicinity of the gasholder is subject to restrictions set out in the HSE's land use planning methodology (PADHI), which limits the potential for residential-led mixed use development at present.

National Grid Property states that the gasholder is expected to be decommissioned within the next 5 years.

If the gasholder is decommissioned and the site decontaminated and cleared, this will remove any HSE restriction on use, function and layout of the site.

Subject to the above, the site may be able to accommodate more residential development and may therefore need to consider how the needs for school places may be met on or off site.

Site area 0.28 hectares

Site description The site is currently occupied by a grade II listed building which accommodates a private school with 2 temporary modular buildings and parking for approximately 14 cars.

Vehicular access is obtained via a driveway entrance from South Gardens.

Adjoining the east of the site is Singlegate Primary School, which is currently being expanded to accommodate additional entrants.

To the west is a large 18 storey office tower with currently unimplemented planning permission for residential development. To the south and north are 2 storey residential terraces.

The site is within close proximity to Colliers Wood underground station, priory retail park and a retail neighbourhood parade along Christchurch Road.

Strategic Planning Factors Singlegate school and the gatepiers are designated as a Grade 2 listed building.

2 South Gardens

Jamia Ahmadiyya, 2 South Gardens, Colliers Wood, SW19 2NT

The site is within an archaeological priority zone.

The site adjoins the Colliers Wood Town Centre boundary. The site has medium access to public transport (PTAL 4) and is within close proximity to Colliers Wood underground station.

The area is within a Critical Drainage Area of which the majority lies within Increased Potential for Elevated Groundwater (iPEG)

Current use Residential School

Use suggested / organisation Residential - AMA UK

Council's preferred use Education (Use class D1, C2)

Delivery timescale Unknown

Issues The Grade 2 listed building and gatepiers should be retained. Any other redevelopment proposals would need to protect and enhance these elements.

The site is adjoining Singlegate primary school and was formerly part of Singlegate primary school.

Investigating the potential impact of any proposed development on archaeological heritage.

Mitigating potential parking, traffic and safety impacts on neighbouring streets and local amenity.

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area.

26 Bushey Road

Raynes Park Service Station, 26 Bushey Road, Raynes Park, SW20 8LW

Site area 0.33 hectares

Site description The site is long and narrow, with a single point of entry from Bushey Road.

The site contains a disused service station toward the Bushey Road entrance which is currently being utilised as a hand car wash. Behind the service station are smaller commercial units generally occupied by small vehicle repair related businesses.

The site is generally surrounded on both eastern and western boundaries by the rear gardens of two storey residential properties. To the north of the site is a long narrow warehouse utilised as an image processing and data storage facility accessed via Kingston Road. To the south of the site on the opposite side of Bushey Road is a place of worship, and a parade of retail shops with residential dwellings above.

Strategic Planning Factors The site had permission for eleven light industrial units, which lapsed in 2011.

Part of the southern section of the site is susceptible to surface water flooding.

The site has a medium level of access to public transport (PTAL 3)

Site Proposal 77

Current use	Vehicle repair, maintenance, sales and valet
Use suggested / organisation	Residential - Kingsley Nicholas & Ward on behalf of Rightway Corporation Limited
Council's preferred use	Residential
Delivery timescale	Unknown
Issues	Site access arrangements require careful scrutiny/improvement. Mitigating potential parking, traffic and safety impacts on neighbouring streets and local amenity. Remediation measures will need to be investigated following decommission of the former petrol station use. Protecting the residential amenity of adjacent properties Development proposals will need to incorporate suitable mitigation measures to address the issues associated with surface water flooding.

191-193 Western Road

191-193 Western Road, Mitcham, CR4 3ED

Site area 0.42 hectares

Site description The site is situated on the southern side of Western Road, which is a busy arterial thoroughfare. The site is currently occupied by a warehouse building and hardstanding parking area. Sole access to the open yard adjoining the west of the site is through the site.

The subject site is surrounded by two storey residential properties to the south, east and west and also provides access to an adjacent open yard business to the south-west. To the north of the site on the opposite side of Western Road is a scattered large industrial site occupied by Blackout, a blinds and rigging company.

Strategic Planning Factors The site is within Flood Zone 2 and the entire site is within in a critical drainage area.

The site is adjacent to the Western Road Allotments (situated to the south east of the site.)

The site is in an area with low access to public transport (PTAL 2) and is within Colliers Wood archeologically protection zone.

Current use	Factory and Open Storage
Use suggested / organisation	Residential - James Davis
Council's preferred use	Residential
Delivery timescale	Unknown
Issues	Provides sole access to the adjoining open yard business which could/ should be combined with the site. The frontage along Western Road is busy and and adjoins residential properties. Investigating the potential impact of any proposed development on archaeological heritage. Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the functional floodplain to minimise flood risk for future occupiers and the potential for water pollution from the site. Mitigating potential parking, traffic and safety impacts on neighbouring streets and local amenity. Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site. Impact of any development proposal on protected species, biodiversity and the adjacent green corridor Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area.

Crusoe Road Industrial Buildings

45A and B, Crusoe Road, Mitcham, CR4 3LJ

Site area	0.12 hectares
Site description	The site is occupied by single storey commercial buildings, and has small concrete forecourt which is informally utilised for loading and parking associated with the businesses. The adjoining site to the west contains a vacant two storey industrial building (neighbouring site proposal 18), whilst the general character of the surrounding area comprises standard two storey residential terraces.
Strategic Planning Factors	The site is in an area with moderate accessibility to public transport services (PTAL 3) The site is within a critical drainage area and the southern boundaries of the site is susceptible to surface water flooding.
Current use	Light Industrial
Use suggested / organisation	Residential/ or compatible use – Councillors Draper and Attawar
Council's preferred use	Residential
Delivery timescale	Unknown

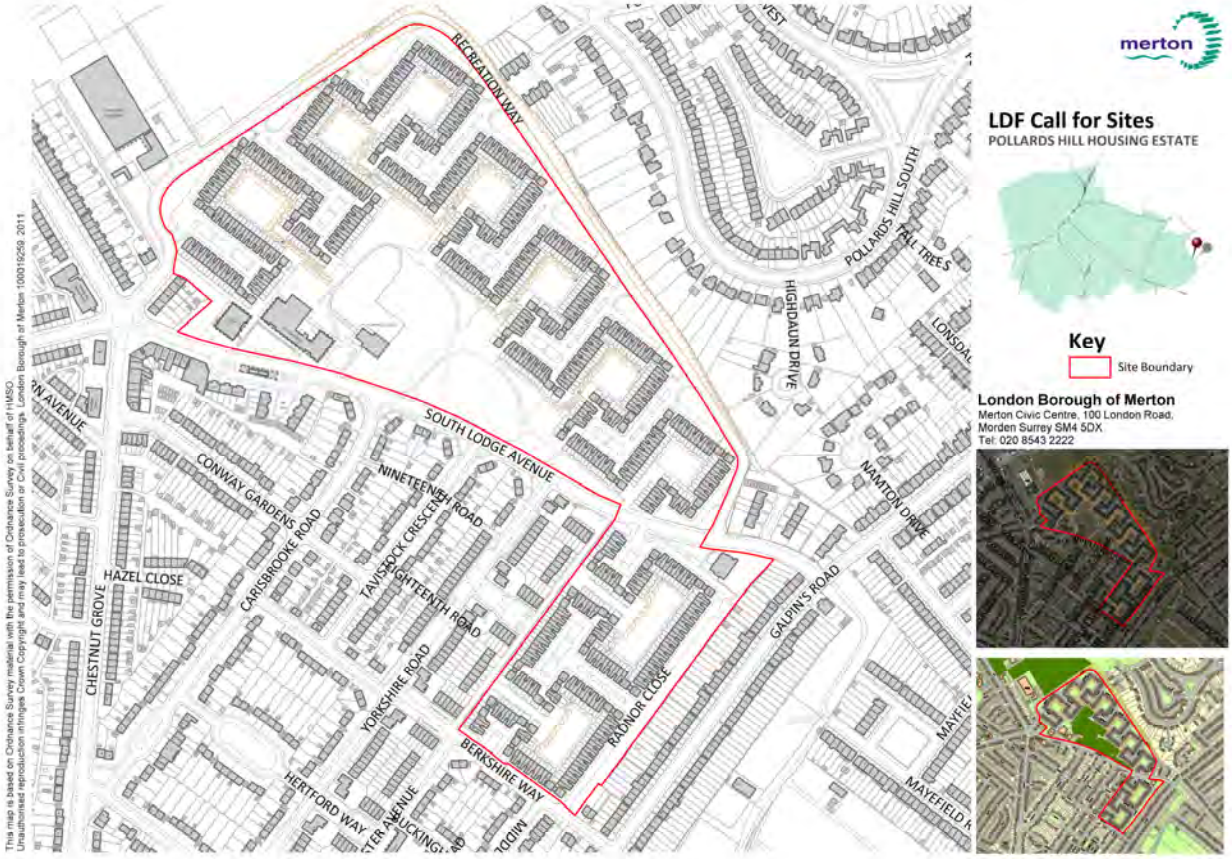
Issues Protecting the residential amenity of the adjacent properties.

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area.

Mitigate potential parking, road safety and traffic impacts on neighbouring streets and local amenity.

Moat Pollards Hill Housing Estate

Berkshire Way, Brecon Close, Caernarvon Close, Cheshire Close, Glamorgan Close, Huntington Close, Kent Close, Lindsey Close, Monmouth Close, Montgomery Close, Radnor Close, Shropshire Close and South Lodge Avenue, Mitcham, CR4



Site area 14.54 hectares

Site description The site comprises a collection of three storey attached homes many with garages on the ground floor, Pollards Hill library, Pollards Hill youth centre and community day centre arranged around large open spaces. The character of the surrounding area can generally be described as residential however there are primary and secondary schools situated to the north-west of the site and a small retail neighbourhood parade to the south-west along South Lodge Avenue.

Strategic Planning Factors The site is identified as being within a Critical Drainage Area.
The site contains an area of proposed open space (M014 - Donelly Green)

Current use Residential housing estate (use class C3), open space, library and community uses (use classes D1 and D2).

Use suggested / organisation Residential (use C3), supported housing and care homes (use C3), Office (B1) and Community (D1) - Savills on behalf of Moat Homes Ltd.

Council's preferred use Redevelopment proposals should be delivered via a masterplan (supplementary planning document) for the site which involves the local community in the potential uses and design for the

area.

Delivery timescale

Issues The site may not necessarily need to be allocated through the development planning process- redevelopment should be co-ordinated by the production of a masterplan (supplementary planning document to Merton's Core Planning Strategy) to involve people living and working in the area in the detailed design.

The identified area contains a number of existing community facilities which include a newly refurbished Council library. These uses will need to be either retained and/or relocated in any redevelopment scheme.

The site is within a critical drainage area. Any large scale redevelopment plans for the site will need to investigate measures that will ensure that drainage is not adversely affected.

The site contains a significant portion of publically accessible open space which is identified on the revisions to the proposal map. This open space is of a size which is able to be utilised for recreational purposes and similar provision should be accommodated within any redevelopment scheme.

Addendum Redevelopment proposals led by a masterplan for this area will to help co-ordinate where infill development of new homes might be most appropriate, to support investment in environmental improvements to the wider area. This is Moat's current priority.

Borough Plan Advisory Committee - 21 May 2012
Appendix C - additional sites and policies

Draft proposal map revisions

May 2012

Contents

Proposed change to the following designations as depicted on maps:

1. Centres

Raynes Park.....3

2. Industrial Areas

Burlington Road and Malden Way.....4

3. Transport

Proposal 09TN – Tooting to Sutton Tram.....5

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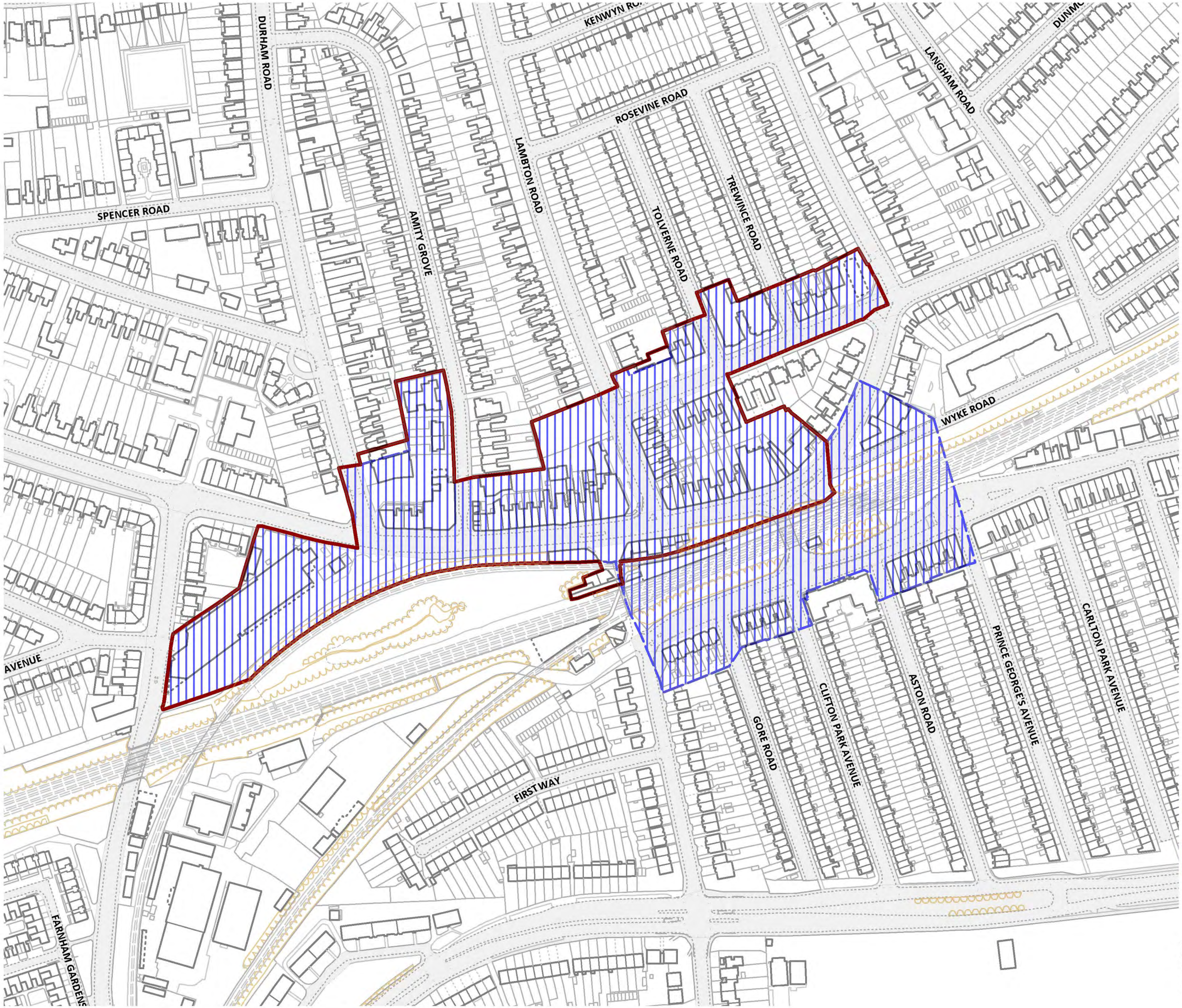
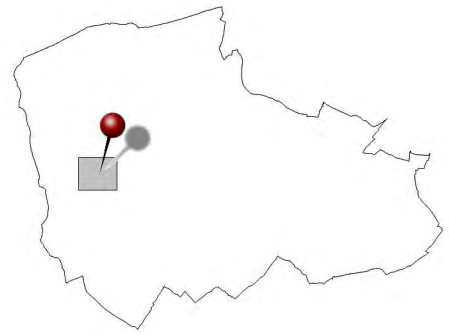


merton

May 2012

LDF Proposal Map
Local Centres

RAYNES PARK



Key

Old Centre Boundary
UDP 2003

New Centre Boundary
LDF Proposals 2012

London Borough of Merton
Merton Civic Centre, 100 London Road,
Morden Surrey SM4 5DX
Tel: 020 8543 2222

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May 2012

LDF Proposal Map
Proposed Designated Industrial Areas

Key

- Strategic Industrial Location
- Locally Significant Industrial Area

London Borough of Merton
Merton Civic Centre, 100 London Road,
Morden Surrey SM4 5DX
Tel: 020 8543 2222

LDF Proposal Map
Tram Line Network

N

0 0.25 0.5 1.0 kilometers

scale: 1:25,000 at A3

PLAN PREPARATION DATE
MAY 2012

LDF Transport Proposal 6TN

LDF Transport Proposal 7TN

LDF Transport Proposal 8TN

LDF Transport Proposal 10TN

LDF Transport Proposal 9TN deleted
Tooting to Sutton Tram Line

merton

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Glossary

The glossary definitions below relate to the three policies that are part of this consultation (June-July 2012. A more complete glossary is provided to Stage 2 of the Sites and Policies DPD, which is available online here:
http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/sites_policies_dpd/sites_policies_stage_2.htm

Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not meet by market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

- Social rented housing is owned by local authorities and private registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Community Agency.
- Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a centre of no more than 80% of the local market rent (including service charges, where applicable).
- Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.

Allowable solutions: a policy being proposed by central government which, if adopted, would create a flexible way of meeting Building Regulations Part L (Conservation of Fuel and Power). It is part of the government’s Zero Carbon Building Programme.