

Schedule of Additional Modifications to Merton's Draft Local Plan – 30 November 2021

~~Red strikethrough~~ text indicates a proposed deletion

Red underlined text indicates a proposed addition to the text

Text in *italics* in the Proposed Changes column have a descriptive or instructive function and do not represent text to be retained unchanged.

The page and paragraph numbers are those in the Stage 3 pre-submission draft Local Plan published for comments from 22 July to 6 September 2021.

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM1.1	2	1.1.8	Once adopted the Local Plan will supersede all existing policies in Merton's Core Planning Strategy (2011), Sites and Policies Plan (2014) and the Policies Map (2014). Together with the London Plan, the South London Waste Plan (once they are adopted) and the Estates Local Plan ; the Local Plan will form the Statutory Development Plan under section 38 of the 2004 Planning and Compulsory Purchase Act for Merton .	To improve clarity by refereeing to all the relevant documents.
AM1.2	3	1.1.10	In accordance with the NPPF (para 20), the key strategic priorities that the local plan must address must include the following:	Typographical correction
AM1.3	3	1.1.15	At the time of writing (June 2021), the council's public consultation has just been completed on PlanWimbledon proposal to form a neighbourhood forum for their proposed neighbourhood area of Wimbledon. More information can be found on Merton's website: Neighbourhood plans (merton.gov.uk)	Factual update
AM1.4	4	1.1.21	Three stages of Public consultations stages of the Local Plan have already taken place in developing Merton's new Local Plan and policies map:...	More concise
AM1.5	4	1.1.21	<ul style="list-style-type: none"> A <u>Stage 2a draft Local Plan public consultation</u> took place between from 13th November 2020 to 1st February 2021. 	Grammar correction
AM1.6	9	1 st para under 'Stakeholders and partner organisations'	...We will work with community groups and organisations <u>across</u> Merton's diverse communities (faith and ethnicity) <u>including resident and business association, neighbourhood forums, cultural organisation</u> , disability groups, <u>faith groups</u> , children, young people, and the veteran community at Haigh Homes <u>to</u> deliver growth, as well as healthy and sustainable neighbourhoods. ...	Updated to reflect the council's aspirations to work with a wide range of different stakeholders.

AM1.7	12	3 rd paragraph	The Mayor will be developing a London-wide Heritage Strategy, together with Historic England and other partners, to support the capital's heritage and the delivery of heritage-led growth. Merton Council supports this approach and will work with local communities; the Mayor and partners to protected and enhance our rich heritage. <u>Merton Council supports a London-wide Heritage Strategy and we will work with the Mayor and communities in developing the strategy.</u>	For clarity
AM1.8	14	1 st para under 'Density and mixed uses'	...In accordance with the London Plan, neighbourhoods with good public transport accessibility level (PTAL) such as Wimbledon, Morden , South Wimbledon, Morden and Colliers Wood will generally expect densities towards...	Deleted repetition.
AM1.9	14	3 rd para under 'Density and mixed uses'	<u>In accordance with the London Plan 2021,</u> t aller buildings are one form of high-density development that can be appropriat <u>right</u> in some the locations <u>identified in this plan</u> , subject to excellent design, good public transport accessibility <u>and</u> impact on existing character, heritage and townscape. ...	Add reference to statutory development plan for clarity
AM1.10	15	Last paragraph	...The council's overall spatial strategy is illustrated in the Figure <u>1</u> below. This shows the broad locations of Merton's growth area. Development will still take place outside of the OA, although not at the same scale. Outside the OA, <u>where sites are not allocated</u> , smaller scale development and more incremental change will take place.	Change made for clarity.
AM1.11	16	Figure 1 – Merton's spatial strategy	<i>Updated spatial strategy diagram to show new Wi3 boundary, removal of site Wi14 which was removed before Stage 3 consultation, adding site allocations to the key and altering the symbology of the opportunity area to make it clear which site allocations are within the opportunity area boundary.</i>	The diagram has been updated for consistency with changes and to improve clarity.
AM1.12	19	1 st bullet point under 'Colliers Wood'	<ul style="list-style-type: none"> Reduce inequalities in the neighbourhood (health, income and social) and improve the wider determinates of health - providing a mix of uses, including substantial new homes (including affordable), employment and <u>social and</u> community uses. 	Text added to ensure consistency with terminology throughout the local plan.
AM1.13	21	1 st para under 'Morden'	The Morden Regeneration Zone (town-centre) is, expected to deliver circa 2000 new homes.	Change made for clarity and accuracy of where the comprehensive regeneration is planned for.

AM1.14	21	1 st bullet point under 'Morden'	Reduce inequalities in the neighbourhood (health, income and social) and improve the wider determinates of health by delivering a mix of uses, including affordable homes, offices and other employment opportunities, social <u>and</u> community facilities and retail to support new homes.	Change made for clarity and consistency of terminology.
AM1.15	21	3 rd bullet point under 'Morden'	Deliver high quality homes, <u>which is</u> sympathetic to historic area which preserve local amenity and...	Improve clarity
AM1.16	22	1 st para under 'Mitcham Neighbourhood'	<u>Most of the Mitcham neighbourhood lies outside the Opportunity Area (see Figure 2) aside from parts of the neighbourhood around Church Road and bordering Morden.</u>	For clarity and to ensure the text aligns with the Mitcham neighbourhood shown on Figure 2.
AM1.17	22	1 st bullet point under 'Mitcham Neighbourhood'	<ul style="list-style-type: none"> Reduce inequalities in the neighbourhood and improve the wider determinates of health by providing a mix of uses, including substantial new homes (including affordable), employment and <u>social and</u> community uses. 	Change made for clarity and consistency of terminology.
AM1.18	22	3 rd bullet point under 'Mitcham Neighbourhood'	<ul style="list-style-type: none"> Explore opportunities for social housing estate regeneration. We will engage and work with housing providers in Mitcham neighbourhood. The Council's ambition is that regeneration will focus primarily on improving the quality of housing stock but also offers the potential to create an improved physical environment and enhanced connectivity as well as address several social and economic issues. <u>This is a long-term aspiration which will continue outside this plan period.</u> 	This text has been removed to align with the current status of the Clarion Estates Regeneration programme, which has already begun.
AM1.19	30	Strategic Objective 3: places for people, part e.	<u>Assessing the impact of</u> Requiring major development proposals <u>to maximise the positive impacts and minimise adverse impacts</u> on physical and mental health and wellbeing to maximise the positive impacts and minimise adverse impacts.	To improve accuracy and clarity arising from HUDU's representations
AM1.20	32	Vision, 4 th bullet point	<u>Improved community health and wellbeing and</u> reduced health and income inequality within the borough and the disparities between the east and west of the borough.	To improve clarity and arising from HUDU's representations that reducing inequalities does not necessarily equate to improvements

AM1.22	32	Vision, 9 th bullet point	Improved access to our unique rich heritage and historic environment for all, while encouraging innovations in building technology, and improving sense of	Correct typographical error
AM2.1	Multiple pages	All policies	<u>JUSTIFICATIONSUPPORTING TEXT</u>	A more accurate descriptive sub-heading to improve clarity.
AM2.2	35	2.1.1	In accordance with Paragraph 149 of the NPPF 2019 and Paragraph 15 2 <u>3</u> of the Draft -NPPF 2021, ... <i>(and throughout the rest of the Local Plan document)</i>	To improve accuracy and reflect the latest NPPF published July 2021.
AM2.3	37	Footnote 2	Based on sites identified to be delivered during the 15 year plan period and an assumed delivery of the Intend to Publish London Plan <u>2021</u> target for Merton of 918 new dwellings s per year for the remaining 15 years to 2050. See Housing policies for further details.	Updated to refer to the current London Plan, to improve accuracy.
AM2.4	40	2.1.20	Policy CC2.5 'Minimising waste and promoting a circular economy' sets out Merton's requirements to minimise embodied carbon and Policy CC2.6 sustainable design standards adapting to a changing climate sets out the sustainability standards required of development in Merton.	To improve clarity and accuracy, the policy reference has been updated.
AM2.5	42	Policy CC2.2 Minimising Greenhouse Gas Emissions	a. To reduce greenhouse gas emissions on-site and minimise both annual and peak energy demand in accordance with the Mayor of London's Energy Hierarchy below, or in line with any future locally derived methodology:	Modified in response to consultation feedback received at stage 3 to avoid onerous wording.
AM2.5	43	Policy CC2.2 Minimising Greenhouse Gas Emissions	d. To demonstrate compliance with the Mayor's net-zero carbon target, or any future locally derived target.	See above.
AM2.5	44	2.2.5	In addition, all new build development resulting in the creation of 1 or more dwellings or 500sqm or more non-residential GIA will need to demonstrate compliance with the Mayor's net-zero carbon target, or any future locally derived target. This means that any carbon shortfall ⁸ will need to be offset via renewable energy generation offsite or via cash-in-lieu contributions.	See above.

AM2.5	56	2.3.23	Merton Council expects all new development to make reasonable endeavours to achieve these EUI and space heating demand targets to future-proof their development and lead the way in decarbonising Merton until EUI targets are required through national regulations or a locally derived methodology . Merton Council will enforce EUI targets from 2025; these targets will be confirmed in relevant guidance closer to the time in order to consider the latest evidence and technologies.	See above.
AM2.6	54	New paragraph after 2.3.13	<u>In the past 5 years, non-residential development in Merton has included everything from a football stadium, to a hotel development, to a mixed-use development comprising a community gym/ retail space, hostel and residential development. Given the range of non-residential developments that could come forward in Merton over the lifetime of this Local Plan, the council will work with applicants towards achieving this target on a case by case basis for any bespoke non-residential development.</u>	Added to clarify approach for bespoke non-residential developments given the range of non-residential developments in Merton.
AM2.7	55	2.3.17	LETI's Climate Emergency Design Guide <u>and the UK Green Building Council's Net Zero Whole Life Carbon Roadmap</u> , which sets out a roadmap to net-zero carbon, <u>both</u> recommends the use of Energy Use Intensity (EUI) targets in regulations, policy and design decisions to drive energy efficiency [9] [24]. <u>[24] UKGBC, "Net Zero Whole Life - Summary for Policy-Makers," 2021. [Online]. Available: https://www.ukgbc.org/wp-content/uploads/2021/11/UKGBC-Whole-Life-Carbon-Roadmap-Summary-for-Policy-Makers.pdf. [Accessed 22 11 2021].</u>	To improve clarity, a reference is included to additional supporting evidence, which was published in November 2021 since the last Local Plan consultation. Reference also added.
AM2.8	57	Policy CC2.4 Low Carbon Energy, part a	All new development to use low carbon heat. There can be no gas boilers in new dwellings or new non- domestic <u>residential</u> development in Merton from January 2023.	Modified to ensure consistency in wording throughout climate change policies (residential vs domestic).
AM2.9	59	2.4.7	No gas boilers can be installed in new dwellings or new non- domestic <u>residential</u> development from January 2023.	Modified to ensure consistency in wording throughout climate change policies (residential vs domestic).
AM2.10	66	New paragraph after 2.5.7	<u>All applications that are referable to the Mayor of London will need to submit Circular Economy Statements that have been prepared in accordance with the GLA's Circular Economy Statement Guidance¹⁸.</u>	Modified to clarify London Plan requirements for referable schemes.

			18 Mayor of London (2020) Circular Economy Statement Guidance – Draft for Consultation (Available at: https://www.london.gov.uk/publications/circular-economy-statement-guidance).	Footnote also added with a link to the Mayor of London’s Circular Economy Statement Guidance.
AM2.11	68	Policy CC2.6 Sustainable Design Standards, part d	Requiring all conversions and changes to the use of existing buildings resulting in the creation of 10 or more new dwelling(s) to achieve a minimum BREEAM Domestic Refurbishment rating of ‘Excellent’ or equivalent.	Modified to correct typographical error.
AM2.12	72	Bibliography Ref 14	[14] Etude, “Islington Energy Evidence Base,” 2016 2017 . [Online]. Available: https://www.islington.gov.uk/media/sharepointlists/publicrecords/planningandbuildingcontrol/publicity/publicnotices/20182019/20181121islingtonenergyevidencebasestudynovember20171.pdf?la=en&hash=164DFEDE701FAE92BDEDD1FF9091505FD769BCC0 . https://www.islington.gov.uk/-/media/sharepoint-lists/public-records/planningandbuildingcontrol/publicity/publicconsultation/20212022/20210718islingtonenergyevidencebasestudynovember2017.pdf?la=en&hash=B9F5B29BFE300D8481FD55325CF434DA12815104.	Modified to provide new link; old link was broken.
AM2.13	84	3.1.10	... is contrary to the NPPF (National Planning Policy Framework) 2019 2021 (chapter 7), ...	To improve accuracy and reflect the latest NPPF published July 2021.
AM3.1	85	3.1.13	Crossrail2 construction has been delayed and will not be finished until after 2036,...	To improve clarity and accuracy about the delays to Crossrail2.
AM3.1	85	3.1.16	...until Crossrail2 is finishing beyond in the 2030s.	See above
AM3.2	89	Site Allocation CW1, Design and accessibility guidance:	The site TfL’s strategic cycling analysis has identified a need for <u>significant additional secured cycle parking provision for commuters in Colliers Wood which should include the provision of a cycle hub facility to enable the long stay secure cycle storage required for commuter trips. However, there is a lack of space on the public highway to facilitate this. Should residential or commercial-mixed use development not take place on Site CW1, then we would welcome a secure cycle hub on this site as it is opposite the underground station and accessible to both the Wandle Trail and the Cycle Superhighway. There is also an</u>	Wording amended and amalgamated with statement on commuter cycle storage/ hub moved and amended from Infrastructure requirements in response to comments from TfL to provide clarification on the requirements for cycle storage/ hub for commuter parking and for space for cycle/ scooter docking stations.

			<u>anticipated requirement for space to accommodate docking areas to facilitate future cycle or scooter hire schemes considering the high expected demand in this location so, this site</u> may be required to make provision for docking areas for cycle/ scooter hire schemes <u>in proximity to the public highway.</u>	
AM3.4	89	Site Allocation CW1, Infrastructure Requirements:	There is a need for secured cycle parking provision for commuters in Colliers Wood and there is a lack of space on the public highway to facilitate this. Should residential development not take place on Site CW1, then we would welcome a secure cycle hub on this site as it is opposite the underground station and accessible to both the Wandle Trail and the Cycle Superhighway.	See above. Related matters included in modification to Design and Accessibility Guidance.
AM3.5	89, 93, 96, 100, 103.	All Site Allocations, Infrastructure Requirements:	Development proposals for this site must <u>refer to the Merton Infrastructure Delivery Plan 2021 and ensure infrastructure requirements have been addressed by the proposal.</u> have regard to Merton's Infrastructure Delivery Plan and Green Infrastructure Study 2020.	Wording was reviewed following the Stage 3 Local Plan submission received from HUDU and changes made for clarity on infrastructure requirements for each Site Allocation.
AM3.6	92	Site Allocation CW2, Design and accessibility guidance:	<u>TfL's strategic cycling analysis has identified a need for significant additional secured cycle parking provision for commuters in Colliers Wood which should include the provision of a cycle hub facility to enable the long stay secure cycle storage required for commuter trips. However there is a lack of space on the public highway to facilitate this, so this site</u> may be required to make provision for <u>an appropriate amount and type of</u> publicly accessible cycle storage <u>for commuters.</u> There is also an <u>anticipated requirement for space to accommodate docking areas to facilitate future cycle or scooter hire schemes considering the high expected demand in this location so, where appropriate, development may be required to make some provision for docking stations for cycle/scooter hire schemes in proximity to the public highway.</u>	Amended wording in response to comments from TfL to provide clarification on the requirements for cycle storage/ hub for commuter parking and for space for cycle/ scooter docking stations.
AM3.7	93	Site Allocation CW2 Infrastructure Requirements:	<u>This site is in close proximity to National Grid infrastructure YYU route 275Kv two circuit route from Beddington substation in Sutton to Wimbledon substation in Merton. The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. To comply with statutory safety</u>	Wording has been added at the request of National Grid, following their Stage 3 Local Plan submission, to protect the nearby National Grid assets.

			<u>clearances, the live electricity conductors of National Grid's overhead power lines are designed to be a minimum height above ground. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site. It is recommended that the developer liaise with National Grid at the earliest opportunity to discuss the infrastructure on site. The council will require evidence of liaising with National Grid with any submitted planning application.</u>	
AM3.8	93	Site Allocation CW2 Infrastructure Requirements:	Thames Water have indicated that the scale of development for this site that, upgrades of the water supply network infrastructure and wastewater network <u>and sewage treatment infrastructure</u> are likely.	Added to ensure Thames Water infrastructure requirements are made clear for future development of the site.
AM3.9	93	Site Allocation CW2, Impacts on Archaeological Priority Area	Yes, Wandle Valley/Colliers Wood Archaeological Priority <u>ZoneArea</u> Tier 2 <i>(Change all references to 'Archaeological Priority Zone', to 'Archaeological Priority Area', including the related acronyms, APZ to APA, throughout the Local Plan)</i>	For clarity by using the same terminology as that used by Historic England and in the London Plan.
AM3.10	99	Site Allocation CW4 Design and accessibility guidance:	<u>TfL's strategic cycling analysis has identified a need for significant additional secured cycle parking provision for commuters in Colliers Wood which should include the provision of a cycle hub facility to enable the long stay secure cycle storage required for commuter trips. However there is a lack of space on the public highway to facilitate this so redevelopment of the station should make provision for an appropriate amount and type of cycle storage for commuters. There is also an anticipated requirement for space to accommodate docking areas to facilitate future cycle or scooter hire schemes considering the high expected demand in this location so, where appropriate, development may be required to make some provision for docking stations for cycle/scooter hire schemes in proximity to the public highway.</u>	Wording amended and amalgamated with statement on commuter cycle storage/ hub moved and amended from Infrastructure requirements in response to comments from TfL to provide clarification on the requirements for cycle storage/ hub for commuter parking and for space for cycle/ scooter docking stations.

AM3.11	100	Site Allocation CW4 Infrastructure Requirements:	There is a need for secured cycle parking provision for commuters in Colliers Wood and there is a lack of space on the public highway to facilitate this. In the long term, should a cycle hub not be installed on other Transport for London sites including Site CW.1, then in the long term we would welcome a secure cycle hub on this site as it is located close to the underground station and accessible to both the Wandle Trail and the Cycle Superhighway.	Deleted from Infrastructure Requirements and moved to Design and Accessibility Guidance and amended for clarity.
AM3.12	101	Site Allocation CW4, Site description:	The western boundary of the site is formed by the Pickle Ditch, a tributary of the river Wandle, a riparian green space and remnants of the historic Merton Priory Wall <u>The Pickle Ditch, a tributary of the river Wandle, a riparian green space and remnants of the historic Merton Priory Wall, forms the western boundary of the site.</u> Sainsbury's and Marks and Spencer are found beyond that in a single purpose-built podium supermarket with car parking underneath.	To improve clarity
AM3.13	104	Site Allocation CW5, Design and accessibility guidance:	<u>In line with the Environment Agency requirements, development proposals must enhance the Pickle Stream corridor, including the removal of concrete banks, restoration of ecology to the watercourse and inclusion of a 10m wide riverside buffer strip.</u>	Change made at the request of the Environment Agency for this site allocation.
AM3.14	105	Site Allocation CW5, Infrastructure Requirements	Thames Water have indicated that the scale of development for this site is likely to require upgrades of the water supply network infrastructure, but there are no infrastructure concerns for the wastewater network <u>and</u> or wastewater treatment infrastructure capability. ...	Change made to ensure Thames Water infrastructure requirements are made clear for future development of the site.
AM3.9	104	Site Allocation CW5, Impacts on Archaeological Priority Area	Parts of the site hold a listed structure of Merton Priory wall remnants and are within a Archaeological p Priority zones <u>Area Tier 2.</u>	For clarity by using the same terminology as that used by Historic England and in the London Plan.
AM4.1	112	Mitcham: Policy N4.1 m	Support the regeneration at <u>Eastfields, Ravensbury and</u> Pollards Hill to provide good quality new homes and services and refurbish existing homes in a landscaped setting.	To improve clarity and accuracy by including references to the relevant estates for which the regeneration is supported by the adopted Estates Local Plan 2018.

AM4.2	112	Mitcham: Policy N4.1p	Support and improve the quality of local <u>Neighbourhood</u> Parades	To improve clarity in response to Mitcham Cricket Green Community and Heritage
AM4.3	115	Para 4.1.13	Mitcham Cricket Green is an attractive neighbourhood with a wealth of historic assets surrounding Cricket Green, <u>a site used for cricket for more than 300 years.</u> the oldest continuously played cricket pitch in the country. ...	Change made for factual correctness.
AM4.4	115	Para 4.1.14	The Canons House and grounds is an attractive historic landscape but has not been well used or much known outside the Mitcham Cricket Green area. The Canons <u>National</u> Heritage Lottery Fund <u>and National Lottery Community Fund</u> “Parks for People” project is to shine a spotlight on this underplayed and underused landscape. The project aims to <u>will</u> increase footfall and visibility of the Canons House and Grounds to be a better used asset for Mitcham.	Change made for factual correctness.
AM4.5	116	New paragraph after 4.1.16	<u>The London Plan 2021 identifies Mitcham as an area with potential for housing growth. Merton’s Borough Character Study 2021 analyses the existing character of Mitcham’s neighbourhoods, which are generally lower density and low rise. We will continue to support the development of new homes and associated infrastructure in Mitcham in site allocations, in incremental development and via estate regeneration. Merton’s Estates Local Plan 2018 guides the regeneration of Eastfields and Ravensbury estates, which are underway and will provide a substantial number of new homes and considerably improve the housing stock over the next 15 years. Regeneration plans have also been developed for Pollards Hill to provide new homes to the south east of the borough.</u>	To improve clarity and accuracy by including references to the relevant estates for which the regeneration is supported by the adopted Estates Local Plan 2018.
AM4.6	117-169	All Site Allocations	Development proposals for this site must <u>refer to the Merton Infrastructure Delivery Plan 2021 and ensure infrastructure requirements have been addressed by the proposal.</u> have regard to Merton’s Infrastructure Delivery Plan and Green Infrastructure Study 2020.	Wording was reviewed following the Stage 3 Local Plan submission received from HUDU and changes made for clarity on infrastructure requirements for each Site Allocation.

AM4.7	119	Site allocation Mi1, Site description	To the north of the site, beyond Cappagh's car pound boundary, lies White Bridge Avenue, a residential road and Benedict Primary School. Morden Hall Park, a historic park owned by the National Trust, lies circa 200m to the north <u>westeast</u> of the site boundary. To the <u>west east</u> of the site boundary lies Baron Walk, a fenced off path and beyond lies London Road playing fields.	Factual correction
AM4.8	121	Site allocation Mi1, Infrastructure Requirements	The scale of development/s in this catchment is likely to require upgrades of the water supply and wastewater network infrastructure <u>and sewage treatment infrastructure</u> .	Added to ensure Thames Water infrastructure requirements are made clear for future development of the site.
AM4.9	123	Site allocation Mi2, Site owner	<u>National Health NHS</u> Property Service (NHSPS)	Factual correction to site owner details.
AM4.10	126	Site allocation Mi3, Site description	...On the part of the site that faces Cricket Green is a two-storey red brick and wood building, <u>currently</u> in use as a Cricket Pavilion serving the cricket club on Cricket Green. ... The cricket pavilion <u>opened in 1904 built around 1920</u> and the associated land and building is the only dedicated facility supporting the playing of cricket on Mitcham Cricket Green. ...	Factual correction based on Mitcham Cricket Green Community and Heritage representation
AM4.11	127	Site allocation Mi3, site allocation	Use of the Burn Bullock building <u>as in</u> non-residential uses...	Grammatical correction
AM4.12	128	Site allocation Mi3, Impacts Listed Buildings or undesignated heritage assets.	The cricket pavilion <u>opened in 1904 built around 1920</u> , and associated land / building is the only dedicated facility supporting cricket playing on Mitcham Cricket Green.	Factual correction based on Mitcham Cricket Green Community and Heritage representation
AM4.13	132	Site allocation Mi5, Design and accessibility guidance:	Development proposals need to be sympathetic to the historic setting, particularly of Canons House and the views from the nearby Metropolitan Open Land <u>and have regard to The Canons Conservation Area Management Plan</u> .	To improve clarity – reference to conservation area already given later in the site allocation
AM4.14	132	Site allocation Mi5, Impacts Listed Buildings	Yes, historic assets within the surrounding area include the Grade II* listed Canons House, <u>the adjacent Grade II* listed wall</u> and the Grade II listed Dovecote	Factual addition to refer to listed structure arising from Mitcham

		or undesignated heritage assets.		Cricket Green Community and Heritage
AM4.15	134	Site allocation Mi6, Design and accessibility guidance:	Development proposals must recognise the site's close proximity to Grade II Elm Lodge and structures, Grade II milestone and heritage assets near the site and must consider the setting of heritage assets. <u>326 London Road was added to Merton's Local List in 2020.</u>	Factual addition arising from Mitcham Cricket Green Community and Heritage
AM4.15	134	Site allocation Mi6, Impacts Listed Buildings or undesignated heritage assets.	Yes. Grade II Elm Lodge and structures, Grade II milestone. <u>326 London Road was added to Merton's Local List in 2020.</u>	See Above
AM3.9	134	Site Allocation Mi6, Impacts on Archaeological Priority Area	Yes. Mitcham Village Archaeological Priority Zone <u>Area</u> (AP ZA) <u>Tier 2</u>	For clarity by using the same terminology as that used by Historic England and in the London Plan.
AM3.9	136	Site Allocation Mi7, Impacts on Archaeological Priority Area	Yes. Mitcham Village Archaeological Priority Zone <u>Area</u> (AP ZA) <u>Tier 2</u> ...	See above
AM4.16	138	Site Allocation Mi8, Site owner	<u>Appleby Centrica Combined Common Investment Fund</u>	Factual correction
AM4.17	138	Site Allocation Mi8, Site Allocation	Mixed use: <u>Town Centre Type Uses including</u> retail, businesses, food and drink, <u>leisure</u> and community services (health centres, crèches, day nurseries, day centre) on the ground floors, residential on upper floors.	Terminology added for clarity.
AM4.18	139	Site Allocation Mi8, Infrastructure Requirements	<u>Thames Water has identified the scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the developer liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan</u>	Changed to ensure Thames Water infrastructure requirements are made clear for future development of the site.

			<p><u>should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development The Council will require evidence of liaising with Thames Water with any submitted planning application. Merton Council will also liaise with and seek advice from Thames Water about the development of this site.</u></p> <p>Thames Water does not envisage infrastructure concerns about the water supply network infrastructure, wastewater network or wastewater treatment infrastructure capability in relation to the development of the site.</p>	
AM3.9	139	Site Allocation Mi8, Impacts on Archaeological Priority Area	Yes, two <u>Mitcham</u> Archaeological Priority Zones <u>Area Tier 2</u>	For clarity by using the same terminology as that used by Historic England and in the London Plan.
AM4.19	140	Site allocation Mi9, Site description	<p>This site is a 2-3 storey building (fire station) set in a group of buildings, including 3-4 storey Vestry Hall next to the rear of the site (northeast) and the <u>new homes on the former</u> Cricketers pub site, which is currently being redeveloped, next to the adjacent southeast of the site. Next to the northwest of the site is triangular open space known as Lower Green. The site fronts Lower Green Road. Cricket Green (recreational open space) lies to the southeast of the group of buildings, across London Road from Vestry Hall and is close to a <u>Grade II listed</u> war memorial.</p> <p><u>On 25th November 2021 planning permission was granted for nine homes (reference 20/P0801)</u></p>	Factual updates for clarity as recommended by Mitcham Cricket Green Community and Heritage
AM4.20	159	Site allocation Mi16, Existing uses	The site is currently vacant <u>for c 15 years aside from a large gasholder within the northern corner of the site that has permission for demolition having most recently been used as regional offices for National Grid.</u>	Factual updates for clarity - put forward by St William

AM4.21	161	Site Allocation Mi16, Impacts on Archaeological Priority Area	<u>No, adjacent to</u> Mitcham <u>a</u> Archaeological <u>p</u> Priority <u>zone</u> <u>Area Tier</u> <u>2</u>	Factual correction
AM4.22	198	Moved Site Allocation Mo3	<i>Site Allocation Mo3 is to be moved from the Morden Neighbourhood chapter to the Mitcham Neighbourhood chapter and inserted as the last site allocation in that chapter. For ease of reference, the reference number 'Mo3' it to be retained.</i>	To improve clarity and accuracy, the site allocation is moved to the Mitcham Neighbourhood in which it is located however, for ease of reference, the number 'Mo3' will be retained. All the site reference numbers will be reviewed with the view of renumbering only at the final stage prior to adoption of the Local Plan. This proposed modification is also listed as AM5.41 for the Morden Neighbourhood chapter.
AM4.23	199	Moved Site Allocation Mo3, Design and Accessibility Guidance	On 20 August 2020, Merton's Planning Applications Committee resolved to grant planning permission for the development of 77 homes on the site, subject to the completion of a S106 legal agreement and conditions. This application is considered to be of potential strategic importance and therefore, as part of Stage 2 of the referral process, the Mayor of London <u>reviewed the application. In April 2021, the Mayor decided that the council's decision could stand and the application was therefore approved now has to make a decision to allow the Planning Applications Committee decision to stand, to direct refusal, or to take over the application, thus becoming the local planning authority.</u>	Factual correction. Text has been updated to reflect the current status of the planning application for this site.
AM4.24	200	Moved Site Allocation Mo3	<u>PTAL 1, very poor</u> <u>2 poor</u> access to public transport.	Factual correction
AM5.1	172	PLACE PROFILE: MORDE	As part of the <u>Borough's ongoing Merton</u> Character Study <u>SPD 2021</u> , 415 Merton residents took part in an online public survey, of which 91 people live in Morden. The diagram below highlights how people felt about their neighbourhood based on a series of	Removal of unnecessary repetition to improve clarity and conciseness.

			questions asked. This work was also used to inform the Borough Character Study 2021.	
AM5.2	173	KEY OBJECTIVES: MORDEN	Diversifying and supporting retailers Supporting an appropriate and diverse mix of retail, office, community and leisure uses, including night time uses.	Grammar correction
AM5.3	173	KEY OBJECTIVES: MORDEN	Improving public space Prioritise pedestrians and cyclists in the regeneration of public spaces and streets in the Morden Regeneration Zone and the Wider Morden Town Centre Area.	To improve clarity and accuracy on matter, that public space and transport improvements will be sought throughout the Morden Neighbourhood.
AM5.4	175	CHARACTER: MORDEN	<i>Photograph of mosque updated</i>	To show recently installed façade features.
AM5.5	176	Morden Policy N5.1 text	This policy supports the rejuvenation regeneration of Morden...	To improve clarity through consistency of the use of the word, 'regeneration'.
AM5.6	176	Morden Policy N5.1 text	This policy supports the rejuvenation regeneration(AM5.5) of Morden <u>Town Centre</u> to create a modern, attractive and vibrant destination that meets the needs of the current and future residents, businesses and visitors, and provides economic, social and environmental benefits.	To improve clarity by specifying the town centre area that the relevant phrase or sentence is referring to and the addition of a related clarifying sentence to paragraph 5.1.37.
AM5.6	179	5.1.4	The character of Morden the <u>Town Centre</u> has eroded over time, but...	See above
AM5.6	179	5.1.5	In terms of activity, Morden the <u>Town Centre</u> is a busy transport interchange and the civic focus of the borough. The the <u>Town Centre</u> also has a broad range of shops, cafes and restaurants.	See above
AM5.6	181	5.1.14	One of the aims of this Local Plan policy(AM5.18) is to improve the experience for the current and future users of Morden <u>town centre</u> , making it a destination and not simply a thoroughfare.	See above
AM5.6	183	5.1.24	The dominance of the road and traffic network throughout Morden <u>Town Centre</u> results in a poor experience for pedestrians and cyclists and negatively impacts on public realm.	See above
AM5.6	184	5.1.28	Potential solutions to these urban design matters and indicative details of a potential hierarchy of streetscapes for the Morden <u>town centre</u> <u>Regeneration Zone</u> are set out in the SDF.	See above

AM5.6	184	5.1.29	Morden <u>town centre</u> already benefits from a number of large green spaces on its periphery.	See above
AM5.6	185	5.1.37	Town centres are by definition where a range of different activities come together, which bring in a large number of people to work, live, shop and be entertained. <u>In this policy, when the term 'town centre' is used, it is generically referring to the town centre as an location or area but when the term is written as 'Town Centre', it is referring to the glossary definition and the area designated as 'Town Centre' on the Policies Map and the related matters addressed in Policy 13.5.</u>	See above
AM5.6	186	5.1.41	Future development proposals in Morden <u>Town Centre and the Morden Regeneration Zone</u> should therefore respond to the needs of the residents, the daily users of the <u>town centre</u> , and those who pass through as commuters. This is essential to ensure that Morden <u>town centre</u> transforms into a place that people will want to visit as a destination. Proposed development in Morden <u>Town Centre and the Morden Regeneration Zone</u> should be of a flexible design to...	See above
AM5.6	186	5.1.42	With the traditional high street retailers affected by online trading, Morden <u>Town Centre and the Morden Regeneration Zone</u> must look to new uses...	See above
AM5.6	187	5.1.43	The provision of new employment opportunities in <u>Morden Town Centre and the Morden Regeneration Zone</u> the centre will also contribute to the economic sustainability of <u>the Morden area</u> as a whole, aligning with...	See above
AM5.6	187	5.1.44	..., <u>the regeneration within the Morden town-centre Regeneration Zone</u> will <u>introduce</u> changes with regards to the range of shops and ...	See above
AM5.6	187	5.1.45	..., is located less than 1 mile to the south of the <u>site-Morden Regeneration Zone</u> and...	See above
AM5.6	187	5.1.46	... elsewhere within <u>the Morden Regeneration Zone</u> to provide a...	See above
AM5.6	188	5.1.50	While the central heart of Morden <u>Regeneration Zone</u> has been identified as...	See above
AM5.6	188	5.1.52	It is therefore vital that Morden <u>Town Centre</u> is well connected to the surrounding neighbourhoods and beyond by a network of safe and convenient pedestrian and cycle routes.	See above

AM5.6	188	5.1.53	The on-street cycle stands in Morden <u>Town Centre</u> are already well used and it is important that these facilities are retained and enhanced as part of any public realm improvement.	See above
AM5.6	189	5.1.57	Delivering <u>the Morden Regeneration Zone (Site Mo1)</u> There is an opportunity to regenerate <u>a part of</u> Morden town centre,...	See above
AM5.6	202	Site Allocation Mo4, Morden Regeneration Zone site vision: text	The regeneration vision seeks to take the opportunity to enable large-scale development in <u>the Morden Regeneration Zone</u> town centre , which will...	See above
AM5.6	202	Site Allocation Mo4, Morden Regeneration Zone site vision: 4	A range of appropriate public spaces and streets <u>within the Morden Regeneration Zone</u> that enhance accessibility... through the Wider Morden Town Centre Area to the surrounding area,(MM5.1) with pedestrians and cyclists as the priority.	See above
AM5.7	176	Morden Policy N5.1 text	...intensification and comprehensive development <u>regeneration</u> within Morden Regeneration Zone...	To improve clarity through the addition of a definition in paragraph 5.1.18 and consistent use of the same phrase, in the policy text, supporting text and the text for site allocation Mo1.
AM5.7	182	5.1.18	There are also multiple other land ownership interests within the Morden Regeneration Zone and a land assembly strategy will be required to ensure that the site can be developed in a comprehensive manner, to <u>regenerated comprehensively and</u> avoid fragmented development and suboptimal densities in this highly accessible location. <u>References to comprehensive regeneration in this policy, refer to the nature and scale of the regeneration and not a delivery method.</u>	See above
AM5.7	183	5.1.23	One of the key aims of the comprehensive redevelopment <u>regeneration</u> of the Morden Regeneration Zone is to	See above
AM5.7	189	5.1.60	...has strengthened the potential for Morden to be developed <u>regenerated</u> comprehensively.	See above
AM5.8	176	Morden Policy N5.1 text	...within the Morden Regeneration Zone <u>(Site Mo1)</u> .	To improve clarity by specifying the area that is being referred to and

				highlight the link between the policy and the site allocation.
AM5.9	177	Morden Policy N5.1 text	<p>The development capacity of the Wider Morden Town Centre Area will be significantly increased through a plan-led approach which will:</p> <ul style="list-style-type: none"> • incorporate new homes at higher densities than the surrounding residential streets, with a diverse mix of housing sizes and tenures. • improve and diversify space for shops and businesses. • provide high quality public realm and attractive and useful public spaces and planting. • create healthier streets with better connectivity and permeability for pedestrians and cyclists. • reduce traffic dominance, improve walking, cycling and vehicle links into and around the town centre; and • provide better services and facilities for the people who live, work or study in, or pass through Morden. <p>By focusing regeneration in the Wider Morden Town Centre Area, this plan-led approach will help to enhance the character and distinctiveness of the surrounding suburban Morden Neighbourhood.</p>	Removed to improve clarity by avoiding unnecessary repetition and details of matters addressed elsewhere in the policy or supporting text.
AM5.10	177	Morden Policy N5.1, part a.	...the Morden Regeneration Zone (Site Mo4 1)...	To signify the Morden Regeneration Zone site allocation's priority within the Morden Neighbourhood, all references to it are to change to Mo1 and the reference number for proposed Site Allocation for the Chaucer Centre, Canterbury Road, is to change to Mo4.
AM5.10	189	5.1.58	...the Morden Regeneration Zone Site Allocation (Mo4 1) can be delivered.	See above
AM5.10	191	Site Allocations map	<i>Update the site reference numbers (Mo1 and Mo4) on the map.</i>	See above
AM5.10	192	Site Allocation Mo1	SITE Mo1Mo4: Chaucer Centre Canterbury Road, Morden, SM4 6PX	See above

AM5.10	192	Site Allocation Mo1, map	<i>Change the site reference number on the map from Mo1 to Mo4.</i>	See above
AM5.10	201	Site Allocation Mo4	Site Mo4Mo1 : Morden Regeneration Zone	See above
AM5.10	201	Site Allocation Mo4	<i>Change the site reference number on the map from Mo4 to Mo1.</i>	See above
AM5.11	178	Morden Policy N5.1, part i.	<i>Insert before point i</i> <u>Surrounding Morden Neighbourhood</u> <u>In the surrounding Morden Neighbourhood we will:</u> Ensuring that development within the Morden neighbourhood (AM5.11), which surrounds the Wider Morden Town Centre Area, (MM5.1) conserves and enhances its suburban character of terraced and semi-detached homes and abundant green infrastructure.	To improve clarity by creating a distinction between the aspects of the policy that relate to the regeneration of Morden Town Centre and those that relate to the surrounding Neighbourhood, the use of the same phrase throughout the policy and by improved consistency with the format of the other Neighbourhood policies.
AM5.11	188	5.1.50	The <u>surrounding</u> Morden Neighbourhood It is important to enhance Morden's the suburban character of the surrounding Morden Neighbourhood whilst also encouraging development and regeneration in appropriate and highly accessible locations in the borough.	See above
AM5.11	202	Site Allocation Mo4, Morden Regeneration Zone site vision: 4	...the creation of green links through the Wider Morden Town Centre Area Morden Regeneration Zone, (MM5.1) and its surrounding <u>connecting to the</u> open spaces <u>in the surrounding Morden Neighbourhood</u> .	See above
AM5.11	203	Site Allocation Mo4, Design and accessibility guidance	- high quality pedestrian and cycle routes that link to the wider suburban <u>surrounding Morden</u> neighbourhoods	See above
AM5.12	178	Morden Policy N5.1 part g.	Investigating the feasibility of decentralised energy and district heating which takes account of opportunities within the Morden Regeneration Zone, the Wider Morden Town Centre Area and potentially the wider Morden Neighbourhood. Suitable	Deleted to avoid unnecessary duplication of matters that are adequately addressed in draft Local Plan policy CC2.4 b. v.

			futureproofing measures should be implemented where appropriate.	
AM5.12a	178	Morden Policy N5.1 part j.	Supporting transport improvements within the Morden Neighbourhood, which surrounds the Wider Morden Town Centre Area (MM5.1), such as improvements to the existing tram network and improvements that help enable sustainable and active travel choices.	To improve clarity, that trams and other forms of sustainable transport will be supported and to make the policy wording more concise.
AM5.13	179	Paras 5.1.1-3	5.1.1 Morden's initial growth was fuelled by investment in London's Underground network, with the arrival of the tube in 1926 which resulted in the rapid development of 'Metroland' type residential suburbs in the surrounding area during the following decade. 5.1.2 The attraction of abundant green open spaces, clean air and easy access into central London, made the area a popular destination for families in search of a suburban lifestyle. 5.1.3 Almost 100 years later, Morden is changing once again. There is a strong presence of a working age population with a high proportion of families and younger people. People in search of a more suburban lifestyle are heading to Morden due to its leafy suburban nature and excellent connections into central London. Morden's transformation is required to ensure that it continues to meet the needs of the existing and future residents, businesses and users of the area.	This background text is not necessary and it is proposed to be deleted to make the supporting text more concise.
AM5.14	179	5.1.4	The scale and comprehensive nature of the regeneration within the Morden Regeneration Zone provides the opportunity to reimagine the town centre and to create new character areas and features. It is important that new development celebrates, develops and strengthens this the existing physical character, but without necessarily copying it unimaginatively.	To improve clarity about the expected nature and scale of the regeneration sought within the Morden Regeneration Zone.
AM5.14	185	5.1.33	Opportunities exist to use tall buildings to enhance the image of Morden. In appropriate locations, tall buildings can assist with reimagining the town centre and the creation of new character areas and features. creating gateways to the <u>town</u> centre and landmarks in key locations that add character and legibility.	See above

AM5.15	180	5.1.7	...when Transport for London (<u>TfL</u>), a major landowner...	To improve clarity when the acronym is used later in text.
AM5.16	180	5.1.9	The Strategic Development Framework defines: <ul style="list-style-type: none"> Why the regeneration of Morden Regeneration Zone<u>Town Centre</u> is necessary and important (the 'Vision'). 	To improve clarity and accuracy by specifying the area that the text relates to.
AM5.17	181	5.1.12	...is within an Opportunity Area as designated in the London Plan 2021 <u>and identified in Figure 2: Opportunity Area, in Chapter 1B 'Good Growth'</u> . We will <u>work with the GLA to</u> produce an Opportunity Area Planning Framework which will...	To improve clarity, accuracy and constancy with regards to OAPF matters elsewhere in the Local Plan.
AM5.17a	181	5.1.13	Morden town centre was identified as an opportunity for housing intensification in Merton's 2011 Core Planning Strategy (CS3), with the Sustainability Appraisal recognising positive improvements that could be made to retail provision, the public realm and the capacity of Morden's transport interchange.	This background text is not necessary and it is proposed to be deleted to make the supporting text more concise.
AM5.18	181	5.1.14	One of the aims of this <u>Local Plan policy</u> is to improve the experience for the current and future users...	To improve clarity and accuracy.
AM5.19	181	5.1.14	This will be facilitated by improving the quantity, quality and mix of housing offer through optimising intensification of residential development at the heart of Morden,...	Improve clarity and consistency with the use of similar wording to that in London Plan policies SD6, D1 D3 and H1.
AM5.19	184	5.1.32	The introduction of higher density development <u>and tall buildings (AM5.26)</u> within in the Wider Morden Town Centre Area and in particular within the (MM5.1) Morden Regeneration Zone, will <u>optimise residential development and</u> help to meet the need for additional and mixed housing in the area and will promote a more balanced and cohesive community.	See above
AM5.19	185	5.1.33	...appropriate as part of the regeneration <u>to deliver optimised residential development and intensified use of</u> on the highly accessible land...	See above
AM5.20	181	5.1.14	...residential development at the heart of Morden, alongside the delivery of a range of associated improvements to the public realm, transport and tTown eCentre tType uUses .	To improve clarity and indicate that it is defined in the glossary.
AM5.20	185	5.1.36	...and where appropriate enhance the local hHeritage aAssets .	See above
AM5.20	202	Site Allocation Mo4, Exiting uses	A mixture of tTown eCentre tType uUses , including retail, office,...	See above

AM5.20	203	Site Allocation Mo4, Design and accessibility guidance	Development proposals will have to conserve and where appropriate, enhance the local h Heritage a Assets, and ...	See above
AM5.21	181	5.1.16	...the Morden Regeneration Zone represents an ideal opportunity to provide circa 2,000 <u>residential</u> units towards meeting this target,...	To improve clarity and accuracy.
AM5.22	181-182	5.1.17	Within the Wider Morden Town Centre Area, the provision of adaptable housing will be sought, namely homes that can adapt internally to the changing circumstances of their occupants, which requires well thought out, flexible internal layouts as per the Mayor's Design Guidance. Mixed tenure and a range of dwelling types, along with modern flexible business spaces, will create a mixed community that responds to housing, business and leisure needs and creates a vibrant and diverse community that is robust in times of change and has appropriate protection against decline.	Deleted to avoid unnecessary duplication of matters that are adequately addressed in other Local Plan policies.
AM5.23	182	5.1.18	As Merton Council and TfL (Transport for London) both own	Delete to remove unnecessary duplication of details provided above (AM5.15).
AM5.24	183	5.1.23	<i>Add the sentence at the end of the paragraph.</i> <u>The new bus standing facilities are identified as a medium to long term requirement in the Infrastructure Delivery Plan 2021 and in accordance with policy IN 14.1 Infrastructure, developments may be required to make planning contributions towards the provision of these facilities.</u>	To improve clarity by highlighting potential planning contributions.
AM5.25	184	5.1.31	Combined with a reduction in vehicular through traffic, these <u>green</u> spaces can reawaken the garden city principles...	To improve clarity by specifying the type of spaces that this text is referring to.
AM5.26	184	5.1.32	The introduction of higher density development <u>and tall buildings</u> within in the Wider Morden Town Centre Area and in particular within the (MM5.1) Morden Regeneration Zone,...	To improve clarity that, along with increased density, tall buildings will also be appropriate within the Morden Regeneration Zone.
AM5.27	185	5.1.33	Tall buildings that meet the requirements in policy D 5 <u>12</u> .6, ...	To update the policy reference number.
AM5.27	185	5.1.36	In accordance with policies D 5 <u>12</u> .6 'Tall buildings' and D 5 <u>12</u> .5 'Managing heritage assets', ...	See above

AM5.27	187	5.1.43	...aligning with the Economic Development policy Ee7C13.1.	See above
AM5.27	187	5.1.44	As detailed in policy Ee7C 13.5,...	See above
AM5.28	185	5.1.34	The scale of existing buildings with <u>in</u> the suburban...	To correct a typographical error.
AM5.29	186	5.1.37-40	<p>This mix of uses is what makes town centres special however, today it is more important that town centres trade on their strengths and unique identities in a more sustainable manner to compete with, and complement, other town centres. In addition to providing a vibrant range of services, town centres need to supplement and enhance this offer.</p> <p>Analysis of the town centre undertaken by Hawkins Brown for the SDF, indicates that 65% of all businesses in the district centre are small independents, with more than half of all premises being retail shops. Pop-up street surveys and discussions with members of the local community indicate that future desired uses in the town centre include night life, restaurants, cafes and cultural events, with a general wish for more diversity and a variety of independent shops.</p> <p>The Morden Regeneration Zone Site Allocation Mo4 includes a large part of the Morden District Centre, as identified in the London Plan. While the existing retail units are heavily utilised, consultation responses have highlighted that the current mix of retail does not meet the needs of the residents. 95% of respondents agreed that there is a need to provide more opportunities in Morden for the community to meet, socialise and make better use of their town centre through provision of attractive, safe and accessible public spaces and community, social, leisure and cultural facilities.</p> <p>96% of respondents also agree that the quantity and quality of commercial, residential and leisure uses should be improved in Morden, with a range of uses which are appropriate for a District Centre.</p>	Deleted to avoid unnecessary duplication of matters that are adequately addressed in other Local Plan policies and to make the supporting text more concise.
AM5.30	187	5.1.45	...and <u>will</u> provides modern leisure facilities...	Grammar correction

AM5.31	187	5.1.45	The regeneration of the town centre provides an opportunity for improved linkages between the transport facilities and the parks <u>and leisure facilities</u> .	To improve clarity by listing all the potential local facilities that could benefit for improved linkages.
AM5.32	187	5.1.46	<i>Move paragraph to be before paragraph 5.1.65.</i>	To improve clarity the is moved to be under the 'Delivering the Morden Regeneration Zone' subheading because it relates more to infrastructure delivery matters than town centre matters.
AM5.33	190	5.1.46	<u>As identified in the Infrastructure Delivery Plan 2021, the comprehensive regeneration of the Morden Regeneration Zone is likely to trigger the need for additional health infrastructure to meet local needs.</u> Morden Road Clinic has also been identified by the NHS (National Health Service) as a site allocation (Mo5)...	To improve clarity and consistency by referring to likely health infrastructure improvements in the policy supporting text, which is also referred to in the site allocation for the Morden Regeneration Zone. These modifications are proposed following a review due to the HUDU Stage 3 comments.
AM5.34	187	5.1.47-49	In accordance with the London Plan Policy S12, all major developments, such as that proposed within the Morden Regeneration Zone, are expected to follow the energy hierarchy and associated targets to be net zero carbon. Refer to the Sustainable Design and Construction policies CC8.10–15 for further details on reducing energy use, maximising low carbon energy generation and standards on sustainable design and construction. Decentralised energy is produced close to where it will be used and distributed by a network of underground pipes. We continue to explore how local heat and power can be generated and distributed around the borough using district heat networks. Further investigative work will be required alongside the redevelopment of Morden town centre, to ensure that the technical details, viability and phasing is further explored and aligned as part of the comprehensive regeneration. As detailed in Policy CC2.4, the Morden Regeneration Zone has been identified	To improve clarity by avoiding unnecessary repetition of details in policy CC2.4 and to make the policy wording more concise.

			<u>as a district heat network opportunity area and therefore further investigative work will be required as part of the plan-led approach to deliver the comprehensive regeneration within the Morden Regeneration Zone, to fully explore the technical and financial viability of a potential decentralised energy network.</u>	
AM5.35	188	5.1.51	...the Northern Line underground service provides that provides a direct link into...	To correct typographical error
AM5.36	188	5.1.53	There is also a requirement for a covered, secure and high-quality cycle parking hub <u>as part of the delivery of the Morden Regeneration Zone</u> that will better support commuters and travellers to park their bicycles for longer periods.	To improve clarity of the preferred location of the hub.
AM5.37	190	5.1.62	...to deliver the regeneration of <u>the</u> Morden Regeneration Zone in...	To correct typographical error
AM5.38	190	5.1.64	The quantum and mix of affordable housing to be provided within each phase of development, will be an integral part of a scheme design and will be prepared in accordance with national, London-wide and local policy and guidance. A mechanism will be required to ensure that viability is kept under review.	Deleted to avoid unnecessary duplication of matters that are adequately addressed in other Local Plan policies and to make the supporting text more concise.
AM5.39	193	Site Allocation Mo1, Design and accessibility guidance: text	We will require on site provision in accordance with the infrastructure policies and London Plan. This site is an area—rea identified as being deficient in access to children’s play space for ages 0-4 years.	To correct typographical error
AM5.40	193-212	All Site Allocations	Development proposals for this site must <u>refer to the Merton Infrastructure Delivery Plan 2021 and ensure infrastructure requirements have been addressed by the proposal.</u> have regard to Merton’s Infrastructure Delivery Plan and Green Infrastructure Study 2020.	Wording was reviewed following the Stage 3 Local Plan submission received from HUDU and changes made for clarity on infrastructure requirements for each Site Allocation.
AM5.41	198-200	Site Allocation Mo3	<i>Site Allocation Mo3 is to be moved from the Morden Neighbourhood chapter to the Mitcham Neighbourhood chapter and inserted as the last site allocation in that chapter. For ease of reference, the reference number ‘Mo3’ it to be retained.</i>	To improve clarity and accuracy, site allocation is moved to the Mitcham Neighbourhood in which it is located however, for ease of reference, the number ‘Mo3’ will be retained. All the site reference numbers will be reviewed with the view of renumbering only at the

				final stage prior to adoption of the Local Plan. This proposed modification is also listed as AM4.22 for the Mitcham Neighbourhood chapter.
AM5.42	202	Site Allocation Mo4, Morden Regeneration Zone site vision: 3	Transforming the appearance, and user experience <u>and air quality</u> of Morden <u>Town Centre</u> by relocating the bus stands <u>outside the Morden underground station</u> away from their current location and creating to help create healthier streets and a welcoming public space outside the Morden underground station entrance.	To improve clarity and consistency of the wording where these matters are addressed in the text for policy Morden N5.1 b.
AM5.43	202	Site Allocation Mo4, Morden Regeneration Zone site vision: 5	Incorporating green infrastructure and where appropriate, contributing to that contributes to improved drainage, air quality <u>and</u> the creation of green links through ...	To improve clarity and consistency of the wording where these matters are addressed in the text for policy Morden N5.1 d.
AM5.44	202	Site Allocation Mo4, Morden Regeneration Zone site vision: 7	The provision of an appropriate mix of retail, office, community and leisure uses, including night time uses, which provide an appropriate level of active frontage <u>and do not have an undue impact on neighbouring amenity</u>	To improve clarity and consistency of the wording where these matters are addressed in the text for policy Morden N5.1 f.
AM5.45	203	Site Allocation Mo4, Design and accessibility guidance	Development proposals need to include a healthy, accessible public realm that will also deliver air quality improvements. Proposals therefore need to provide a high-quality public realm outside the underground station. Proposals needs to include: - <u>high-quality public realm outside the underground station</u> - suitable alternative bus standing and stopping facilities; ...	To improve clarity
AM5.46	204	Site Allocation Mo4, Infrastructure Requirements	We will require evidence that the developer has engaged with London Underground, <u>to be</u> submitted with any planning application for the site.	To correct typographical error
AM5.47	204	Site Allocation Mo4, Infrastructure Requirements	The developer will need to engage with TfL to provide suitable alternative bus stand and bus stop facilities. <u>Where appropriate, development proposals may be required to make financial contributions towards the delivery of these facilities, in the form of planning obligations.</u>	To improve clarity by highlighting a possibility with the regeneration of such a large site.

AM5.48	207	Site Allocation Mo5, Infrastructure Requirements	<u>Development proposals will need to demonstrate that clinical capacity will be maintained for residents during the redevelopment of this site.</u>	To improve clarity and ensure no loss of clinical capacity during the redevelopment of the site. Change made following a review due to HUDU Stage 3 comments.
AM6.1	220	Raynes Park Policy N6.1, part f.	In the long term, work with Network Rail Crossrail 2 and the local community to ensure the benefits arising <u>from</u> its investment are realised, that new structures are sensitively designed and compliment the wider residential area and that disruption is kept to a minimum.	Factual accuracy as Crossrail2 is unfunded and won't be delivered within the lifetime of this local plan.
AM6.2	224	6.1.13	The suburban neighbourhoods within the neighbourhoods will be conserved and enhanced by ensuring that new development respects local character and amenity, and where appropriate <u>conserves</u> historic value.	To improve clarity that sites and areas of historic values should be conserved, not all sites.
AM6.2	224	6.1.14	Outside this Local Plan period, in the long term investment in Crossrail 2 could transform Raynes Park and Motspur Park local town centres However, at this stage it is likely that Crossrail 2 will not be completed much prior to 2040, outside the lifetime of this Local Plan. In their consultation response to this Local Plan, Transport for London confirmed that Crossrail2 safeguarding directions will be revised to safeguard the latest proposed route. At the time of writing (June <u>November</u> 2021) no safeguarding directions exist for the Crossrail2 route for Raynes Park and Motspur Park.	See above
AM6.3	202	Raynes Park Policy N6.1, part h.	Optimise land use by providing new homes above shops and other business premises, for example at Wimbledon Chase and Shannon Corner, where these can be sited and designed to minimise air and noise pollution for new residents.	To improve clarity and accuracy, references to the Wimbledon Chase area have been removed from the Raynes Park Policy N6.1 and inserted in the Wimbledon Policy N9.1, as the Wimbledon Society has pointed out in their Stage 3 response, Wimbledon Chase in within the Wimbledon Neighbourhood.

AM6.3	202	Raynes Park Policy N6.1, part j.	Supporting the 20 minute neighbourhood approach by supporting shopfront, public realm and street scene improvements and maintaining the day-to-day shopping and other services at Motspur Park and Wimbledon Chase .	See above
AM6.3	202	Raynes Park Policy N6.1, part l.	Supporting attractive, accessible local parades and neighbourhoods including step-free access at Motspur Park and Raynes Park Wimbledon Chase stations	See above
AM6.3	224	6.1.12	As set out in the Good Growth chapter of this Local Plan, Wimbledon Chase and Raynes Park and Motspur Park will be supported to be 20-minute neighbourhoods. Wimbledon Chase Neighbourhood Parade is served by a rail station but could benefit from environmental improvements. Transport improvements for the Wimbledon Chase and Motspur Park areas have <u>has</u> already been identified, including provision of better facilities for buses, pedestrians and cyclists, with planting to improve the quality of the environment. We will continue to lobby for step free access to Motspur Park and Raynes Park and Wimbledon Chase train stations so that all residents can make equal and effective use of their local station.	See above
AM6.4	226	Site allocation RP1, Site owner	National Health Service (NHS).	Factual accuracy and in response to representations
AM6.5	227-247	All Site Allocations: Infrastructure Requirements:	<i>Insert this sentence at the start of the 'Infrastructure Requirements' part of all Raynes Park Neighbourhood site allocations:</i> <u>Development proposals for this site must refer to the Merton Infrastructure Delivery Plan 2021 and ensure infrastructure requirements have been addressed by the proposal.</u>	Wording was reviewed following the Stage 3 Local Plan submission received from HUDU and changes made for clarity on infrastructure requirements for each Site Allocation.
AM6.6	229	Site Allocation RP2, Infrastructure Requirements	...proposals to alleviate this deficiency in accordance with the Green Infrastructure policies. <u>Development proposal should aim to restore the Pyl Brook, with natural banks and buffer habitat to create a wide corridor, facilitating biodiversity net gain and providing a significant improvement to the green corridor.</u>	Following comments from Environment Agency. Changes will ensure that development near the Pyl Brook have a positive impact and improve the biodiversity of the river.

			This site is in an area identified as being deficient in access to public open space. The Council will...	
AM6.7	232	Site Allocation RP3, Design and accessibility guidance	Development of the site presents an opportunity to improve the currently overgrown and inaccessible <u>Pyl Brook area</u> on the northern boundary of the site (Pyl Brook) <u>and provide public access for pedestrians and cyclists.</u>	To improve clarify that improvements to the area around Pyl Brook should allow public access following comments from Merton Residents Transport Group.
AM6.8	233	Site Allocation RP3, Infrastructure Requirements	The site is close to the A3 which forms part of the Transport for London Road Network (LTRN) – no new access or servicing should take place from the A3 advice from TfL.	Repetition deleted.
AM6.9	233	Site Allocation RP3, Infrastructure Requirements	Thames Water has identified the scale of development/s in this catchment is likely to require upgrades of the water supply <u>network infrastructure, but do not have concerns relating to the and</u> wastewater network infrastructure.	Changed to ensure Thames Water infrastructure requirements are made clear for future development of the site.
AM6.10	233	Site Allocation RP3, Impacts an Archaeological Priority Area	The site is within an Archaeological Priority Zone for West Barnes Farm, a Medieval, probably moated, 'Grange' belonging to Merton Priory No. To the north is a Tier 2 Archaeological Priority <u>Area</u>	Factual correction
AM6.11	234	Site Allocation RP4	80-86 Bushey Road, Raynes Park, SW20 0JQ 0WJ	Factual correction following request from the site owner.
AM6.12	234	Site Allocation RP4	The site consists of large-scale retail sheds ranging between two and five storeys in height <u>and</u> open parking areas. and a demolish.	Correction to unfinished sentence.
AM6.13	236	Site Allocation RP4, Infrastructure Requirements	<u>Thames Water has identified the scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the developer liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network</u>	Added to ensure Thames Water infrastructure requirements are made clear for future development of the site.

			infrastructure by visiting the Thames Water website https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development <u>The Council will require evidence of liaising with Thames Water with any submitted planning application. Merton Council will also liaise with and seek advice from Thames Water about the development of this site.</u>	
AM6.14	236	Site Allocation RP4, Infrastructure Requirements	The site is close to the A3 which forms part of the Transport for London Road Network– no new access or servicing should take place from the A3, advice from TfL.	Delete duplication
AM6.15	236	Site Allocation RP4, Public Transport Accessibility Location (PTAL)	<u>The site ranges from</u> PTAL 1, very poor access to public transport <u>to PTAL 3, moderate access to public transport.</u>	To correct a factual error.
AM6.16	238	Site Allocation RP5, Site allocation	The site can be found in <u>is</u> designated <u>as</u> open space <u>and contains</u> with sport and recreation use that are compatible with <u>its</u> open space designation.	To improve clarity.
AM6.17	238	Site Allocation RP5, Infrastructure Requirements	This site is in an area identified as being deficient in access to public open space. The council will require <u>major development</u> proposals to improve access to publicly accessible open space, either through design and public realm improvements, or by providing new publicly accessible open space on site <u>where this is suitable and viable</u> , in accordance with the Green Infrastructure policies.	To improve accuracy with regards to the requirements in part d. of policy O15.2 'Open Space and Green Infrastructure'.
AM6.18	244	Site Allocation RP7, Design and accessibility guidance	The scheme is now being phased and the business floorspace and kiss and ride have <u>commenced</u> been implemented .	For clarity and correctness.
AM7.1	254	Character: South Wimbledon	[Image at the top of page 254 showing the High Path estate regeneration has been replaced.]	For accuracy and to reflect the approved planning application.
AM7.2	255	South Wimbledon Policy N7.1, part c	Supporting developments and occupiers that help improve or strengthen local character, reflecting the area's rich architectural history or providing a modern interpretation <u>which respects heritage assets</u> ;	For clarity on heritage aspects.

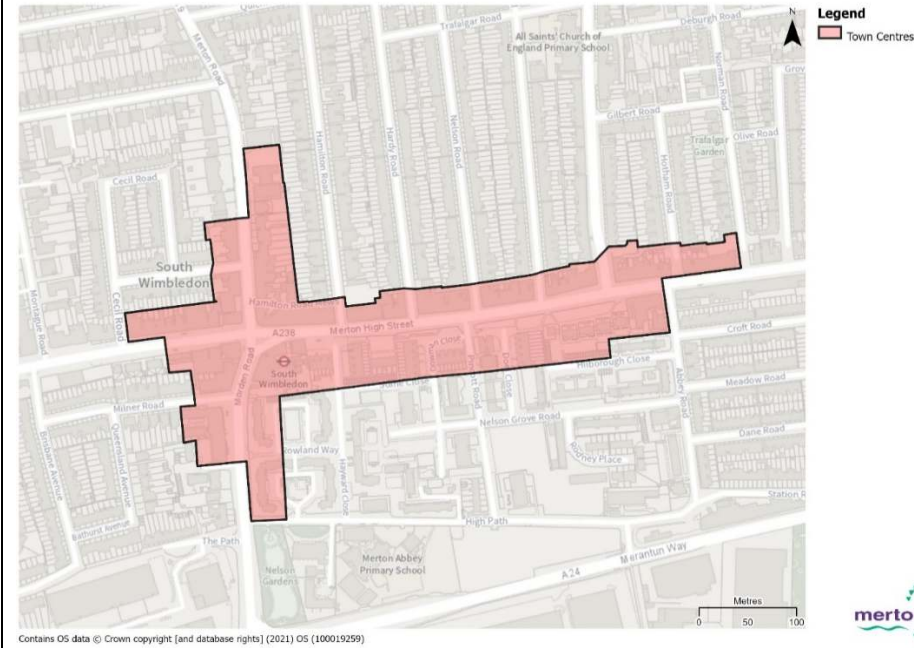
AM7.3	255	South Wimbledon Policy N7.1, part d	Support developments <u>in the Local Centre</u> that create a well-designed shopfront in accordance with Merton's shopfront guidance and encouraging landowners and businesses fronting Merton High Street, Kingston Road, Morden Road and Merton Road to improve their shopfronts and building facades;	For clarity and to reflect the original policy intention.
AM7.4	255	South Wimbledon Policy N7.1, part g	Protecting and enhancing the public open space at Nelson Gardens <u>and Haydons Road Recreation Ground</u> and improving links to Abbey Rec, Wandle Park and other nearby open spaces;	To add clarity for this site.
AM7.5	255	South Wimbledon Policy N7.1, part h	Support <u>well designed</u> development commensurate with the excellent public transport access of the area;	To align with the design policies.
AM7.6	255	South Wimbledon Policy N7.1, part j	<u>Integrate</u> Work with the regeneration phases being delivered on the High Path estate over the next 10-15 years, guided by the Estates Local Plan <u>to ensure the development enhances the local environment</u> ; this includes the proposed public park at High Path;	For accuracy and clarity
AM7.7	255	South Wimbledon Policy N7.1, part k	Supporting the redevelopment at South Wimbledon station (<u>Site Allocation Wi8</u>) which respects and enhances the Grade II listed building and <u>other heritage assets within the area, delivers a range of benefits including encouraging</u> a public space, <u>cycle parking, improved station facilities</u> and secondary pedestrian entrance to the underground station off the busy main roads.	To align with details in the site allocation.

AM7.8

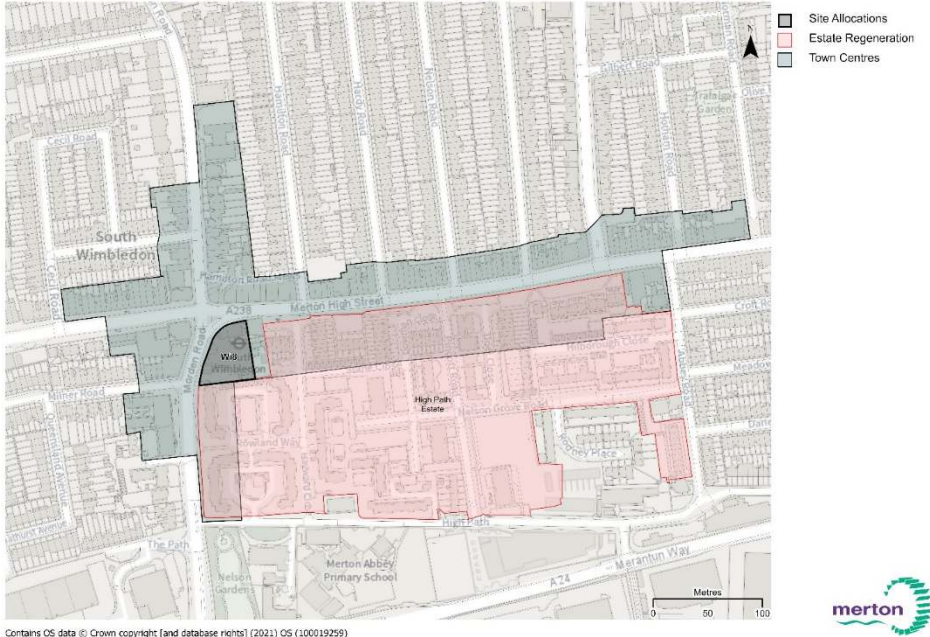
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map

Local Centre boundary for South Wimbledon:



Map to be deleted the avoid duplication of the information that is also on the map added as part of the proposed modification to paragraph 7.1.14.

AM7.9	259	7.1.14	<p><i>Add sentence at the end of the paragraph</i></p> <p><u>The map below illustrates the policies map designations: the new Local Centre boundary for South Wimbledon the site allocation Wi8 South Wimbledon Station (details contained Chapter 09 Wimbledon) and the High Path estate regeneration boundary as defined in Merton’s Estates Local Boundary 2018.</u></p> <p><u>Summary of Sites and Estate Regeneration relating to South Wimbledon:</u></p>  <p><small>Contains OS data © Crown copyright [and database rights] (2021) OS (100019259)</small></p>	To replace the map that was deleted from page 257. Replaced for correctness and to make reference to the Site Allocation information for Wi8, for clarity.
AM9.1	268	Wimbledon Policy N9.1, part k.	Securing <u>improvements to public transport and</u> investment in Wimbledon station to improve the passenger experience....	To clarify that improvements to public transport services will be sought alongside improvements to the station.
AM9.2	268	Wimbledon Policy N9.1 part e	Respecting views from Wimbledon Hill through the town centre and beyond, with taller developments <u>set at St George’s Road, Hartfield Road and Broadway East</u> , away from the historic core located around the station., St George’s Road, Hartfield Road and Broadway East.	To improve clarity and address Wimbledon Society Planning Committee representation on the matter.

AM9.3	268	Wimbledon Policy 9.1, part m	Supporting environmental improvements and maintaining the day-to-day shopping and other services at Wimbledon Chase and Arthur Road Local Centre ;	To improve clarity and accuracy, references to the Wimbledon Chase area have been removed from the Raynes Park Policy N6.1 and inserted in the Wimbledon Policy N9.1, as the Wimbledon Society has pointed out in their Stage 3 response, Wimbledon Chase in within the Wimbledon Neighbourhood.
AM9.3	269	Wimbledon Policy 9.1, new part below q	Supporting accessible local services including step-free access at Haydons Road and Wimbledon Chase stations.	See above
AM9.3	279	9.1.33	The wider Wimbledon area is relatively compact and close to other neighbourhoods in Colliers Wood, South Wimbledon, Wimbledon Chase , Southfields, Tooting, Raynes Park, Morden, Kingston and beyond. We will encourage proposals that enhance walking and cycling across south London, requiring larges sites to be permeable and support public access. Wimbledon Chase Neighbourhood Parade is served by a rail station but could benefit from environmental improvements. Transport improvements for the Wimbledon Chase and area has already been identified, including provision of better facilities for buses, pedestrians and cyclists, with planting to improve the quality of the environment. We will continue to lobby for step free access to Wimbledon Chase train station so that all residents can make equal and effective use of their local station.	See above
AM9.4	268	Wimbledon Policy 9.1, part o	Conserving and enhancing the quality of neighbourhoods within the neighbourhoods through Conservation Area character protection, and by supporting incremental development that respects the character and heritage assets within the area;	Change made for accuracy and clarity. Development in conservation areas does not need to be incremental.

AM9.5	273	9.1.24	Wimbledon Village is a Local Centre with a unique and attractive environment: high quality physical fabric and landscaping, protected by Conservation Area designations. It has a rich heritage and period buildings, a golf horse, riding trails, books fairs and horse and dog show, with sett amongst the backdrop of Wimbledon Common nearby.	For clarity, as recommended by the Wimbledon Society
AM9.6	276	Wimbledon, SITE ALLOCATIONS, text	Site allocations are planning policies which apply to key potential development sites of strategic importance. Site Allocations are needed to ensure that when a strategic site comes forward for redevelopment it integrates well into its surroundings and contributes towards meeting strategic needs for new homes, jobs, public open space, public access routes, transport infrastructure and social infrastructure, such as health or education facilities. Site allocations set out the land uses that must be provided as part of any redevelopment alongside other acceptable land uses that may be provided in addition to the required land uses. Any development proposal for a Site allocations will be determined against planning policies (including the London Plan). <u>Identifying sites for a specific land use or type of development helps give certainty to what is likely to happen in that neighbourhood and helps provide homes, business space, town centre uses, infrastructure, community facilities, sports, parks and open spaces and other types of development to help meet the borough's and London's needs. These sites are contained in the development plan as site allocations.</u>	To improve clarity
AM9.7	278-317	All Site Allocations: Infrastructure Requirements:	Development proposals for this site must refer to the have regard to Merton's Infrastructure Delivery Plan <u>2021 and ensure infrastructure requirements have been addressed by the proposal.</u> <i>For site Wi2 and Wi13 the above sentence is inserted as a new sentence at the start of the Infrastructure Requirements part</i>	Wording was reviewed following the Stage 3 Local Plan submission received from HUDU and changes made for clarity on infrastructure requirements for each Site Allocation.
AM9.8	283	Site Allocation Wi3, Site description	The AELTC have commenced the preparation of an updated masterplan <u>new masterplan</u> to investigate and identify the future development opportunities for the AELTC estate and The Championships incorporating the golf course. <u>In August 2021 the</u>	To improve accuracy

			<u>AELTC submitted planning application 21/P2900 to Merton Council.</u>	
AM9.9	283	Site Allocation Wi3, Site area	17.83 <u>44</u> hectares	Factual correction to improve accuracy.
AM9.10	283	Site Allocation Wi3, Existing use	Wimbledon Park Golf course is currently an 18-hole golf course with club house and maintenance facilities <u>with no public access other than in line with golf club membership rules.</u> This use will cease from January 2022	To improve accuracy.
AM9.11	283	Site Allocation Wi3, Design and accessibility guidance:	...the opportunity to host more of the pre-Championship activities within Merton <u>including the qualifying event.</u>	To improve accuracy.
AM9.12	284	Site Allocation Wi3, Design and accessibility guidance:	Secure investment in the former golf course to invest in and reimagine the historic landscape and secure pedestrian <u>and cycle</u> access to areas of formerly private land such as more of the lakeside and the land at the former golf course. This includes the opportunity to address the reasons why Wimbledon Park is on Historic England's "heritage at risk" register by AELTC (<u>the landowner of the</u> former golf course landowner) working with other landowners Merton and Wandsworth Councils...	To improve clarity and accuracy.
AM9.13	284	Site Allocation Wi3, Infrastructure requirements	<i>Add this paragraph at the start of 'Infrastructure requirements':</i> <u>The AELTC site is used in a highly intensive manner, usually for less than two months per year, and relatively little outside the tennis grass court season given its size and scale. Any assessments relating to buildings or structures (e.g. transport assessments, carbon savings etc) should take account of any unusual usage patterns prevalent at the time and predicted for its future use.</u>	To improve accuracy in response to representations from the AELTC and to reflect information consulted on at Stage 2
AM9.14	284	Site Allocation Wi3, Impacts a Conservation Area.	Yes. The north end of the <u>existing tennis</u> site sits within Bathgate Road conservation area. The whole <u>A part</u> of the site is within an a <u>Archaeological p</u> Priority zone <u>Area</u> . Wimbledon <u>North</u> conservation area <u>covers lies to</u> the west of the site (<u>Wimbledon Park</u>) <u>and lies to the south of the site.</u>	To improve clarity and accuracy.
AM9.15	292	Site Allocation Wi7, Site description	...and pedestrians via Ravensbury Terrace through a site known as Haslemere Industrial Estate, which...	To improve clarity and accuracy.

			...shared with the development at 12a Ravensbury Terrace and through Haslemere industrial estate.	
AM9.16	293	Site Allocation Wi7, Site description	<i>Add this sentence at the end of 'Site description':</i> <u>In May 2020 a planning application (reference 21/P1780) was submitted for the redevelopment of the site to provide 96 homes and 880 square metres of commercial floorspace.</u>	To improve accuracy
AM9.17	293	Site Allocation Wi7, Infrastructure requirements	This site is in an area identified as being deficient in access to public open space. The Council will require proposals to improve access to publicly accessible open space, either through design and public realm improvements, or by providing new publicly accessible open space on site, in accordance with the Green Infrastructure policies. <u>Proposals will be required to explore the opportunity to improve pedestrian and cycle access between the Wandle Trail and Durnsford Recreation Ground, in accordance with the active travel policies.</u>	To improve clarity to ensure future development considers access with the Wandle Trail and nearby Durnsford Recreation Ground, following the Wandle Valley Forum Stage 3 submission.
AM9.18	293	Site Allocation Wi7, Infrastructure Requirements	<u>Thames Water does not envisage infrastructure concerns about the water supply network infrastructure, wastewater network or wastewater treatment infrastructure capability in relation to the development of the site. However, the council strongly recommends that the developer liaise with Thames Water at the earliest opportunity to advise the developments phasing. The council will require evidence of liaising with Thames Water with any submitted planning application. Merton Council will also, liaise with and seek from Thames Water about the development of this site.</u> Thames Water has identified the scale of development/s in this catchment is likely to require upgrades of the water supply and wastewater network infrastructure. It is recommended that the developer engage with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to engage with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be needed to ensure development does not outpace delivery of essential network	Changed to ensure Thames Water infrastructure requirements are made clear for future development of the site.

			upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development	
AM9.19	298	Site Allocation Wi9, Design and accessibility guidance:	Development of the site provide an opportunity for a co-ordinated approach to design and delivery from four sites proposed in this plan: Wi9, Wi10 and Wi13 and Wi14	To improve clarity and accuracy.
AM9.20	302	Site Allocation Wi10, Design and accessibility guidance:	Opportunity for a co-ordinated approach to design and development delivery with the following site allocations - Wi9, Wi10, and Wi13 and Wi14 as set out in the London Plan.	To improve clarity and accuracy.
AM9.21	302	Site Allocation Wi10, Impacts an Archaeological Priority Area:	Within the Wimbledon Village Archaeological Priority Zone <u>No</u>	Factual correction
AM9.22	303	Site Allocation Wi11, Site description:	To the north of the site and on the other side of The Broadway lies South Park Gardens The Broadway Conservation Area with multiple...	To improve clarity and accuracy
AM9.23	304	Site Allocation Wi11, Site allocation:	A mix of Town Centre Type U uses including retail, cafes and restaurants pub or drinking establishment, financial and professional services, assembly and leisure, hotels and offices with the re-provision of public realm. The priority for the site should be T own C entre Type U uses. There may be some scope for residential on upper floors facing Hartfield Road where this improves viability.	To improve clarity and accuracy.
AM9.24	308	Site Allocation Wi12, Infrastructure requirements	The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network. This site is in close proximity to National Grid infrastructure 33Kv Underground Cable route Earlsfield Rail Feeders 427, 440 & 443 Section 3 and 33Kv Underground Cable route Wimbledon 33Kv D S/S Electrical Substation Wimbledon 132KV. The statutory	To ensure that it is clear that nearby National Grid assets need to be protected. Wording added at the request of National Grid, following their Stage 3 Local Plan submission.

			<u>safety clearances between overhead lines, the ground, and built structures must not be infringed. To comply with statutory safety clearances, the live electricity conductors of National Grid's overhead power lines are designed to be a minimum height above ground. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site. It is recommended that the developer liaise with National Grid at the earliest opportunity to discuss the infrastructure on site. The council will require evidence of liaising with National Grid with any submitted planning application.</u>	
AM9.25	310	Site Allocation Wi13, Design and accessibility guidance:	Opportunity for a co-ordinated approach to design and delivery from four sites proposed in this plan: Wi9, Wi10 <u>and</u> Wi13 <u>and</u> Wi14 .	To improve clarity and accuracy.
AM9.26	311	Site Allocation Wi13, Impacts an Archaeological Priority Area:	Within the Wimbledon Village Archaeological Priority Zone <u>No</u>	Factual correction
AM9.27	317	Site Allocation Wi16, Existing uses	a mixture of town centre uses – retail, restaurants, financial and professional services and <u>ancillary</u> offices	To improve clarity and accuracy.
AM9.28	317	Site Allocation Wi16, Site allocation	A mixture of I <u>town C</u> entre <u>I</u> types <u>U</u> uses such as community (including health <u>and wellbeing /day-centre</u>), retail, restaurants and <u>cafes take-away</u> , financial and professional services, <u>leisure</u> , offices, hotel, residential <u>and last mile distribution</u> .	To improve clarity and following comments from representors including Romulus (site owners)
AM9.29	317	Site Allocation Wi16, Site deliverability	0-5 years (phase 1) 5-10 years (phase 2)	To improve clarity and following comments from representors including Romulus (site owners)

AM9.30	317	Site Allocation Wi16, Design and accessibility guidance:	The site provides an excellent opportunity for the <u>repurposing and</u> redevelopment of a substantial brownfield site within the heart of the town centre.	To improve clarity following comments from the Wimbledon Society and Romulus (the site owner)
AM9.31	317	Site Allocation Wi16, Design and accessibility guidance	Development proposals must have regard to the design-led Future Wimbledon SPD (Supplementary Planning Document), <u>the Broadway Conservation Area design guide and design considerations relating to the two Grade II listed buildings on site.</u>	To improve clarity following comments from the Wimbledon Society
AM10.1	320	Policy HW10.1 Health (including mental health) and Wellbeing, part a.	Working with strategic partners such as NHS (National Health Service) England, Clinical Commissioning Groups (CCG) and Merton's Health and Wellbeing Boards in <u>improving health and wellbeing</u> tackling health inequalities,...	To improve clarity following representations from the Healthy Urban Development Unit
AM10.2	320	Policy HW10.1 Health (including mental health) and Wellbeing, part f.	...adopt active aging approaches and improve access to ¹ green infrastructure. <u>¹ Including parks, open spaces, playing fields, woodlands – and also street trees, allotments, private gardens, green roofs</u>	For clarity of what is meant by green infrastructure.
AM10.3	320	Policy HW10.1 Health (including mental health) and Wellbeing, part h.	Improving the public realm in accordance with, <u>the Transport for London (TfL) Healthy Streets Approach and, Sport England /Public Health England, Active Design principles 10 principles and guides.</u> to To provide <u>improved network of</u> safe and convenient pedestrian and cycle routes that enable healthy and active travel choices, especially in areas identified as Air Quality Focus Areas in Merton's Air Quality Action Plan.	To improve clarity following comments from the Healthy Urban Development Unit and Sport England
AM10.4	320	Policy HW10.1 Health (including mental health)	Ensuring that our neighbourhoods are inclusive and accessible for all (<u>including disabled people²</u>) and encourages social interaction. <u>² Definition of disability under the Equality Act 2010</u>	To improve clarity following comments from Merton Centre for Independent Living

		and Wellbeing, part i.		
AM10.5	321	10.1.1	The coronavirus (COVID-19) pandemic has been ^{is} described as a watershed moment for inequalities. Covid-19 has put the national focus on inequalities, especially the link between health and income. It has deeply ^{is} exposing known inequalities and will further ^{no doubt further} compound them. The impact on mental health could lead to a longer-term erosion of people's physical health, affecting people who have not previously experienced poor mental health.	To reflect the current situation with Covid 19 and grammar corrections.
AM10.6	321	10.1.3	During the early months of the The pandemic visits to parks and public green spaces increased across London. The pandemic has exposed the benefit of access to green spaces and nature for physical activity and play, mental wellbeing and mental resilience. Several surveys carried out on people with lung condition found that around 20% reported improvement to their conditions. This is ^{contributed} contributes to the short-term reductions in levels and exposure of air pollution (for example PM25 and NO2) during lockdown and social distancing measures.	To reflect the current situation with Covid 19
AM10.7	323	10.1.11	Following a call for evidence from the Royal Town Planning Institute (RTPI) in September 2019, this...	Grammar correction
AM10.8	323	10.1.13	...local authorities should consider opportunities to support for people to live healthy lifestyles including planning ...	Grammar correction
AM10.9	324	10.1.15	The ^A 20-minute neighbourhood is about creating attractive, interesting, safe walkable environments.	Grammar correction
AM10.10	324	10.1.17	Active Design <u>10 principles and guides</u>	Correct title of active design
AM10.11	324	10.1.17	...including P15.10 <i>Improving Air Quality and Minimising Pollution</i> . It ^{which} seeks to ensure that local environmental impacts...	Grammar correction
AM10.12	326	10.1.24	According to Merton's Strategic Housing Needs Assessment 2019 and based on population projections the GLA (Greater London Authority) Population and Household Projections (2016), by 2030 2035 the number of people aged over 75 85 is predicted to increase by 41% 52% in Merton.	Updated to the most recent available data to improve accuracy.

AM10.13	327	10.1.27	Dementia friendly design approaches take existing design best practices and either adapt or strengthens them with a focus on the needs of people living with dementia. These approaches aim to create inclusive environments/neighbourhoods will help reduce stigma and supported people living with dementia, other health conditions such as and many other impairments including people with physical and sensory impairments, neurodiverse people (including autism), people with learning disabilities and mental health service users. Inclusive neighbourhoods go beyond providing physical access and creates solutions that work better for everyone; ensuring that everyone can equally, <u>and</u> confidently <u>and independently</u> use buildings, transport and public spaces.	Amended following comments and further engagement with Merton CIL
AM10.14	327	10.1.28	There are Several practical guides that provide to help developers <u>to</u> incorporate dementia friendly approaches.	Grammar correction
AM10.15	327	10.1.29	Another useful tool for developers is <u>'The Place Standard' toolkit</u> . This tool was developed by the The Scottish Government, NHS (National Health Service) Health Scotland, Architecture and Design Scotland <u>developed this tool</u> . It is used by m Many local authorities <u>use it</u> as a framework for consultation on development, however it can be used by developers to assets proposals.	To improve clarity
AM10.16	329	Policy HW10.2 Delivering healthy places, part a. iii	Encourage opportunities for food growing such as allotments, community gardens <u>and orchards</u> and other innovative food growing spaces as part of development proposals.	Following comments from the Woodland Trust
AM10.17	329	10.2.3	We will look to create and promote healthy food environment in Merton by increasing the availability of healthy food and limiting unhealthy options. As such, and i In line with Policy DM TC 7.11 when considering new development proposals for fast food, takeaways located 400 metres from the exit and entrance of an existing or proposed school. <u>T</u> he council will have regard to...	Grammar amendment
AM11.1	333	Policy H11.1 Housing choice, part d.	<u>Provide step-free access and adapted housing i</u> n accordance with London Plan Policy D7 (Accessible housing) and Building Regulation Requirement M4(2) <u>and M(4.3) and this Local Plan's policy D12.3 'Ensuring high quality designs in all developments'.</u> ; 90% of all new build housing is required to be 'accessible and	To address consultee Clarion Housing Group's response and link it with Local Plan policy D12.3(l) and justification 12.3.2.

			adaptable dwellings' and 10% to meet Building Regulation Requirement M4(3) for 'wheelchair user dwellings.	
AM11.2	334	Policy H11.1 Housing choice, part f.	Threshold level to be eligible for the Fast-Track Route as set out in the London Plan <u>and meet Merton's tenure split requirements</u> and provided all provision is on-site without public subsidy:	To address GLA response and improve clarity.
AM11.3	345	New paragraph below 11.1.38	<u>Estate regeneration that involves the loss and replacement of affordable housing should deliver an uplift in affordable housing wherever possible. Therefore, all such estate regeneration schemes must go through the Viability Tested Route to demonstrate they have maximised the delivery of any additional affordable housing.</u>	To address Clarion Housing Group response and improve clarity
AM11.4	346	Policy H11.2 Housing provision, text	We will aim to deliver a minimum of <u>41,73211,576</u> additional homes for the period 2021/22 – 2035/36. This will be achieved by:	Merton Local Plan target updated to reflect the latest supply position and demonstration that Merton can deliver against the proposed stepped target. The change in these figures is because the “shortfall” in delivery for 2020/21 were estimated at the time of Stage 3 publication. Since then, the completions for 2020/21 have been confirmed and the “shortfall” from the 918 London Plan target has been adjusted to reflect this.
AM11.4	347	11.2.1	We will encourage housing in sustainable brownfield locations. The <u>41,732-11,576</u> additional homes for the period 2021/22 – 2035/36 will come forward in Merton by: ...	See above
AM11.5	346	Policy H11.2 Housing provision, part e.	Supporting the redevelopment of poor quality existing housing <u>and proposals to improve the quality of existing homes</u> that does not result in a net loss of residential homes, or net loss of affordable housing homes or residential land or net loss resulting from the change of use of any type of housing to temporary sleeping accommodation on a permanent basis.	To address Clarion Housing Group response and improve clarity.
AM11.6	347	11.2.1	<ul style="list-style-type: none"> Bringing forward housing capacity through regeneration, including Morden town centre <u>and the Merton Opportunity Area.</u> Prioritising the development of previously developed land and ensuring it is used efficiently. 	To address Clarion Housing Group response and improve clarity

			<ul style="list-style-type: none"> • Development of sites identified in Merton's Housing Trajectory. • Development of windfall sites. • <u>Intensification of housing as part of estate regeneration proposals.</u> • ... 	
AM11.7	348	11.2.4	<p>... London Plan paragraph 4.1.11 states that if a target is needed beyond the 10-year period (2019/20 to 2028/29), boroughs should draw on the 2017 SHLAA findings which cover the period to 2041 and any local evidence of identified capacity, <u>in consultation with the GLA, and should take into account any additional capacity that could be delivered as a result of any committed transport infrastructure improvements,</u> and roll forward the housing capacity assumptions applied in the London Plan for small sites. Figure 4.2.1 sets out Merton's Housing Trajectory.</p> <p><u>Merton supports high quality development, which meets identified needs. Merton faces constrained supply as it is characterised by a very large number of small sites and green spaces. These characteristics are replicated in several of the surrounding and adjacent boroughs.</u></p> <p><u>The SHLAA 2017 findings indicate that for Merton the target for the period 2029/30 to 2033/34 is 474 homes per annum then for the remaining period 2034/35 to 2035/36 increases to 548 homes per annum.</u></p> <p><u>Merton can confirm that there are no committed transport infrastructure improvements which can be considered to provide additional capacity for new homes beyond 2028/2029 as per Merton's Infrastructure Needs Assessment 2021 and Transport for London's representations on Merton's Local Plan. Merton will continue to work proactively and collaboratively with the Mayor in contributing to addressing much needed additional homes for London.</u></p>	To address GLA response by clarifying Merton's position concerning additional housing delivery beyond 2029.

AM11.8	348	11.2.7 and Figure 4.2.2	<p>As Figure 4.2.2 below indicates Merton’s annual housing target will be set at 775<u>750</u> homes per annum for the period 2021/22, <u>increasing to 800 for the period 2022/23</u> – 2023/24, and then increase to 4,080<u>1,110</u> for the period 2024/25-2025/26, and then <u>1,180 for the period 2026/27-2028/29</u>. 2026/27, then further increase to 1,350 for the period 2027/28 – 2028/29. <u>This ensures that the total local need in the 2017 SHLAA of 7,344 new homes from 2021/22-2028/29 plus the shortfall of 766 new homes delivered against the London Plan target from 2019/20 and 2020/21 is met.</u></p> <table border="1" data-bbox="674 501 1599 847"> <thead> <tr> <th></th> <th>2021/22</th> <th>2022/23</th> <th>2023/24</th> <th>2024/25</th> <th>2025/26</th> <th>2026/27</th> <th>2027/28</th> <th>2028/29</th> <th>Shortfall from 2019/20 and 2020/21</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Merton Local Plan target</td> <td>775<u>750</u></td> <td>775<u>800</u></td> <td>775<u>800</u></td> <td>4,080<u>1,110</u></td> <td>4,080<u>1,110</u></td> <td>4,080<u>1,180</u></td> <td>1,350<u>1,180</u></td> <td>1,350<u>1,180</u></td> <td></td> <td>8265<u>8,110</u></td> </tr> <tr> <td>London Plan target</td> <td>1,033<u>918</u></td> <td>1,033<u>918</u></td> <td>1,033<u>918</u></td> <td>1,033<u>918</u></td> <td>1,033<u>918</u></td> <td>1,033<u>918</u></td> <td>1,033<u>918</u></td> <td>1,033<u>918</u></td> <td>766<u>766</u></td> <td>8265<u>8,110</u></td> </tr> </tbody> </table>		2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	Shortfall from 2019/20 and 2020/21	Total	Merton Local Plan target	775 <u>750</u>	775 <u>800</u>	775 <u>800</u>	4,080 <u>1,110</u>	4,080 <u>1,110</u>	4,080 <u>1,180</u>	1,350 <u>1,180</u>	1,350 <u>1,180</u>		8265 <u>8,110</u>	London Plan target	1,033 <u>918</u>	1,033 <u>918</u>	1,033 <u>918</u>	1,033 <u>918</u>	1,033 <u>918</u>	1,033 <u>918</u>	1,033 <u>918</u>	1,033 <u>918</u>	766 <u>766</u>	8265 <u>8,110</u>	<p>Merton Local Plan target updated to reflect the latest supply position and demonstration that Merton can deliver against the proposed stepped target. The proposed additional text in para 11.2.7 explains how the “shortfall” for 2019/20 and 2020/21 has been added to the London Plan need for the period 2021/22 to 2028/29. The figures for the Merton Local Plan target in the table of para 11.2.7 have been updated to reflect the latest supply position.</p>
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AM11.9	348	11.2.8	<p>In accordance with London Plan paragraph 4.1.11, Merton’s target for the period 2029/30 to 2035/36 (3,466 total) is drawn from the 2017 SHLAA findings <u>and includes the rolling forward of the small sites target beyond 2029</u>. ...</p>	<p>Merton Local Plan target updated to reflect the latest supply position and demonstration that Merton can deliver against the proposed stepped target.</p>																																	
AM11.10	349	Figure 4.2.1	<p><i>Figure 4.2.1 ‘Merton Housing Trajectory 2021/22 – 2035/36’ updated – refer to Appendix 1</i></p>	<p>Merton Local Plan target updated to reflect the latest supply position and demonstration that Merton can deliver against the proposed stepped target.</p>																																	
AM11.11	350	11.2.9	<p>Merton’s housing trajectory is supported by Merton’s Housing Delivery Test Action Plan which includes details on the actions we can take <u>in the event of under delivery</u> to increase the rate and number of homes built in Merton. <u>These actions include proactive engagement with developers, registered providers and delivery partners to investigate housing delivery constraints and</u></p>	<p>To address GLA and Hoo Hing and Elmbrook Ltd representations and improve clarity.</p>																																	

			<u>investigation on whether the use of our Compulsory Purchase Orders should be considered as a measure to unlock stalled housing sites.</u> The delivery of sites will be monitored in Merton's Authority Monitoring Report (AMR) and Merton's Housing Delivery Test Action Plan.	
AM5.10	351	11.2.12	The regeneration of Morden town centre is a key priority for the council and the emerging Local Plan by means of policy N5.1 and site allocation Mo41, which seek to enable delivery of around 2,000 homes within the Morden Regeneration Zone.	The site allocation for Morden regeneration zone has been updated to Mo1
AM12.1	374	Strategic Policy D12.1 Delivering well designed and resilient neighbourhoods , part c	Encourage and enable sustainable and healthy lifestyle choices through effective public realm that facilitates active modes of transport as, set out in the chapters in this Local Plan on Health and Wellbeing and Transport.	Grammatical consistency
AM12.2	375	Strategic Policy D12.1 Delivering well designed and resilient neighbourhoods , part f	Enhance social cohesion and mental and physical wellbeing and support the needs of all of Merton's communities through creating sustainable buildings, spaces and environments that are well-managed, accessible, inclusive, child friendly and intergenerational <u>in line with the chapter on Health and Wellbeing.</u>	Signposted to relevant policy chapter to improve usability.
AM12.3	376	12.1.1	... To help deliver the principles of good design throughout the borough, Merton Council has produced a variety of Supplementary Planning Documents that provide good practice approaches to design, such as Merton's Borough Character Study, and Conservation Area character appraisals <u>and Small Sites Toolkit.</u>	To include a reference to the Small Sites Toolkit SPD as a relevant mechanism to improve design quality, which has been developed and adopted since Merton's previous Local Plan.
AM12.4	376	New paragraph below 12.1.3	<u>Development in the borough must consider all sections of the community, in particular disabled people. An inclusive environment is one, which can be used safely, easily and with dignity by all. It is convenient and welcoming with no disabling barriers, and provides independent access without added undue effort, separation or special treatment for any group of people as set out in the chapter Health and Wellbeing.</u>	To improve clarity with regards to the term 'inclusive', following review of the Merton Centre for Independent Living (MCIL) Stage 3 response.

AM12.5	376	New paragraph below 12.1.3	<u>Development should pro-actively plan for health and wellbeing through sport and activity. Developers should consider following Sport England and Public Health England’s Active Design 10 principles, guides and checklist to help ensure their development’s layout and design helps to promote active lifestyles.</u>	To improve clarity of D12.1 part c and signpost Sports England’s Active Design guidance.
AM12.6	377	New paragraph below 12.1.7	<u>The production of design guides and codes can provide maximum clarity about design expectations at an early stage and should be consistent with the principles set out in the National Design Guide and National Model Design Code. This is highlighted in the NPPF para 128 and 129.</u>	To highlight important new features in the revised NPPF [20 July 2021].
AM12.7	378	Policy D12.2 Urban design, part c	That it has Have an appropriate street level presence and roofscape andthat creates a positive relationship to neighbouring buildings and spaces, ...	Grammatical amendment.
AM12.8	379	Policy D12.2 Urban design, part g	Proposals for changes to and enhancement of the highway and public realm shall <u>If proposing changes to the highway and/or public realm,</u> be designed according to best practice, minimising clutter and, depending on their scale and impact, may be subject to a design review process. ...	Grammatical amendment.
AM12.9	379	Policy D12.2 Urban design, part j	If located in town centres, high streets and other shopping areas: the development must also interact positively with the public realm by the creation of <u>creating</u> active and attractive frontages that promote natural surveillance through visibility between the street and the interior of the building. and <u>Street frontages should</u> not create dead frontage through lack of windows or provision of advertising, shelves or screening which prevents easy visibility between the ground floor and the street.	Grammatical amendment.
AM12.10	379	Policy D12.2 Urban design, part k	Positively contribute to the amenity of the designated open space or Metropolitan Open Land <u>that is in close proximity</u> if applicable.	Grammatical amendment.
AM12.11	380	Policy D12.2 Urban design, part n	Ensure it is accessible, inclusive, child friendly and intergenerational. It must enable an active lifestyle by designing walkable and attractive public realm and encouraging active modes of transport <u>in line with the chapter on Health and Wellbeing and Sustainable Travel.</u>	Signpost to relevant policy to improve clarity.

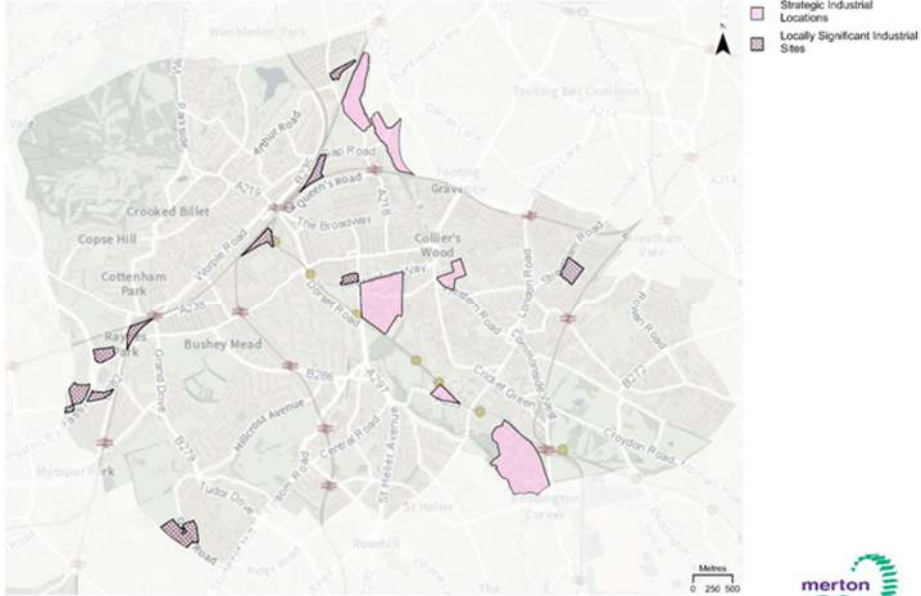
AM12.12	380	Policy D12.2 Urban design, part o	Support the council's vision for a net-zero carbon and climate-resilient future by taking a sustainable approach to design and delivery <u>in line with the chapter on Climate Change as set out in the policies on 'Climate Change'</u> .	Grammatical amendment.
AM12.13	380	Policy D12.2 Urban design, part s	Measures such as designing out crime, anti-terrorism, dementia <u>friendlinessfriendly</u> , green <u>and blue</u> infrastructure and to help manage flood risk should be actively considered at the earliest stage of planning the public realm depending on the location, scale, and setting of the development.	Grammatical amendment.
AM12.14	380	Policy D12.2 Urban design, below part v	<u>Where construction work and the delivery of equipment and materials damage the public realm such as highways and footpaths, legislation allows the Council to make good any damage caused and recover the expenses incurred.</u>	To address Merton Park Ward Residents Association representation
AM12.15	383	12.2.5	... Development in these locations should not have an undue harm to the amenity of the open space and the council may require a Visual Impact Assessment to be undertaken and provided as part of a planning application, if deemed necessary to assess the impact. <u>See policy D.12.6. for further details on tall buildings.</u>	To signpost to relevant policy to improve clarity.
AM12.16	384	Below 12.2.11	<u>During construction, the public realm may temporarily be effected as agreed with the Council. However, it is unacceptable for development work to permanently damage the public realm, including roads, footways and other infrastructural items. During construction, measures to protect the public realm must be taken. Section 133 of the Highways Act 1980, amended by Section 6 of the London Local Authorities and Transport for London Act 2013, allows councils to make good any damage caused by works on land adjacent to a publicly maintainable footpath or highway and recover the expenses incurred from the landowner, the person carrying out the works or the person on whose behalf the works were carried out.</u>	To address Merton Park Ward Residents Association and to improve clarity
AM12.17	386	Policy D12.3 Ensuring high quality design for all developments, text	All <u>planning</u> applications shall <u>must</u> be accompanied by a Design and Access Statement (DAS) to visually demonstrate how <u>athe</u> design has developed and to justify an applicant's design decisions.	Grammatical amendment.

AM12.18	387	Policy D12.3 Ensuring high quality design for all developments, part g	<u>Protect</u> <u>Ensure</u> new and existing development <u>minimises their impact</u> from visual intrusion, noise, vibrations or pollution so that the living conditions of existing and future occupiers are not unduly diminished.	Amendment to improve clarity of policy wording
AM12.19	387	Policy D12.3 Ensuring high quality design for all developments, part l	In residential developments, provide a mix of tenure and unit types with at least 10% of homes that meet Building Regulation Requirement M4(3) for 'wheelchair user dwellings' <u>and all other dwellings meeting Building Regulations Requirement M4(2) 'accessible and adaptable dwellings'</u> as set out in <u>London Plan 2021 Policy D7 'Accessible housing' Policy H11.1</u>	To ensure consistency with Local Plan Policy H11.1 'Housing choice' and London Plan Policy D7
AM12.20	389	Policy D12.3 Ensuring high quality design for all developments, part z	In residential developments, maximise the provision of dual aspect homes. Single aspect homes <u>are strongly discouraged and</u> will only be accepted where they demonstrate they have adequate passive ventilation, daylight and privacy and avoid overheating and are necessary to optimise site capacity through a design led approach, in line with the London Plan.	To provide a clearer position on single aspect homes, following review of the Mitcham Cricket Green Community and Heritage Stage 3 response (email dated 6 September 2021)
AM12.21	391	12.3.2	Well sized and proportioned rooms contribute to designing successful homes. Housing developments should consider accommodating <u>Building Regulations</u> Approved Document Part M, Appendix D: Furniture Schedule in their lay outs. <u>To ensure homes are accessible to everyone regardless of their mobility or age, housing developments should also be step free, accessible and adaptable in line with London Plan 2021 policy D7 "accessible housing" and Approved Document M; flexibility may apply within blocks of 4 storeys or less in certain exceptional circumstances as outlined in London Plan policy D7.</u>	To provide consistency with policy H11.1 'Housing choice', London Plan policy D7 and the content of part 'l' of policy D12.3.
AM12.22	391	Below 12.3.6	<u>Historically, planning guidance has provided clear parameters on separation distances from habitable rooms of neighbouring properties. Adhering rigidly to these parameters can lead an arrangement of buildings that do not reflect the character of the neighbourhoods where they are located, such as more urban settings or tighter mews settings. As such, separation distances used must demonstrate they provide adequate privacy for occupiers and ensure they provide good levels of daylight into the dwellings.</u>	To improve clarity regarding matters in part 'g' of policy D12.3 and adherence to the guidance in the Good Quality Homes for All Londoners consultation draft SPG and the London Plan Housing SPG 2016.

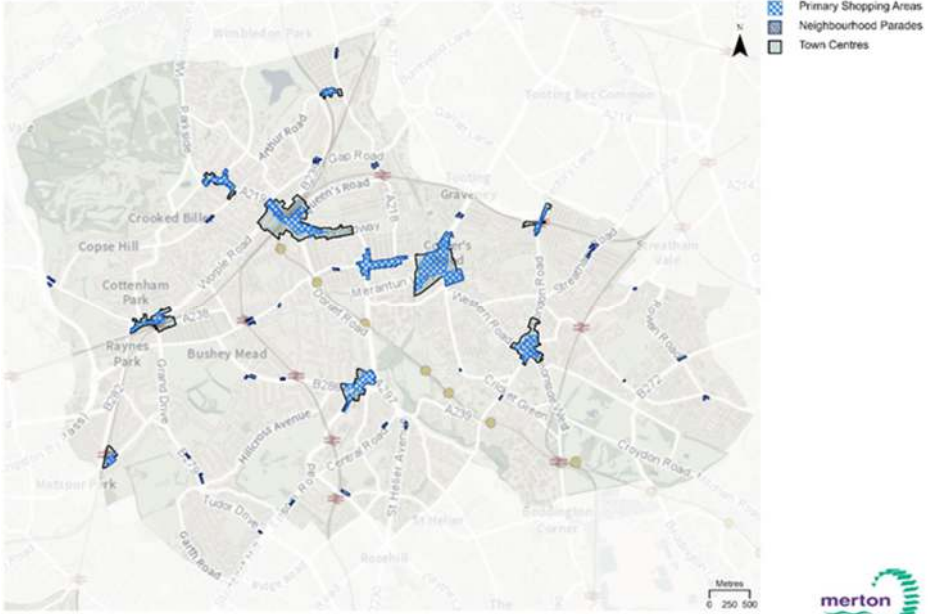
AM12.23	394	12.3.18	... These include ing providing sufficient off-street storage and that bins are accessible and do not obstruct footways, especially for people with <u>health difficulties, including mobility, sensory and mental health</u> mobility or mental health problems that make it difficult to navigate obstacles, and blocking ing accesses or carriageways on collection days <u>will cause major problems</u> .	To correct grammar errors and address matters raised by HUDU in their Stage 3 response.
AM2.2	402	12.5.a.i	Principles set out in the National Planning Framework 2019 and 2021 draft and the detailed guidance set out in the accompanying Historic Environment Planning Practice Guide, the London Plan, and Historic England guidance;	Removed reference to 2019 NPPF and draft 2021 version.
AM12.24	402	Policy D12.5 Managing heritage assets, part c. ii.	Assets of the highest significance, grade I and II* listed buildings or registered parks and gardens should be wholly exceptional. <u>Assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional</u>	Amended wording to align with that in NPPF para 200
AM12.25	403	Policy D12.5 Managing heritage assets, part f	Proposals affecting <u>the layout, design, character, use and function of both designated and non-designated</u> a heritage assets or its setting should conserve and enhance the significance of the asset as well as its surroundings and have regard to the following: i. The conservation, or reinstatement if lost, of features that contribute to the asset or its setting. This may include original chimneys, windows and doors, boundary treatments and garden layouts, roof coverings or shop fronts. In listed buildings, internal features such as fireplaces, panelling, ceilings, doors and architraves as well as the proportion of individual rooms may also be of significance. ii. The removal of harmful alterations such as inappropriate additions, non-original windows and doors and the removal of paint or pebbledash from brickwork. iii. Where there is evidence of deliberate neglect or damage to a heritage asset, the current condition of the heritage asset will not be taken into account in any decision. iv. <u>Proposals should not prejudice the future restoration of designated historic parks and gardens.</u>	To improve clarity, following a review of the Stage 3 response from The London Historic Parks and Garden Trust (email 31 Aug 2021)

AM12.26	405	12.5.6	<p>Heritage assets (HA) covered by this policy include:</p> <ul style="list-style-type: none"> • Listed buildings (designated HA) • Buildings in conservation areas (designated HA) • HistoricRegistered parks and gardens (designated HA) • Local Historic Parks and Gardens (undesigned HA) • Scheduled ancient monuments (designated HA) • Archaeological Priority Areas (designated HA) • <u>Locally listed buildings, monuments, sites, places, areas, historic parks and gardens or other design landscape (non-designated HA)</u> • Any other building, monument, site, area, streetscape or landscape that is positively identified as having a degree of heritage or historic significance 	To improve accuracy of the defined non-designated heritage assets, following a review of the Stage 3 response from the Mitcham Cricket Green Community and Heritage (email 06 Sept 2021)
AM12.27	408	Policy D12.6 Tall buildings, text	Tall buildings in the borough are defined as a minimum of 6 storeys or 18 metres measured from the ground to the floor of the uppermost storey as set out in Policy D9 of the London Plan. Tall buildings in the borough are defined as a minimum of 21m from the ground level to the top of the uppermost storey.	Definition amended to improve clarity, following consideration of the comments received from the GLA.
AM12.28	408	Policy D12.6 Tall buildings, text	We <u>The council</u> will generally support tall buildings where:	To improve clarity
AM12.29	409	Policy D12.6 Tall buildings, part k	They're an An appropriate material pallet that is well detailed and safe is proposed.	Grammatical amendment
AM12.30	409	Policy D12.6 Tall buildings, part l	They provide a mix of tenure and home sizes in accordance with this Local Plan's <u>policies on</u> Housing.	Grammatical revision for consistency
AM12.31	410	Policy D12.6 Tall buildings, part s	A detailed townscape analysis that includes short, mid and long views and analysis of its impact on their setting. In particular their impact on heritage assets such as parks or buildings <u>and open spaces.</u>	Grammatical amendment
AM12.32	411	Below 12.6.1	<u>Merton's definition of 'a minimum of 21m from the ground level to the top of the building's last habitable floor' provides further clarity and is equivalent to the London Plan definition of 'tall buildings should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey'.</u>	To provide detail and clarity to the related proposed modification in the policy text.

AM12.33	411	Below 12.6.7	<u>Consideration must be given to ensure the development is inclusive for all sections of the community, in accordance with policies on Health and Wellbeing.</u>	To improve clarity by signposting other important relevant policy matters, following a review of the Stage 3 response from the Merton Centre for Independent Living (MCIL).																		
AM12.34	419	Policy D12.10 Dwelling Conversions, part b.	Seek to minimise carbon emissions from existing buildings in accordance with the chapter on climate change <u>policies of Climate Change.</u>	Grammatical revision for consistency																		
AM2.2	431	Para 13.1.1	The NPPF 2019 and 2021 draft states that planning policies...	To improve accuracy and reflect the latest NPPF published July 2021.																		
AM13.1	441	13.2.8	As stated in the NPPF and NPPG and detailed in the draft policy in this plan on out-of-centre commercial development,...	Factual correction																		
AM2.2	443	13.2.16	...in line with the “Agent of Change” approach in the NPPF 2019 <u>2021</u> and in the London Plan	To improve accuracy and reflect the latest NPPF published July 2021																		
AM13.2	443	Table of Merton’s Strategic Industrial Locations	<table border="1"> <thead> <tr> <th>Strategic Industrial Locations</th> <th>Size (hectares)</th> <th>Character</th> </tr> </thead> <tbody> <tr> <td>South Wimbledon Business Area</td> <td>32 <u>5</u>ha</td> <td>One of the locations i yields. Wi businesse</td> </tr> <tr> <td>Willow Lane</td> <td>41 <u>4</u>ha</td> <td>Large ind recycling i</td> </tr> <tr> <td><u>Durnsford Road / Weir Road</u></td> <td>42 <u>0</u>ha</td> <td>Range of</td> </tr> <tr> <td>Plough Lane</td> <td>14 <u>5</u>ha</td> <td>Range of</td> </tr> <tr> <td><u>Hallowfield Way / Benedicts Wharf - southern half (amended)</u></td> <td>43 <u>2</u>ha</td> <td>SIL area v being reta</td> </tr> </tbody> </table>	Strategic Industrial Locations	Size (hectares)	Character	South Wimbledon Business Area	32 <u>5</u> ha	One of the locations i yields. Wi businesse	Willow Lane	41 <u>4</u> ha	Large ind recycling i	<u>Durnsford Road / Weir Road</u>	42 <u>0</u> ha	Range of	Plough Lane	14 <u>5</u> ha	Range of	<u>Hallowfield Way / Benedicts Wharf - southern half (amended)</u>	43 <u>2</u> ha	SIL area v being reta	Factual correction
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AM13.3	444	Below table below 13.2.17	<p><i>New map derived directly from Merton's Policies Map, reg19 stage, showing Merton's SILs and LSISs</i></p> <p><u>Industrial areas in Merton</u></p>  <p><small>Contains OS data © Crown copyright (and database rights) (2021) OS (100019259)</small></p>	For clarity
AM13.4	444	13.2.21	<p>Proposals for new development or change of use should be compatible with <u>the effectiveness of the SIL in accommodating the 24-hour operation of industrial type activities including</u> the amenity of neighbouring occupiers of buildings. If proposals are likely to conflict with the successful operation of existing businesses nearby or cause harm to the amenities of occupants of neighbouring buildings without any way of mitigation, planning permission will not be granted. Mitigation measures through design conditions or planning obligations may be sought to improve site access or minimise disruption to neighbouring businesses where necessary. <u>In line with the Agent of Change principle set out in the London Plan, the council will not support proposals in designated industrial areas that would curtail the industrial operations of existing businesses.</u></p>	For clarity on implementation of London Plan policies
AM13.5	445	13.2.24	<p><u>Shared</u>, flexible working and co-working business spaces...</p>	For clarity, arising from Reg19 representations

AM2.2	448	13.3.2	The NPPF 2021 2019 paragraphs 8, 20 and 810-912 , the London Plan	To improve accuracy and reflect the latest NPPF published July 2021
AM13.6	449	13.3.7	... the council requires the applicant to provide Marketing and Vacancy evidence in accordance with the criteria set out in the Appendices, for a minimum of 30-18 months (21 .5 years).	To improve accuracy and to align with the requirements set out in the appendices.
AM2.2	456	13.5.2	The NPPF 2019 (and 2021 consultation draft) makes clear that local authorities should definte <u>define</u> the extent of the Primary Shopping Area and the town centre boundary.	To improve accuracy and reflect the latest NPPF published July 2021 and a spelling correction.
AM2.2	456	13.5.4	The NPPF 2021 2019 and associated NPPG promotes	
AM13.7	462-463	Table of neighbourhood parades in Merton	<i>Delete the column with unit numbers</i>	For clarity and accuracy as shop units have flexibility under the permitted development regime and the shop units are quickly out of date and distract from the postal addresses.

AM13.8	463	Below 13.5.34	<p><i>New map inserted, derived directly from Merton's Policies Map, reg19 stage, showing Merton's town centres and neighbourhood parades</i></p> <p><u>Town centres, primary shopping areas and neighbourhood parades in Merton</u></p>  <p><small>Contains OS data © Crown copyright (and database rights) (2011) OS (100019099)</small></p>	For clarity
AM2.2	465	13.6.1	... the NPPF 2021 2019 (paras 86 0-91 0)...	To improve accuracy and reflect the latest NPPF published July 2021
AM2.2	465	13.6.2	The NPPF 2021 2019 and the London Plan support the “town centres first” approach...	To improve accuracy and reflect the latest NPPF published July 2021
AM2.2	465	13.6.4	As set out in the NPPF 2019 (and the 2021 draft) the Primary Shopping Area...	To improve accuracy and reflect the latest NPPF published July 2021
AM2.2	465	13.6.5	In accordance with the National Planning Policy Framework 2019 (NPPF 2021 paragraph 90 , impact assessments will be required	To improve accuracy and reflect the latest NPPF published July 2021

AM13.9	466	Below 13.6.8	<p>New table of Merton's primary shopping areas</p> <p><u>Merton's primary shopping areas – the extent is shown on the Policies Map</u></p> <table border="1" data-bbox="674 209 1585 639"> <thead> <tr> <th><u>Primary Shopping Area</u></th> <th><u>Designations</u></th> </tr> </thead> <tbody> <tr> <td><u>Arthur Road</u></td> <td><u>Local town centre</u></td> </tr> <tr> <td><u>Colliers Wood</u></td> <td><u>District town centre</u></td> </tr> <tr> <td><u>North Mitcham</u></td> <td><u>Local town centre</u></td> </tr> <tr> <td><u>Mitcham</u></td> <td><u>District town centre</u></td> </tr> <tr> <td><u>Morden</u></td> <td><u>District town centre</u></td> </tr> <tr> <td><u>Motspur Park</u></td> <td><u>Local town centre</u></td> </tr> <tr> <td><u>Raynes Park</u></td> <td><u>Local town centre</u></td> </tr> <tr> <td><u>South Wimbledon</u></td> <td><u>Local town centre</u></td> </tr> <tr> <td><u>Wimbledon</u></td> <td><u>Major town centre</u></td> </tr> <tr> <td><u>Wimbledon Village</u></td> <td><u>Local town centre</u></td> </tr> </tbody> </table>	<u>Primary Shopping Area</u>	<u>Designations</u>	<u>Arthur Road</u>	<u>Local town centre</u>	<u>Colliers Wood</u>	<u>District town centre</u>	<u>North Mitcham</u>	<u>Local town centre</u>	<u>Mitcham</u>	<u>District town centre</u>	<u>Morden</u>	<u>District town centre</u>	<u>Motspur Park</u>	<u>Local town centre</u>	<u>Raynes Park</u>	<u>Local town centre</u>	<u>South Wimbledon</u>	<u>Local town centre</u>	<u>Wimbledon</u>	<u>Major town centre</u>	<u>Wimbledon Village</u>	<u>Local town centre</u>	For clarity
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AM2.2	471	13.8.1	The NPPF 2019 <u>2021</u> , the London Plan and Merton's strategic policies...	To improve accuracy and reflect the latest NPPF published July 2021																						
AM5.20	481	Policy IN14.1 Infrastructure	<p>We support the provision and improvement of <u>I</u>nfrastructure across the borough and will work with relevant providers to ensure that the necessary <u>I</u>nfrastructure is secured to support growth in the borough over the plan period. We will:</p> <p>a. Expect new development to identify, plan for and provide any necessary <u>I</u>nfrastructure and require that, where necessary, <u>I</u>nfrastructure should be completed prior to occupation.</p> <p>c. Encourage dialogue between service providers and developers. Where appropriate opportunities arise, the co-location of services and joint delivery of <u>I</u>nfrastructure by service providers will be supported.</p> <p>d. Support the delivery of high-quality, high-speed and reliable <u>D</u>igital <u>I</u>nfrastructure to enable the expansion of electronic communications networks, which include full fibre broadband</p>	To improve clarity and indicate that it is defined in the glossary.																						

			connections and next generation mobile technology. Development proposals will be expected to provide digital connectivity infrastructure in accordance with London Plan Policy SI6. g. Expect I nfrastructure provision to be in keeping with the council's net zero carbon targets.	
AM14.1	481	Policy IN14.1 Infrastructure, new part after g	<u>Work in partnership with providers to ensure that water and wastewater infrastructure improvements are delivered and implemented across the borough.</u>	Policy has been added to make it clear that the council is supportive of working with water and wastewater providers to ensure infrastructure is provided. This change was made following Thames Water Stage 3 submission and a meeting held with officers. It was agreed that the Infrastructure chapter is the most appropriate location for this policy, not the flood risk policies.
AM5.20	482	14.1.1	The infrastructure needs for Merton will be primarily to support the additional housing required over the Local Plan period. We have identified strategic priorities for health provision, education, transport infrastructure, D igital I nfrastructure, water, wastewater and sewerage provision and supporting future needs of the emergency services. Where there is an I nfrastructure capacity problem, we will require developers to fund appropriate improvements and where necessary, ensure improvements are completed prior to occupation.	To improve clarity and indicate that it is defined in the glossary.
AM14.2	482	14.1.4	The planned potential and predicted infrastructure requirements for the Local Plan are identified in the Infrastructure Delivery Plan 2021 (IDP).	For accuracy and clarity.
AM5.20	482	14.1.6	... Further policies on S social and C ommunity I nfrastructure and sports and recreation facilities are provided in Policy IN14.2	To improve clarity and indicate that it is defined in the glossary.

			and IN14.3 and policies on Oopen Sspace and Ggreen Iinfrastructure are considered in Chapter 15 Ggreen and Bblue Iinfrastructure .	
AM5.20	483	14.1.8	Advanced, high-quality, high-speed and reliable communications infrastructure is essential for economic growth and social wellbeing. As such, the council supports the promotion and delivery of full-fibre or equivalent Ddigital Iinfrastructure . Future digital connections should be provided with a focus on affordability, security and resilience and should provide access to services from a range of providers.	To improve clarity and indicate that it is defined in the glossary.
AM5.20	483	14.1.10	...We seek to improve this, and make Merton a digitally inclusive borough, by encouraging the expansion of Ddigital Iinfrastructure into areas where there are currently gaps in connectivity. ...	To improve clarity and indicate that it is defined in the glossary.
AM5.20	483	14.1.11	...Fast and reliable Ddigital Iinfrastructure should be accessible to all; ...	To improve clarity and indicate that it is defined in the glossary.
AM14.3	484	14.1.13	It is important to ensure that the installation of Ddigital Iinfrastructure , together with any necessary enabling works, will not result in unacceptable damage to visual amenity or harm to environmentally sensitive features or locations. Specific design requirements for Ddigital Iinfrastructure are set out in Chapter 12 – Design Places and spaces in a growing borough .	To improve clarity and indicate that it is defined in the glossary. Removal of unnecessary text “-” and correction of text. Change made for accuracy and consistency throughout the Local Plan.
AM14.4	484-485	14.1.15 - 14.1.20	Water and Wastewater Infrastructure 14.1.15 We The council will work with the water and wastewater providers companies to seek to ensure that there is adequate water supply, surface water, foul drainage, and wastewater infrastructure and sewerage treatment capacity to serve all new developments. Developers will also need to agree details with water and wastewater companies for adequate water supply, surface water, foul drainage and sewerage treatment capacity.	Changes made to the supporting text to avoid duplication with the Flooding policies, to support the new policy IN14.1(h) and to ensure the wording is up to date, accurate and clear. Changes made following Thames Water’s Stage 3 submission and a

		<p>14.1.16 Developers will be required to demonstrate <u>as part of the planning application process</u> that there is adequate capacity both on and off-site to serve the development and that the development would not lead to problems for existing users. In some circumstances this <u>may make it necessary for developers to will necessitate that developers</u> carry out appropriate studies to ascertain the effect proposed development will have on the existing infrastructure. Overloading of the system will not be permitted.</p> <p>14.1.17 Where there is a capacity problem the developer will be required to fund appropriate improvements to be completed prior to completion of the development. An exception to this may be where the water company has improvement works programmed in that align with the completion time of the development. <u>The council will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of problem the development will be required to fund appropriate improvements to be completed prior to the completion of the development.</u></p> <p>14.1.18 Thames Water and SES Water will work with developers and the council to ensure that any necessary infrastructure reinforcement is delivered ahead of the occupation of development.</p> <p>14.1.19 Developers are encouraged to contact the water and wastewater companies as early as possible to discuss their development proposals and intended delivery programme to assist operators with identifying any potential water and wastewater network reinforcement requirements.</p> <p>14.1.20 Where appropriate, planning permission for development which results in the need for off-site infrastructure upgrades, will be subject to conditions to ensure the occupation is aligned with</p>	<p>subsequent meeting held with Thames Water and officers.</p>
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			the delivery of necessary infrastructure upgrades. Where there is a capacity constraint, phasing conditions will be used as appropriate to ensure that any necessary infrastructure upgrades can be delivered ahead of the occupation of the relevant phase of a development.	
AM14.5	486	14.1.24	National Grid's underground electricity transmission cables cross through Colliers Wood and Mitcham. In addition, the National Grid's high voltage overhead electricity transmission lines run through the borough along the River Wandle through <u>the</u> Colliers Wood, <u>Wimbledon</u> and Mitcham <u>neighbourhoods</u> . Five Three of the proposed Site Allocations (<u>CW2</u> , CW5, <u>Wi12</u> , Mi1 and Mi16) contain or are within close proximity to the National Grid Infrastructure. Potential developers of sites with overhead lines should be aware that it is National Grid policy to retain existing overhead lines in-situ. The relocation of existing high voltage overhead lines will only be considered for projects of national <u>or regional</u> importance. which has been identified as such by central government.	Changes made to reflect recent information from National Grid. Updates made to the Site Allocations following National Grid's Stage 3 response and subsequent meeting between officers and National Grid.
AM14.6	486	14.1.26	Developers must take into account the location and nature of the existing electricity transmission equipment when planning developments. The following guidance should be referenced prior to submitting a planning application: Working near our assets, Linesearch before u dig and Guidelines for development near pylons and high voltage overhead power lines. is outlined in National Grid's "A Sense of Place" guidelines on how to create high quality development near overhead lines.	Changes, made for accuracy and to reflect the most recent information provided by National Grid. Updated guidance was provided by National Grid via their Stage 3 response and a subsequent meeting between officers and National Grid.

AM5.20	488	Policy IN14.2 Social and Community Infrastructure	<p>Social and Community Infrastructure</p> <p>Taken as a whole, Social and Community Infrastructure covers a wide variety of uses. These include community and affordable meeting spaces, libraries, places of worship, education, youth services, childcare and early years, health and social care, services for the elderly or disabled, sport, recreation, informal play spaces, emergency services and other criminal justice or community safety facilities. This list is not intended to be exhaustive and other uses can be included as Social and Community Infrastructure.</p> <p>We place a high priority on the provision and improvement of Social and Community Infrastructure. It is essential to support those currently living, working and visiting Merton and to ensure future changes can be accommodated. These places can be the heart of local communities and they are important to ensure residents have a high quality of life. We will:</p> <ol style="list-style-type: none"> a. Support and encourage the most effective use of Social and Community Infrastructure, to support the changing priorities and needs in the borough. b. Require any proposals involving the loss of Social and Community Infrastructure to clearly demonstrate: 	To improve clarity and indicate that it is defined in the glossary.
AM5.20	490	14.2.1	Taken as a whole, Social and Community Infrastructure covers a wide variety of uses. ...	To improve clarity and indicate that it is defined in the glossary.
AM14.7	490	14.2.5	Sports and leisure facilities (including Playing Pitches), should be tested against paragraph 97 99 of the NPPF and considered against the requirements of London Plan Policy S5. ...	Change made to reference the correct paragraph in the NPPF.
AM5.20	491	14.2.10	We will assess planning applications in line with this policy for any proposals that involve changes to, or a loss of Social and Community Infrastructure	To improve clarity and indicate that it is defined in the glossary.
AM5.20	491	14.2.12	Applications proposing a loss will have to demonstrate that the Social and Community Infrastructure use is no longer viable on the site. For the purpose of Policy IN14.2 IN6.2 (b) and (c), a social or community infrastructure use refers to ...	To improve clarity and indicate that it is defined in the glossary.

				To correct an error in referencing the correct Local Plan policy number.
AM14.8	496	Policy IN14.3 Sport and Recreation part c.	Support proposals for new, and refurbishment and replacement of existing, sport and recreation facilities on sites that are designated as Open Space in the Policies Map, where the proposal meets Policies O8.2, O8.3 and O8.4 <u>O15.2, O15.3 and O15.4</u> .	To correct an error in referencing the correct Local Plan policy numbers.
AM15.1	504	Policy O15.1 Open Space, Green Infrastructure and Nature Conservation, part a.	Protecting and enhancing open spaces in the borough including Metropolitan Open Land, Open Space parks, other open spaces and Sites of Recognised Nature Conservation Interest areas of nature conservation to provide high quality environments for all residents;	Following a review of the Glossary and TfL CD Stage 3 submission - this wording has been changed to reflect the defined terms in the glossary and to ensure continuity with Policies O15.2 and O15.3.
AM5.20	504	Policy O15.1 Open Space, Green Infrastructure and Nature Conservation, part b.	Protecting and seeking improvements to walking and cycling routes to and through Open Spaces green spaces ;	Wording has been changed to reflect the correct term in the Glossary.
AM5.20	504	Policy O15.1 Open Space, Green Infrastructure and Nature Conservation, part c. – f.	<p>c. Enhancing existing Open Spaces, Green Corridors and the natural environment, providing habitats for biodiversity to flourish and expand;</p> <p>d. Protecting and enhancing the borough's Bbiodiversity, particularly on Ssites-of-Recognised Nnature Conservatio Iinterest, and supporting the objectives of the Mayor's Environment Strategy;</p> <p>e. Increasing Ggreen-Infrastructure across the borough through Uurban Greening;</p> <p>f. Enhancing accessibility to our waterways, including the River Wandle and its banks, for leisure and recreational use, while protecting its Bbiodiversity value;</p>	To improve clarity and indicate that it is defined in the glossary.

AM15.2	505	15.1.1	The policies in this chapter should be read alongside <u>the London plan policies on Chapter 8</u> Green infrastructure and natural environment (<u>Chapter 8</u>) and <u>Policy S5</u> Sports and recreation facilities (<u>Policy S5</u>) of the London Plan.	Wording was reviewed following the Stage 3 Local Plan submission received from RPWBA.
AM5.20	505	15.1.2	...Emphasis will be placed on the protection and long-term management of <u>open green</u> -spaces and areas of nature conservation, and encouraging improved accessibility to these spaces. Pedestrian and cycle routes across <u>open green</u> -spaces often form a strategically important part of the borough's cycling and walking networks and many are designated as public rights of way. These routes enable active travel choices by connecting key destinations in the borough via convenient shortcuts and quiet routes away from busy roads. Pedestrian and cycle routes through <u>open green</u> -spaces should be protected and wherever possible provided to a high standard in accordance with best practice guidance.	These words were changed for clarity and to reflect the correct term in the Glossary.
AM5.20	506	Policy O15.2 Open Space and Green Infrastructure part a., c., d. and e.	<p>a. Protect and enhance the borough's public and private open space network including protecting Metropolitan Open Land (MOL) and designated <u>O</u>pen <u>S</u>spaces from inappropriate development in accordance with the London Plan and government guidance.</p> <p>c. Ensure that development proposals within designated <u>O</u>pen <u>S</u>spaces (which have met the conditions set in part b) above, meet all the following criteria:...</p> <p>d. Require the creation of new publicly accessible open space as part of major development proposals in locations that are deficient in access to public <u>O</u>pen <u>S</u>space and support the creation of new publicly accessible open space in all developments, where suitable and viable.</p> <p>e. Expect development to incorporate and maintain appropriate elements of <u>G</u>reen <u>I</u>nfrastructure which makes a positive contribution to the wider network of <u>O</u>pen <u>S</u>spaces.</p>	To improve clarity and indicate that it is defined in the glossary.

AM5.20	507	15.2.1	Open S space can be multi-functional; people use green and open spaces for many purposes including exercise, play, food growing, socialising and leisure. Visual accessibility is equally as important as physical access. The protection and enhancement of open spaces enables the provision of areas for active and passive leisure activities, has a positive impact on health and wellbeing, provides opportunities for social cohesion between members of Merton's diverse communities, provides safe pedestrian and cycle routes, provides areas for nature within urban areas and can provide areas for flood mitigation measures. Open S spaces and G reen I nfrastructure can also play a role in enhancing and conserving the historic environment.	To improve clarity and indicate that it is defined in the glossary.
AM15.3	507	15.2.5	...MOL will continue to be protected from inappropriate development, in accordance with the London Plan Policy G3 and <u>NPPF paragraph 147 government guidance</u> .	To refer to the correct terms in the London Plan and NPPF.
AM5.20	507	15.2.6	The O open S spaces relevant to this policy are designated on the Policies Map. These typically consist of parks, commons, playing fields, play areas, cemeteries and churchyards, woodlands and allotments. We are committed to ensuring the protection and enhancement of designated O open S space.	To improve clarity and indicate that it is defined in the glossary.
AM5.20	508	15.2.7	Many designated O open S spaces have existing buildings within them, particularly when associated with leisure and sports facilities. Proposals for new or improvements to existing buildings on O open S space that meet the criteria in the policy should ...	To improve clarity and indicate that it is defined in the glossary.
AM15.4	508	15.2.9	Improving accessibility to public Oopen Sspace The Green Infrastructure Study includes an accessibility assessment to analyse areas in the borough that are deficient in access to public open space, play areas and nature conservation, and maps are provided for each. The areas of deficiency in access to public open space are calculated by Greenspace Information for Greater London (GiGL) using their Areas of Deficiency (AoD) data model. Public open space categories are set out in the London Plan table 8.1 and provide a benchmark for the provision of publicly accessible open space, categorising spaces according to their size, facilities and local importance.	To improve clarity and indicate that it is defined in the glossary. For clarity, the table reference in the London Plan has been added.

AM5.20	509	15.2.15	<p>Green Infrastructure</p> <p>Green Infrastructure refers to the network of parks, rivers, water spaces and green spaces, plus the green elements of the built environment, such as street trees, green roofs and sustainable drainage systems.</p>	To improve clarity and indicate that it is defined in the glossary.
AM5.20	509	15.2.16	All development will be expected to incorporate elements of Green Infrastructure on site, to enhance biodiversity, ...	To improve clarity and indicate that it is defined in the glossary.
AM15.5	509	15.2.17	...Allotments and orchards are areas set aside for food growing and are recognised for their contribution to enabling healthy and sustainable lifestyles. ...	<p>To highlight orchards alongside allotments as areas of food growing in the borough.</p> <p>Reviewed and added following a submission from the Woodland Trust.</p>
AM15.6	511	Policy O15.3 Biodiversity and Access to Nature	<p>Biodiversity and Access to Nature</p> <p>We are committed to protecting and enhancing the natural environment. We aim to protect and enhance Biodiversity, particularly on Sites-of-Recognised Nature Conservation Interest, and to improve accessibility to nature throughout the borough. We will:</p> <ol style="list-style-type: none"> Protect all Sites-of-Recognised Nature Conservation Interest against inappropriate development that will adversely affect the nature conservation value of the site, and secure measures that enhance their nature conservation value; Protect and avoid damage to Sites-of-Recognised Nature Conservation Interest, populations of protected species, priority habitats and priority species; Protect Green Corridors from development which may destroy or impair the integrity of the Green Corridor. Require development to contribute to net gains in Biodiversity by incorporating features such as green roofs 	<p>To improve clarity and indicate that it is defined in the glossary.</p> <p>To make the policy stronger and clearer for river and river bank restoration as part of biodiversity net gain.</p> <p>Following advice received from the Environment Agency in their Stage 3 Local Plan submission.</p>

			<p>and walls, soft landscaping, bird and bat bricks and boxes, habitat restoration, tree planting and expansion and improved green links. <u>Where development is adjacent to or includes a river, natural banks must be restored with a 10m buffer included.</u></p> <p>e. Require the following mitigation hierarchy to be followed, for development where significant harm to Biodiversity is unavoidable, and where the benefits of the development proposal clearly outweigh the impacts on Biodiversity:</p> <ol style="list-style-type: none"> i. Avoid damaging the significant ecological features of the site ii. Minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site iii. Deliver off-site compensation of better Biodiversity value. <p>f. Expect all development on sites found in an area of deficiency in access to nature to incorporate appropriate Biodiversity elements and habitat features to improve nature conservation, and to improve accessibility to SINC's through site design.</p>	
AM5.20	512	15.3.2	We are committed to protecting and enhancing biodiversity, particularly on S ites-of- R ecognised N ature C onservation I nterest.	To improve clarity and indicate that it is defined in the glossary.
AM5.20	512	15.3.3	For clarity, reference in this policy to S ites of R ecognised N ature C onservation I nterest include all sites that are designated on the Merton Policies Map as:	To improve clarity and indicate that it is defined in the glossary.
AM5.20	513	15.3.10	Protected S pecies, P riority H abitats and P riority S pecies.	To improve clarity and indicate that it is defined in the glossary.
AM5.20	514	15.3.17	Proposed development on sites in and in adjacent to Green Corridors will need to consider biodiversity, wildlife and G reen I nfrastructure elements early on in the design process. ...	To improve clarity and indicate that it is defined in the glossary.
AM15.7	515	15.3.19	... Applicants will be expected to provide details of such features as part of planning applications <u>and should follow best practice</u>	To make it clear to developers that best practice guidance should be referred to.

			guidance, including that prepared by the Chartered Institute of Ecology and Environmental Management.	Wording has been added following a review of the submission from Wimbledon Swifts.
AM5.20	515	15.3.20	Development proposals should prioritise the inclusion of B iodiversity on-site, selecting species for planting that complements that surrounding habitats, maximises benefits to biodiversity and is beneficial to wildlife.	To improve clarity and indicate that it is defined in the glossary.
AM15.8	515	New paragraph 15.3.22	In view of the Environment Bill 2020, applicants are expected to prepare planning applications using the latest good practice guidance for biodiversity net gain.	To highlight good practice guidance for biodiversity net gain. This paragraph has been added following a review of the submission from Wimbledon Swifts.
AM5.20	518	15.4.1	... These elements provide visual and amenity enhancements to the built environment, while also providing much needed habitats for B iodiversity. ...	To improve clarity and indicate that it is defined in the glossary.
AM5.20	521	Policy O15.5 Urban Greening	<p>a. Require major developments to incorporate Urban Greening through site and building design, by:</p> <ul style="list-style-type: none"> i. Conducting an Urban Greening Factor (UGF) assessment in accordance with the methodology set out in the London Plan; ii. Achieving an UGF of 0.4 for developments that are predominantly residential; iii. Achieving an UGF of 0.3 for developments that are predominantly commercial. <p>b. Require all developments to consider Green Infrastucture at an early stage of the design process and incorporate this as part of an integrated design approach.</p> <p>c. Strongly encourage the inclusion of Urban Greening for all other development in Merton.</p>	To improve clarity and indicate that it is defined in the glossary.

AM5.20	522	15.5.1	Urban G reening describes the incorporation of G reen I nfrast <u>r</u> ucture elements into a development, such as vegetation, trees, green roofs, green walls, hedgerows and water features. ...	To improve clarity and indicate that it is defined in the glossary.
AM5.20	522	15.5.2	London Plan Policy G5 includes a London wide UGF model to assist boroughs and developers in determining the appropriate provision of U rban G reening for new developments. ...	To improve clarity and indicate that it is defined in the glossary.
AM5.20	522	15.5.3	...This policy will help to ensure that higher levels of G reen I nfrast <u>r</u> ucture are provided on development sites ...	To improve clarity and indicate that it is defined in the glossary.
AM5.20	522	15.5.4	...By ensuring that new developments incorporate U rban G reening, G reen I nfrast <u>r</u> ucture will improve across the borough and help to mitigate the impacts of climate change such as overheating, flooding and loss of biodiversity.	To improve clarity and indicate that it is defined in the glossary.
AM5.20	522	15.5.5	As set out in the Climate Change policies, development proposals will be required to demonstrate they are well designed, fully adaptable and resilient to the impacts of a changing climate. U rban G reening should be incorporated into the design of new development to assist in mitigating the risk of overheating and adverse impacts on the urban heat island effect.	To improve clarity and indicate that it is defined in the glossary.
AM5.20	523	15.5.6	All applicants will be expected to consider G reen I nfrast <u>r</u> ucture at the earliest possible stage of the design process and take every opportunity to incorporate urban greening elements into their development. This should be clearly shown through the Pre-Application process.	To improve clarity and indicate that it is defined in the glossary.
AM5.20	523	15.5.7	Applicants will be required to provide the following information: <ul style="list-style-type: none"> • Appropriate information which provides sufficient detail on the type(s) of Green Infrast<u>r</u>ucture proposed; • Justification indicating why the type(s) of Green Infrast<u>r</u>ucture have been proposed for the development; • ... 	To improve clarity and indicate that it is defined in the glossary.
AM5.20	523	15.5.8	Urban G reening is not only relevant for major development sites. Given that a large proportion of development that will come forward over the Local Plan period will be on small sites, it will be important that these sites also contribute to the provision of additional G reen I nfrast <u>r</u> ucture in the borough. Planning applications submitted for small sites will be strongly encouraged	To improve clarity and indicate that it is defined in the glossary.

			to incorporate <u>U</u> urban <u>G</u> reening on site as part of a development. ...	
AM15.9	524	Policy O15.6 Wandle Valley Regional Park, part d., f. and g.	<p>d. Support the <u>protection and</u> completion of the Wandle Trail.</p> <p>f. Expect all new development within 400m of the Wandle Valley Regional Park to provide green infrastructure elements on site through <u>U</u>urban <u>G</u>reening.</p> <p>g. Work with the Environment Agency, Thames Water, the Greater London Authority, landowners and developers to implement flood risk reduction measures which include <u>G</u>reen <u>I</u>nfrasturcture, that manage river and surface water flooding while delivering wider benefits for water and air quality, people and wildlife.</p>	<p>Wording added for clarity that the council is supportive of protecting the Wandle Trail, in addition to the completion of those parts of the Wandle Trail that are currently unfinished.</p> <p>From the Wandle Valley Regional Park submission.</p> <p>To improve clarity and indicate that it is defined in the glossary.</p>
AM5.20	525	15.6.6	...In line with the other green infrastructure policies, applicants will be expected to demonstrate that proposed development will not have a significant adverse effect on <u>P</u> rotected <u>S</u> pecies or <u>P</u> riority <u>S</u> pecies and <u>P</u> riority <u>H</u> abitats.	To improve clarity and indicate that it is defined in the glossary.
AM15.10	526	15.6.10	While most sections are in a good condition, there are some missing links and areas that will require future investment and improvement to enable a continuous trail that is fully accessible to all users, at all times of the year. We support the <u>protection and</u> completion of the Wandle Trail, including the identified improvements in access required in the north east of the borough, near Earlsfield....	<p>Wording added for clarity that the council is supportive of protecting the Wandle Trail, in addition to the completion of those parts of the Wandle Trail that are currently unfinished. Links with the change made to policy O15.6(d)</p> <p>From the Wandle Valley Regional Park submission.</p>
AM15.11	526	15.6.11 15.6.12	15.6.11 The <u>Wandle Trail</u>, is an established footpath and cycle way, providing a 12 mile (20 km) strategic green route that offers the enjoyment of a variety of chalk stream heritage, flora and fauna. Predominantly following the River Wandle, the trail runs between East Croydon station to the Thames Path in Wandsworth, crossing through Merton.	Two paragraphs removed due to duplication with paragraphs 15.6.9 and 15.6.10.

			15.6.12 While most sections are in a good condition, there are some missing links and areas that will require future investment to enable a continuous trail. We support the completion of the Wandle Trail, including the identified improvements in access required in the north east of the borough, near Earlsfield. Any improvements here would need to be agreed with the neighbouring borough of Wandsworth. Investment in the Wandle Trail should respect the character of the river's environs and be designed for pedestrian and cycle access.	
AM5.20	527	15.6.18	Our aspiration is for new development to complement the existing <u>G</u> reen <u>C</u> orridors. ...	To improve clarity and indicate that it is defined in the glossary.
AM15.12	530	15.7.5	Merton's Local Flood Risk Management Strategy identifies Merton's objectives and measures for how we will manage local flood risk, (defined as flooding from surface water, groundwater and ordinary watercourses) and it includes specific requirements with regards to <u>about</u> -management of flood risk to and from development. ...	Merton Council, amended grammar.
AM15.13	537	15.8.5	To create job opportunities, deliver homes and essential infrastructure, meet the demands of predicted population growth, enable future economic growth and secure improvements in areas such as Colliers Wood and other sites within the Wandle Valley. <u>It</u> will be necessary to develop on sites within areas at medium to high risk of flooding, subject to meeting the requirements of the Sequential and Exception Tests as set out in the NPPF.	Merton Council, amended grammar.
AM15.14	538	15.8.8	FRA's should assess the risk of flooding in the future as a result <u>because</u> of the impact of climate change on river flows and rainfall patterns, taking account of the latest climate change allowances. This will help minimise vulnerability and provide resilience to flooding in the future. FRA's should set out the proposed measures to; manage flood risk over the lifetime of the	Merton Council, amended grammar

			development. <u>I</u> ncluding measures to steer development away from ...	
AM15.15	538	15.8.11	<p>...The Sequential Test will not be needed if, it is not a major development and at least one of the following applies:</p> <ul style="list-style-type: none"> • It is a <u>Local Plan proposal sites allocation</u> that has, already been sequentially tested, unless the use of the site <u>being</u> proposed is not per the allocations in the Local Plan. • ... 	Merton Council, amended grammar.
AM15.16	539	15.8.14 and 15.8.15	<p>Water infrastructure</p> <p>15.8.14 We will look to ensure that there is adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve all new developments. Developers will need to show that there is adequate capacity both on and off-site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out studies to learn the effect proposed development will have on the existing infrastructure. Overloading of the system will not be allowed.</p> <p>15.8.15 Where there is a capacity problem the developer will need to fund improvements to be completed prior to completion of the development. An exception to this is where the water company has improvement works programmed in that fits with the completion time of the development.</p>	Following comments from Thames Water, these paragraphs have been deleted and the appropriate wording is now within the Infrastructure Policy.
AM15.17	539	15.8.16	<p>... We will only allow basements and other underground/subterranean development where:</p> <ul style="list-style-type: none"> • <u>I</u>t can be proven it will not cause harm to the built and natural environment and local amenity including the local water environment, ground conditions and biodiversity. • The basement itself will be, protected from flooding. • Positively pumped devices are, installed to protect basements from the risk of sewer flooding. <u>Applicants are</u> 	Merton Council, amended grammar..

			<u>required to show the location of the pump device on the planning application drawings.</u>	
AM15.18	543	15.9.5	As well as managing flood risk consideration should be, made for how rainwater-harvesting systems can be, used to minimise the use of mains water, as promoted by Policy CC2.6 Sustainable Design Standards. <u>This policy provides details on the Council's water efficiency standards.</u>	Following comments from Thames Water. Changes provide clarity.
AM15.19	546	Policy P15.10 Improving Air Quality and Minimising Pollution, part l.	New noise generating developments should be appropriately located to minimise their impacts on noise sensitive land uses and noise sensitive developments should be located away from noise priority locations and noise generating land uses.	Removed following comments from Transport for London commercial team to be in the London Plan.
AM15.20	546	Policy P15.10 Improving Air Quality and Minimising Pollution, part n.	... in line with the Agent of Change principle set in the National Planning Policy Framework and the London Plan <u>policy D13.</u>	Merton Council added policy reference for London Plan to improve clarity.
AM5.20	546	Policy P15.10 Improving Air Quality and Minimising Pollution, part q.	... Lighting details must show that it: <ul style="list-style-type: none"> • <u>l</u>is appropriate for the intended use, • <u>P</u>rovides the minimum amount of light necessary to achieve its purpose and designed to minimise the detrimental impact of glare and light spill on the local amenity, nature, biodiversity and highways, • <u>l</u>is energy efficient and • <u>P</u>rovides adequate protection from glare and light spill, particularly to nearby sensitive receptors such as residential properties and <u>Sites of Recognised Nature Conservation Interest Areas</u>, including the River Wandle. 	Merton Council, amended grammar and terminology to align with the correct term in the Glossary.
AM15.21	547	Policy P15.10 Improving Air Quality and Minimising Pollution, part t.	... Development will not be, permitted unless practicable and effective measures are to be taken to treat, contain or control any contamination.	Merton Council, amended grammar

AM15.22	547	Policy P15.10 Improving Air Quality and Minimising Pollution, part v. part ii)	ii) Threaten the structural integrity of the building <u>being built, the site or to be, built on</u> or adjoining the site.	Merton Council – amended grammar and clarity provided.
AM15.23	550	Paragraph 15.10.1	15.10.1 NPPF Paragraph 484 <u>186</u> states that Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement Air Quality Impact Assessments (AQA). All <u>local plan policies</u> in this local plan policies will play a role in reducing and mitigate against the exposure to poor air quality that causes harm to health, including other green infrastructure and health and wellbeing polices. Supported by <u>Merton’s Air Quality Action Plan, Climate Change Strategy and action plan, Merton’s Health and wellbeing strategy and Merton’s Air Quality Supplementary Planning Document (SPD)</u> these documents , support the local plan and outline steps we are taking to improve air quality in the borough.	Merton Council – amended grammar and clarity provided. Correct reference to NPPF.
AM15.24	549	New paragraphs 15.10.3 - 15.10.8	<u>15.10.3 The Environment Bill delivers key aspects of our Clean Air Strategy with the aim of maximising health benefits for all and sits alongside wider government action on air quality. The Environment Bill will deliver cleaner air for all by requiring the government to set targets on air quality, including for fine particulate matter, the most damaging pollutant to human health.</u> <u>15.10.4 Councils and other relevant public bodies will be required to work together more closely to tackle local air quality issues, and it will be easier for local authorities to enforce restrictions on smoke emissions from domestic burning, which pollutes our towns and cities. In addition, the Bill gives the government the power to make vehicle manufacturers recall vehicles if they do not comply with relevant environmental standards, ensuring illegally polluting vehicles are, taken off the road quickly.</u>	Paragraphs added to provide information on the new Environment Bill given Royal Assent autumn 2021.

			<p><u>15.10.5 The Bill introduces a legally binding duty on the government to bring forward at least two air quality targets by October 2022. The first is to reduce the annual average level of fine particulate matter (PM2.5) in ambient air. This will deliver substantial public health benefits.</u></p> <p><u>15.10.6 The second air quality target must be a long-term target (set a minimum of 15 years in the future), which will encourage long-term investment and provide certainty for businesses and other stakeholders. The environmental targets policy paper published in August 2020 outlined the proposal to break new ground and focus this target on reducing population exposure to PM2.5.</u></p> <p><u>15.10.7 The principle of, a population exposure reduction target is to prioritise action that is most beneficial for public health and drive continuous improvement. This target will drive improvement across all areas of the country; even in areas that already meet the new minimum standard for PM2.5. This approach recognises there is no safe level or standard of PM2.5.</u></p> <p><u>15.10.8 A new concentration target for PM2.5 will act as a minimum standard across the country, and a population exposure reduction target (PERT) will prioritise action to secure the biggest public health benefits drive continuous improvement across the whole country, not just in pollution hotspots.</u></p>	
AM15.25	549	15.10.3	... The whole borough has been declared an Air Quality Management Area (AQMA) for last two decades.	Merton Council, amended grammar.
AM15.26	550	15.10.5	We require that air quality issues to be <u>are</u> considered early in the planning process and ...	Merton Council – amended grammar

AM15.27	551	15.10.11	... The supporting emerging Air Quality Supplementary Planning Document (SPD) provides further details on for AQA and what; we expect to be, proved within an AQA. ...	Wording updated following the adoption of the Air Quality SPD
AM15.28	552	15.10.15	...As set out in the Transport Policies, Transport Assessments/Statements will be required for development proposals <u>to properly identify transport impacts and the mitigation measures to address them.</u> so that transport impacts of development proposals can be properly identified and addressed	Merton Council – amended grammar and clarity provided.
AM15.29	552	15.10.16	... Delivery and servicing trips have been increasing in London, and have which has been accelerated recent rapid market evolution in home delivery ...	Merton Council – amended grammar and clarity provided
AM15.30	553	15.10.25	The Agent of Change principle, set out in the London Plan (2020) and the National Planning Policy Framework, ...	Updated for clarity.
AM15.31	555	15.10.31	The redevelopment of previously developed land (or ‘brownfield’) sites for beneficial uses, many of which are <u>may be</u> potentially affected by contamination provides an opportunity to deal with the potential risks posed by contamination to human health and the natural environment.	Merton Council, amended grammar.
AM15.32	557	15.10.44	... It will also be necessary to control the hours of operation for noisy site works and the processes, that would need to be, followed to work outside these hours when and if required.	Merton Council, amended grammar.
AM16.1	559	Strategic Policy T16.1 Sustainable Travel, part e.	Seek to manage vehicle use and parking to improve road safety outcomes and reduce <u>traffic dominance.</u> impact on the transport network.	For clarity
AM16.2	560	16.1.2	As set out in the Mayor’s Transport Strategy <u>and the London Plan</u> , the only realistic way to address some of the transport	Amendment to include reference to the London Plan.

			challenges problems is to reduce dependency on cars in favour of active, efficient and sustainable modes of travel.	
AM16.3	562	16.1.8	...However, there are also indications that traffic volumes have grown again to above pre-pandemic levels, which has the potential to further towards exacerbate the transport challenges of local road congestion and air pollution.	Grammar
AM16.4	562	16.1.9	Any long-term transition to more remote working patterns could have <u>a</u> significant positive impact on travel patterns by supporting local services, reducing commuting distances and encouraging more locally based active travel journeys.	Grammar
AM16.5	563	Policy T16.2 Prioritising active travel choices, part d.	Provide secure, covered cycle parking <u>facilities that meet or exceed London Plan standards (higher level minimum requirements) in accordance with London Plan minimum standards (higher level)</u> and <u>comply with</u> London Cycle Design Standards.	Amendment made as proposed by TfL Spatial Planning and to ensure consistency with London Plan policy T5 A 2 which states that “Developments should provide cycle parking at least in accordance with the minimum standards.”
AM16.6	564	17.2.3	The Mayor’s Transport Strategy sets a target for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041. However, only around a third of Merton residents do 20 minutes of active travel a day and worryingly, there has been a slight decline over the last five years. <u>The Government’s decarbonising transport strategy sets out the aim that half of all journeys in towns and cities will be cycled or walked by 2030.</u> Approximately 30% of <u>Merton</u> residents’ daily trips are already conducted by walking but less than 2% by bicycle. TfL research indicates that a significant number of existing short car journeys in Merton could potentially be made by walking or cycling. Merton is a relatively small borough with a network of pedestrian and cycle routes which make many locations easily accessible by walking or cycling. There is significant opportunity for more cycle and walking journeys, particularly for shorter trips.	Supporting text amended and updated to provide clarity in response to comments from Merton Cycling Campaign and to include reference to the Government’s <u>decarbonising transport</u> strategy.
AM16.7	564	17.2.4	<u>Merton has and will continue to develop cycle and pedestrian routes and facilities as set out in detail in our transport strategy.</u>	Supporting text amended and to provide clarity.

			<p><u>Existing</u> pedestrian facilities including footpaths, lighting and crossings are generally provided to a high standard and well maintained. The <u>existing cycle network</u> has some sections of marked <u>and, fully</u> segregated <u>and off-carriageway cycle lanes routes</u> as well as routes on quieter roads <u>and through low traffic neighbourhoods</u>. There are <u>cross boundary provides</u> links to neighbouring boroughs, including the cycleways <u>and</u> into Central London <u>via the Cycleway</u> from Colliers Wood <u>and from Raynes Park to New Malden</u>.</p>	
AM16.8	564-565	17.2.4 and 17.2.5	<p><u>It is, however, recognised that cycle and pedestrian provision in Merton is not of adequate standard in all areas and that significant barriers still exist to cycle and pedestrian journeys, particularly through the severance created by busy roads.</u> We will work with Transport for London, developers and other partners to make further improvements over the plan period with the <u>eat</u> aim of providing comprehensive cycling and walking networks that enable active travel choices to be made. <u>In order to contribute to aim set out in the Government’s decarbonising transport strategy to deliver a world class cycling and walking network in England by 2040, Merton will produce cycling and walking strategies by 2023 which will set out more detailed proposals for cycle and pedestrian route development over the plan period.</u></p>	<p>Wording from 17.2.4 moved and additional wording added to create new paragraph 16.2.5, which provides more clarity around the requirement for improvements to cycling and walking networks, in response to comments from Merton Cycling Campaign.</p>

AM16.9	565	16.2.6 new paragraph	<p><u>The Indicative Cycle Network Policy Map includes, but does not differentiate between, existing routes of varying quality and potential routes that could form part of a future comprehensive cycle network to be delivered by the end of the plan period. The network map includes existing cycle route facilities of an adequate standard (latest existing cycle facilities can be viewed on Merton's website) and some routes on quieter roads where minimal further intervention would be required. However, some existing routes will require further improvement to achieve the standards set out in the latest best practice guidance. The map includes routes which lack existing cycle provision but that have been identified in TfL's strategic cycling analysis as a priority for cycling interventions or form other key cycling desire lines. However, these are often on busy and constrained corridors and significant further feasibility work and investment will be required to deliver schemes on these routes. In particular, some of the town centres including Wimbledon and Morden are dominated by heavily trafficked gyratory road systems, which create a barrier to cycling and walking, and will require significant improvements to the road layouts and public realm to accommodate cycle routes. The proposed cycle network also includes existing pedestrian links where cycling is currently prohibited but where the route could potentially be enhanced to safely accommodate cyclists.</u></p>	<p>Paragraph 17.5.6, under policy T16.5 moved and amended create paragraph 16.2.6, which provides more clarity around what is shown on the indicative cycle network policy map, in response to comments from Merton Cycling Campaign and TfL Spatial Planning.</p>
AM16.10	565	17.2.5 and 17.2.6	<p><u>Developments should consider how proposals could contribute towards cycle routes on the indicative cycle network map and should also refer to Merton's and TfL's latest transport strategies and seek to consult with them at an early stage to discuss any requirements in relation to the cycle or pedestrian networks.</u> Development proposals should <u>must</u> maximise opportunities to integrate with and improve cycling and walking networks through financial contributions and/ or providing new routes across development sites <u>and must fully protect and upgrade any existing routes in accordance with best practice design standards.</u> Proposals for gated developments that prevent public access through development sites by cyclists and pedestrians,</p>	<p>Paragraphs combined, with amended/ added to provide more clarity around requirements for development in relation to the cycle and pedestrian networks.</p>

			will be resisted. Development layouts should must be designed to give priority to pedestrian and cycle movements and should facilitate access to public transport networks. <u>New and improved P-pedestrian and cycle-routes should must</u> be provided to a high standard in accordance with the latest best practice guidance (DfT Cycle infrastructure design LTN 1/20 and TfL Streets Toolkit, including Streetscape Guidance and London Cycling Design Standards).	
AM16.11	565	17.2.7	...New streets should must respect and link to the local neighbourhood they serve and provide good connections to community facilities and shops, promote improved travel choice by creating an attractive, permeable, well designed and balanced environment.	Wording strengthened
AM16.12	565	17.2.9	...As part of the Healthy Streets Approach, new development will be expected to should adopt the principles of low traffic neighbourhoods and filtered permeability into the site layouts and to integrate with <u>and contribute towards</u> any <u>new or</u> existing schemes <u>on the surrounding street network</u> .	Wording strengthened and clarified.
AM16.13	566	17.2.10	...Development proposals should must provide full layout drawings prior to the determination of application, demonstrating that it is possible and easy to manoeuvre bicycles both to and within the proposed cycle parking facilities. In places of employment, supporting facilities should must be provided including changing rooms, maintenance facilities, lockers and shower facilities (at least one per ten long-stay spaces).	Wording strengthened
AM16.14	568	17.3.5	Developments that will be expected to generate a significant amount number of journeys to the site by employees, visitors or residents should also submit a travel plan in accordance with TfL's latest guidance.	Grammar
AM16.15	569	17.3.6	<u>Proposals should also demonstrate that the transport impacts of the construction phase have been mitigated to maximise sustainability and reduce local air pollution, including through the use of rail or river (via The Thames) freight for significant developments where feasible.</u>	Sentence added to supporting text to clarify need to consider sustainable freight options during construction, in response to comments from TfL Spatial Planning.

AM16.16	571	Policy T16.4 Parking and Low Emissions Vehicles, part b.	All new development in Controlled Parking Zones, including conversions to multiple dwellings will be permit free, <u>with occupants being ineligible to apply for on-street parking permits.</u>	Wording added to policy to clarify that occupants of development in CPZ will be ineligible to apply for permits, in response to comments from Merton Resident Transport Group and Raynes Park and West Barnes Residents Association (RPWBRA)
AM16.17	571	Policy T16.4 Parking and Low Emissions Vehicles, part d.	Disabled <u>persons'</u> parking should be provided in accordance with London Plan standards and should meet design guidelines, be accommodated within the development site <u>where possible</u> and be provided with electric vehicle charge points.	Policy wording amended in accordance with comments from TfL Spatial Planning.
AM16.18	571	Policy T16.4 Parking and Low Emissions Vehicles, part e.	Development that provides on-site car parking should provide adequate suitable infrastructure for the charging of electric vehicles, in accordance with <u>which meets or exceeds</u> London Plan standards as a minimum.	Policy wording amended for clarity.
AM16.19	572	17.4.2	We will expect and support car free development for all development proposals in locations that will be well connected by public transport. <u>In accordance with London Plan standards, all developments with a PTAL rating of 5- 6 must be car free.</u> Car free development may also be considered or required in other locations on a case-by-case basis where it can be adequately demonstrated that sufficient sustainable travel choices will be available including where funded improvements to public transport are put in place to raise the Public Transport Accessibility Level (PTAL). with developments elsewhere <u>Developments in less accessible locations with a low PTAL rating should designed to</u> provide the minimum necessary <u>amount of parking in accordance with London Plan standards</u> ('car-lite').	Wording added and amended to provide clarity about the London Plan requirements for car free development, in response to comments from Merton Residents Transport Group and Merton Cycling Campaign.
AM16.20	572	17.4.5	...We will therefore not object <u>to proposals for the creation of new driveways</u> provided proposals they do not compromise highway safety and do not contribute to flood risk by ensuring surfacing materials are permeable	Amended wording for clarity.

AM16.21	573	17.4.9	...Proposals for the management of parking provision should align with Merton's strategic approach for managing parking including through emissions-based <u>appropriate</u> parking charges....	For accuracy - the council has paused a specific emissions based charging scheme at the time of writing
AM16.22	574	17.4.11	Car club bays should be convenient, accessible by different operating models/operators and be made <u>publicly</u> available at all times for use by neighbouring residents 24/7.	Amended wording for clarity.
AM16.23	574	17.4.14	The Government <u>has published a decarbonising transport strategy which includes proposals to increase the uptake of electric vehicles (EVs) and end the sale of new petrol and diesel cars by 2030.</u> are progressing a strategy to significantly increase the uptake of electric vehicles (EVs) over the coming decades and confirmed in November 2020 that the UK will end the sale of new petrol and diesel cars and vans by 2030, ten years earlier than planned.	Supporting text amended and updated to include reference to the Government's recently published <u>decarbonising transport</u> strategy.
AM16.24	575	17.4.15	New development that provides parking provision must provide electric vehicle charging infrastructure appropriate to the scale and type of development which, <u>in accordance with the London Plan,</u> will include active provision for at least 20% of spaces and passive provision for all car parking spaces to enable future installation to meet increased demand for EV charging....	Text added to clarify that requirements are in accordance with the London Plan.
AM16.25	575	17.4.15	...Parking spaces with provision for electric or other Ultra-Low Emission vehicles should be included within the maximum parking provision as set out in the London Plan and not in addition to it. <u>For mixed developments, the London Plan requirement for 20% active EV provision should be fully applied to any communal parking facilities, with an additional requirement for each dwelling or unit with at least one private parking space or driveway intended for their sole use, to be provided with a dedicated charge point.</u>	To improve clarity with regards to the requirements for the application of the London Plan standard for the provision of EV charge points for mixed developments. This is in response to the announcement of emerging Government proposals for building regulation to require all new dwellings with dedicated parking space to have a charge point installed. For developments comprising a mix of units with communal parking and houses with private driveways, there is concern that a development could attempt to meet both the building regs

				requirement and the London Plan 20% standard by allocating charge points first to units with private parking and thus leaving communal parking facilities with no or inadequate EV charging provision
AM16.26	575	17.4.15	For public car parking facilities, such as at retail facilities, EV infrastructure should include conveniently located fast or rapid charging facilities that enable the public to pay to charge their vehicle <u>on a “pay as you go” basis.</u>	Wording amended for clarity.
AM16.27	575	17.4.15	<u>Arrangements for the management and operation of EV charging points within communal or public parking facilities should be set out within the submitted parking management plan.</u>	Sentence added to clarify that the parking management plan (required for all communal/ public parking facilities) should also cover arrangements for the operation of the EV charging points.
AM16.28	577	17.5.5	<u>The Mayor’s Transport Strategy states that</u> Crossrail 2 is an infrastructure scheme of national importance which will connect existing national rail lines in Surrey with tunnels from Wimbledon, so will have a significant impact on the borough. The route will <u>would</u> increase London’s overall rail capacity by 10 per cent and will also reduce demand on the busiest section of the Northern line Morden branch by around 20 per cent.	Wording amended for clarity.
AM16.29	577	17.5.6	An agreement between the Government and TfL in late 2020 has put the scheme development in good order and prioritised safeguarding to protect the latest proposed route from future development until such time as the scheme can be further progressed.	Amendment for clarity to better reflect current emerging situation in relation to CR2 delivery.
AM16.30	578	17.5.7	However, none of the <u>sections of</u> route needed to deliver Crossrail 2, south of Wimbledon Town Centre and the onward connection onto the South West Main Line, are formally safeguarded and some of the site allocations within Raynes Park potentially conflict with sites needed to deliver the route.	Wording amended for clarity.
AM16.31	579/80	17.5.16	Cycle and Pedestrian Networks The Policies Map shows Merton’s indicative cycle route network to be developed during the plan period. The network will include	Paragraph amended and moved to 16.2.6 where it fits better as justification text for policy T16.2 active travel.

			<p>a mix of types of infrastructure that could include fully segregated or off-carriageway cycle lanes and facilities, routes on quiet residential roads and traffic-free routes. Some sections already have high-quality cycle facilities in place and routes on the quieter roads will require minimal intervention. However, some routes will require significant development or further improvement to achieve the standard required. In particular, some of the town centres including Wimbledon and Morden are dominated by heavily trafficked road systems, which create a barrier to cycling and walking, and will require significant improvements to the road layouts and public realm. Where the proposed cycle network includes pedestrian links where cycling is currently prohibited and cyclists are required to dismount, we will assess whether the route can be enhanced to safely accommodate cyclists including consideration of a “share with care” approach where separate facilities are not feasible. We will conduct further work to produce cycling and walking strategies by 2023 which will set out more detailed proposals for cycle and pedestrian route development over the plan period and will be published on Merton Council’s website. Developers should consult the council at an early stage to discuss any requirements in relation to the cycle or pedestrian network.</p>	
AM16.32	580	17.5.17	<p>The table below sets out the key transport schemes identified in the Mayor’s Transport Strategy and London Plan Policy T3 that are relevant to Merton and are required to <u>will</u> deliver an enhanced or expanded travel network and to accommodate growth sustainably. Additionally, a number of locally important proposals are shown....</p>	Wording amended for clarity
AM16.33	580	Table 16.1 Indicative list of transport schemes Scheme TN1	<p>Strategic infrastructure proposal for new underground rail line running across London between Wimbledon and New Southgate/Tottenham Hale with potential ground level links to the wider rail network. <u>Currently unfunded and will not be completed in the lifetime of this Local Plan. Safeguarding retained</u> - for the current status and safeguarding of land see https://crossrail2.co.uk</p>	Amendment for clarity to better reflect current situation in relation to CR2 scheme delivery.

AM16.34	581	Table 16.1 Indicative list of transport schemes Scheme TN4	Improved station accessibility for all users <u>at all rail stations that do not have step free access</u> . Includes Motspur Park in feasibility /design stage (funded). Proposals to safeguard Wimbledon Chase Station redevelopment to ensure step free access can be delivered in the future.	Wording amended for clarity
AM16.35	581	Table 16.1 Indicative list of transport schemes Scheme TN5	Proposal for a new tram route (unfunded) between Sutton and Colliers Wood. <u>Currently unfunded and unlikely to be completed in the lifetime of this Local Plan</u> . See https://consultations.tfl.gov.uk/trams/sutton-link	Amendment for clarity to better reflect current situation in relation to Sutton Link Tram scheme delivery.
AM16.36	581	Table 16.1 Indicative list of transport schemes Scheme TN11	Improvements to the walking network including routes, lighting and crossing facilities <u>including the “missing link” along the Wandle Trail near Earlsfield (Wimbledon Park to Wandsworth)</u> .	Wording amended to include reference to the missing link along the Wandle Trail, in response to comments from Wandle Valley Forum.
AM16.37	581	Table 16.1 Indicative list of transport schemes Scheme TN12	Development of a strategic network of cycle routes, including new feeder routes to the Cycle Superhighway <u>and including the “missing link” along the Wandle Trail near Earlsfield (Wimbledon Park to Wandsworth)</u>	Wording amended to include reference to the missing link along the Wandle Trail, in response to comments from Wandle Valley Forum.
AM17.1	585-602	Appendix - Open Space	<i>The column heading has been amended for all of the following tables “Metropolitan Open Land”, “Open Space – Allotments and Farms”, “Open Space – Churchyards and Cemeteries”, “Open Space – Education”, “Open Space – all other open spaces”, “Sites of Specific Scientific Interest (European Sites)”, “Sites of Metropolitan Importance for Nature Conservation”, “Sites of Borough (Grade 1) Importance for Nature Conservation”, “Sites of Borough (Grade 2) Importance for Nature Conservation”, “Sites of Local Importance for Nature Conservation”, “Local Nature Reserves” and “Green Corridors”. Refer to Appendix 2.</i> <u>NeighbourhoodArea</u>	For the terminology to remain consistent with the Neighbourhood maps as defined on the Policies Map 2021 and used throughout the Local Plan. In response to the Stage 3 Local Plan submission received from John Innes Society.

AM17.2	585-602	Appendix – Open Space	<p><i>A number of factual errors have been corrected in the following tables “Metropolitan Open Land”, “Open Space – Allotments and Farms”, “Open Space – Education”, “Open Space – all other open spaces”, “Sites of Borough (Grade 1) Importance for Nature Conservation”, “Sites of Borough (Grade 2) Importance for Nature Conservation”, “Sites of Local Importance for Nature Conservation” and “Green Corridors”.</i></p> <p><i>Refer to the Appendix 2 for details of factual corrections.</i></p>	These factual corrections have been made to the Site Names and Sub-Areas and to ensure that these tables align with the Policy Maps that have been consulted on through the Local Plan process. There are no changes to the Policies Map designations as a result of these text changes and therefore these are minor modifications.									
AM17.3	603	Appendix – Conservation Areas	<table border="1"> <thead> <tr> <th>Code</th> <th>Name</th> <th>Area (ha)</th> </tr> </thead> <tbody> <tr> <td>19</td> <td>Mitcham Cricket Green <i>(including the Canons)</i></td> <td>52.00 <i>(8.4)</i></td> </tr> <tr> <td>29</td> <td>The Canons</td> <td>8.4</td> </tr> </tbody> </table>	Code	Name	Area (ha)	19	Mitcham Cricket Green <i>(including the Canons)</i>	52.00 <i>(8.4)</i>	29	The Canons	8.4	Factual correction to improve accuracy. Addresses matters raised in Mitcham Cricket Green Community and Heritage (MCGCH) response to Stage 3.
Code	Name	Area (ha)											
19	Mitcham Cricket Green <i>(including the Canons)</i>	52.00 <i>(8.4)</i>											
29	The Canons	8.4											
AM17.4	608	Appendix - List of Buildings of Special Architectural or Historic Interest	<p><i>Remove second (duplicate) entry:</i></p> <table border="1"> <thead> <tr> <th>Property</th> <th>Street/ Road Name</th> <th>Grade</th> </tr> </thead> <tbody> <tr> <td>Garden Wall (4 sites) Church Field, north of St Mary’s Church</td> <td>Church Path, Merton, SW19 duplicate</td> <td>II</td> </tr> </tbody> </table>	Property	Street/ Road Name	Grade	Garden Wall (4 sites) Church Field, north of St Mary’s Church	Church Path, Merton, SW19 duplicate	II	To improve accuracy. As pointed out in the Stage 3 response by the John Innes Society.			
Property	Street/ Road Name	Grade											
Garden Wall (4 sites) Church Field, north of St Mary’s Church	Church Path, Merton, SW19 duplicate	II											
AM17.5	613	Appendix - List of Buildings of Special Architectural or Historic Interest	<table border="1"> <thead> <tr> <th>Property</th> <th>Street/ Road Name</th> <th>Grade</th> </tr> </thead> <tbody> <tr> <td>Eagle House</td> <td>High Street, Wimbledon, SW19</td> <td>II* _</td> </tr> <tr> <td>Iron Screen Railings, Gate Piers and Gates to Eagle House</td> <td>High Street, Wimbledon, SW19</td> <td>II</td> </tr> </tbody> </table>	Property	Street/ Road Name	Grade	Eagle House	High Street, Wimbledon, SW19	II* _	Iron Screen Railings , Gate Piers and Gates to Eagle House	High Street, Wimbledon, SW19	II	Factual correction as recommended by the Wimbledon Society
Property	Street/ Road Name	Grade											
Eagle House	High Street, Wimbledon, SW19	II* _											
Iron Screen Railings , Gate Piers and Gates to Eagle House	High Street, Wimbledon, SW19	II											
AM17.6	618	Appendix - List of Buildings of Special Architectural or Historic Interest	<table border="1"> <thead> <tr> <th>Property</th> <th>Street/ Road Name</th> <th>Grade</th> </tr> </thead> <tbody> <tr> <td>Drinking Fountain & Castle Cattle/ Horse Trough</td> <td>Parkside, SW19</td> <td>II</td> </tr> </tbody> </table>	Property	Street/ Road Name	Grade	Drinking Fountain & Castle Cattle / Horse Trough	Parkside, SW19	II	Spelling correction			
Property	Street/ Road Name	Grade											
Drinking Fountain & Castle Cattle / Horse Trough	Parkside, SW19	II											

AM17.7	627	Appendix - Archaeological priority zones and ancient monuments	<p>Archaeological Ppriority Areas zones and ancient monuments</p> <p>Archaeological Priority ZoneAreas and Scheduled Ancient Monuments have been defined by the Historic England, Greater London Archaeological Advisory Service. Merton has 20 areas designated as Archaeology Priority ZonesAreas (APZAs) arranged under a number of archaeological themesTiers. Full details of the council's supplementary guidance note on Archaeology can be viewed via: https://www.merton.gov.uk/planning-and-buildings/regeneration-urban-design/archaeology/archaeological-priority-zones Details about the Tier system and the APAs listed below can be viewed via: https://historicengland.org.uk/content/docs/planning/apa-merton-pdf/</p> <p>Archaeological Priority ZonesAreas (APZAs)</p> <ul style="list-style-type: none"> • Wandle Valley Alluvium • Beverly Brook Valley Alluvium • Wimbledon Common • Mitcham Common • Merton Village • Wimbledon Village • Mitcham Village • Morden Village • Cannon Hill • Lower Morden • West Barnes Farm • Stane Street • Wandle/ Copper Mill Lane • Wandle/ Colliers Wood • Wandle/ Mitcham • Mill Corner • Merton Place • Wimbledon Park House • Morden Hall and Park 	To improve clarity by using the same terminology as that used by Historic England and in the London Plan, and by providing the most up to date information.
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- [Morden Park](#)

Tier I

- [Caesar's Camp, Wimbledon Common](#)
- [Merton Priory](#)
- [Morden Park Mound](#)
- [Ravensbury Saxon cemetery](#)

Tier II

- [Cannizaro](#)
- [Cannon Hill](#)
- [Lavender Park](#)
- [Merton 19th Century Cemeteries](#)
- [Merton Place](#)
- [Merton Village](#)
- [Mitcham](#)
- [Morden](#)
- [Stane Street](#)
- [Wandle Valley / Colliers Wood](#)
- [Wandle Valley / Mitcham](#)
- [Wandle Valley / Morden Hall Park](#)
- [West Barnes Farm](#)
- [Wimbledon Common](#)
- [Wimbledon Park House](#)
- [Wimbledon Village](#)

Tier III

- [Wandle Valley Earlsfield](#)
- [Mitcham Common](#)
- [Beverley Brook](#)

Scheduled Ancient Monuments

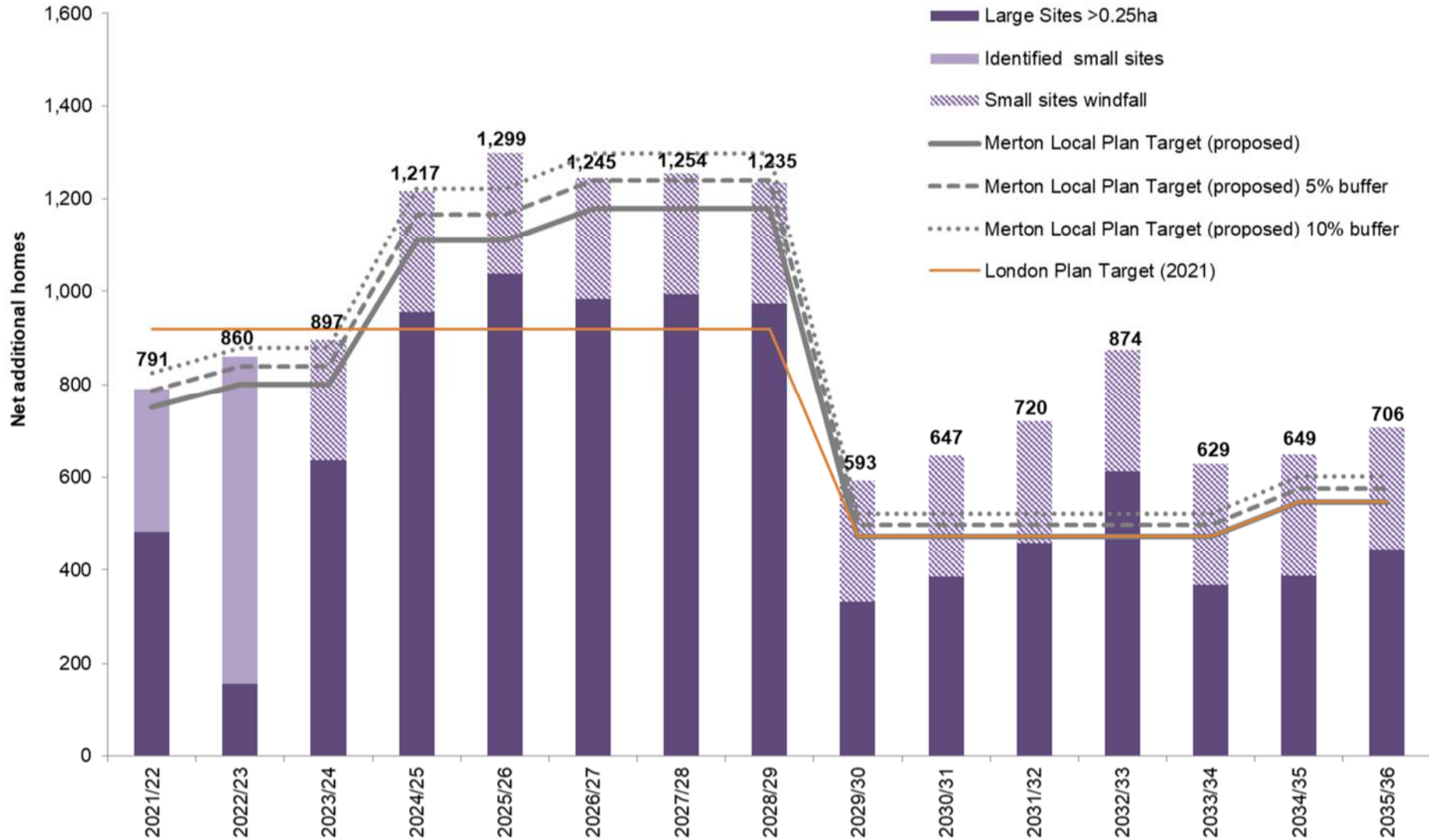
- Caesar's Camp, Wimbledon Common
- Merton Priory
- Morden Park Mound

AM17.8	633	Appendix - Employment opportunities for Merton	Policy EC13.4 'local employment opportunities' sets out...	Policy reference correction to improve clarity and accuracy.
AM17.9	636-665	Appendix - Glossary	<p><i>The following defined terms have been amended as shown and where they are used within definitions, they have been amended accordingly:</i></p> <p>Affordable Housing Brownfield Land Communal hHeating systems Dual aAspect dDwelling Edge-of-Centre Family hHousing Floorspace gGross Floorspace (nNet -(for retail purposes), Out-of-eCentre, Public rRealm Secondary hHeat Service rRetailing Town eCentre Town eCentre tType uses Whole life-cycle Carbon (WLC)</p>	To improve clarity and consistency with other defined terms in the Glossary.
AM17.10	636	Appendix – Glossary	Archaeological Priority ZoneArea	To improve clarity by using the same terminology as that used by Historic England and in the London Plan.
AM17.11	637	Appendix – Glossary	Blue infrastructure refers to urban infrastructure relating to water- <u>comprising of a network of rivers, water spaces, plus the green elements of the built environment, such as street trees, green roofs and Sustainable Drainage Systems, all of which provide a wide range of benefits and services.</u> Blue infrastructure is commonly associated with green infrastructure in the urban setting and may be referred to as blue-green infrastructure when in combination.	Expanded the definition and linking with others.
AM17.12	653	Appendix – Glossary,	<u>Neighbourhood</u>	To improve clarity by specifying that the capitalised form of

		new defined term to be insert after 'Nature Conservation'	<p><u>There are six Neighbourhoods in the borough, which are Colliers Wood, Mitcham, Morden, Raynes Park, South Wimbledon and Wimbledon. These are illustrated on the Policies Map.</u></p> <p><u>It should be noted these six Neighbourhoods are described as 'borough area' or 'sub-areas' in the Merton Borough Character Study SPD, but for the purposes of the Local Plan, they are referred to as Neighbourhoods.</u></p>	the word refers to a specific area indicated on the Policies Map.
AM17.13	657	Appendix - Glossary	<p>Public Open Space Parks and similar land for public use, whether provided by the Council, or privately, where access for the public is secured by virtue of legal arrangements.</p>	Following review of the policies in Chapter 15, this definition is not required.
AM17.14	660	Appendix – Glossary, new defined term to be insert after 'Site of Importance for Nature Conservation (SINC)'	<p><u>Sites of Recognised Nature Conservation Interest</u> <u>All sites that are designated on the Merton Policies Map as: Sites of Special Scientific Interest (SSSI), Metropolitan, Borough or Local Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR) and Green Corridors.</u></p>	Following review of the policies in Chapter 15, this definition is required to be added to the Glossary. It is also included in para 15.3.3, but is referenced in other policies. This change has been made to improve clarity.

Appendix 1

Merton Housing Trajectory 2021/22 - 2035/36



Appendix 2

Open space

These open spaces are illustrated on the Policies Map.

Metropolitan Open Land (MOL)

Site	Name	Area <u>Neighbourhood</u>
1	Cannon Hill	<u>Morden</u> Raynes Park
2	Wimbledon Park	Wimbledon
3	Lower Morden	Morden
4	Beverly Brook/A3	Raynes Park
5	Copse Hill	<u>Wimbledon</u> Raynes Park
12	Wimbledon Common	Wimbledon
14	Mitcham Common	Mitcham
16	Morden Park	Morden
18	Wandle Valley	Morden

Open Space - Allotments and Farms

Site	Name	Area <u>Neighbourhood</u>
A001	Western Road Allotments	Mitcham
A002	Martin Way East Allotments	<u>Morden</u> Raynes Park
A003	Eastfields Road Allotments	Mitcham
A004	New Barnes Avenue Allotments	Mitcham
A005	Thurleston Avenue Allotments	Morden
A006	Eveline Road Allotments	Mitcham
A007	Effra Road Allotments	Wimbledon
A008	George Hill, Holne Chase Allotments	<u>Morden</u> Mitcham
A009	Ridge Road Allotments	Mitcham
A010	Cottenham Park Allotments	Wimbledon
A011	Martin Way West Allotments	Morden
A012	Cannon Hill Common Allotments	<u>Morden</u> Raynes Park
A013	Arthur Road Allotments, New Malden	Raynes Park
A014	Tamworth Farm Allotments, Rose Avenue	Mitcham
A015	Phipps Bridge Allotments	Mitcham
A016	Durnsford Road Allotments, Gap Road	Wimbledon
A017	Haslemere Avenue Allotments	Wimbledon
A018	Cannizaro Park Allotments	Wimbledon
A019	Brooklands Avenue Allotments	Wimbledon
A020	Havelock Road Allotments	Wimbledon
F001	Deen City Farm	<u>South Wimbledon</u> Morden
A021	Mary Tate Almshouses Allotments	Mitcham

Open Space - Churchyards and Cemeteries

Site	Name	Area <u>Neighbourhood</u>
C001	Buddhapadipa Temple Grounds	Wimbledon
C002	St Mary's Church, Wimbledon	Wimbledon
C003	Merton & Sutton Joint Cemetery	Morden
C004	Streatham Park Cemetery	Mitcham
C005	London Road/Victoria Road Cemetery	Mitcham
C006	Gap Road (Wimbledon) Cemetery	Wimbledon
C007	Morden Cemetery	Morden
C008	Mitcham Parish Church	Mitcham
C009	St Marys Churchyard, Merton Park	Morden

Open Space – Education

Site	Name	Area <u>Neighbourhood</u>
S001	Ricards Lodge	Wimbledon
S002	Kings College School Playing Field	Wimbledon
S003	Farm Road Playing Fields	Morden
S004	Harris Academy Morden	Morden
S005	Wimbledon Chase Primary School	Wimbledon
S006	Cranmer Primary	Mitcham
S007	Abbotsbury <u>Primary</u> School	Morden
S008	Raynes Park High High School	Raynes Park
S009	Wimbledon High School Sports Ground	Wimbledon
S010	Hillcross Primary School	Morden
S011	Wimbledon College	Wimbledon
S012	Bond Primary School	Mitcham
S013	Haslemere Primary School	Mitcham

Site	Name	Area <u>Neighbourhood</u>
S014	Cricket Green School	Mitcham
S015	Harris Primary Academy (former Garden Primary School)	Mitcham
S016	Malmesbury <u>Primary</u> School	Morden
S017	Merton Abbey Primary and Harris Wimbledon Academy	<u>South Wimbledon</u> Colliers Wood
S018	Benedict <u>Academy</u> Primary School	Mitcham
S020	Stanford Primary School	Mitcham
S021	Priory Church Of England	Wimbledon
S022	Beecholme School	Mitcham
S023	Wimbledon College Sports	Raynes Park
S024	Goals Wimbledon	Raynes Park
S025	St John Fisher School	Raynes Park
S027	Kings College School Sports Ground	Raynes Park
S028	Aragon Primary	Morden
S029	Hatfield Primary School	Morden
S030	Poplar School	Morden
S031	Rutlish High School	Wimbledon <u>Morden</u>
S032	Harris Academy Merton	Mitcham
S033	St Marks Church of England Academy	Mitcham
S035	Holy Trinity <u>Primary School</u>	Wimbledon
S036	St Thomas Of Canterbury	Mitcham
S037	Liberty Primary School	Mitcham
S038	St Teresa's Primary	Morden
S039	Bishop Gilpin, Lake Road	Wimbledon
S040	Garfield School, Garfield Road	Colliers Wood
S041	Lonesome Primary, Grove Road	Mitcham
S042	Morden Primary School, London Road	Morden

Site	Name	Area <u>Neighbourhood</u>
S043	West Wimbledon Primary	Raynes Park
S044	Emmanuel School Playing Fields	Raynes Park
S045	St Matthew's Church of England Primary School (former Oberon Playing Fields)	Raynes Park
S046	Wimbledon Park Primary School	Wimbledon
S048	Wimbledon College Prep Donhead	Wimbledon
S049	The Norwegian School Playing Fields	Raynes Park
S050	The former Blossom House School Playing Fields, The Drive	Wimbledon
S051	Hollymount School Playing Fields	Wimbledon
S052	Ursuline High School	Raynes Park
S053	Melrose School	Mitcham
S054	St Marks Primary School	Mitcham
S055	Perseid Upper School Playing Fields (formerly St Anns)	Morden
S056	Joseph Hood Primary School	Wimbledon
S057	Merton College	Morden
S058	Sacred Heart Catholic Primary School	Raynes Park
S059	Links Primary School Playing Fields	Mitcham
S060	Gorringe Park Primary School Playing Fields, Sandy Lane	Mitcham
S061	Singlegate Primary School	Colliers Wood
S062	Pelham Primary School, Russell Road	Wimbledon
S063	Merton Park Primary School, Church Lane	Morden
S064	All Saints C of E Primary School, East Road	Colliers Wood
S065	St Marys RC Primary School	Wimbledon
S066	SS Peter and Paul RC Primary, Cricket Green	Mitcham

Open space - All other open spaces

Site	Name	Area <u>Neighbourhood</u>
CG001	Thompsons Arthur Road Commercial Plant Nursery <u>Motspur Park</u>	Raynes Park
M001	Morden Hall Park	Morden
M002	Figges March	Mitcham
M003	Three Kings Piece	Mitcham
M004	London Road Playing Fields	Mitcham
M005	Wandle Park	Colliers Wood
M006	Dundonald Recreation Ground	Wimbledon
M007	Cranmer Green	Mitcham
M008	Moreton Green	Morden
M009	Lavender Park	<u>Colliers Wood</u> Mitcham
M010	Durnsford Road Rec	Wimbledon
M011	Haydons Road Rec	Wimbledon
M012	Colliers Wood Rec	Colliers Wood
M013	Cottenham Park	Raynes Park
M014	Donnelly Green <u>Pollards Hill Estate</u> Open Space	Mitcham
M015	Myrna Close Open Space	Mitcham <u>Colliers Wood</u>
M016	John Innes Park	Morden
M017	South Park Gardens	Wimbledon
M018	Cherry Tree Estate Open Space	Mitcham
M019	Cherrywood Open Space	Morden
M020	Brenley Park	Mitcham
M021	Lyndhurst Rec	Mitcham
M022	Holland Gardens	Raynes Park
M023	Sherwood Park Road	Mitcham
M024	Kendor Gardens	Morden
M025	Vestry Hall Green	Mitcham

Site	Name	Area <u>Neighbourhood</u>
M026	Rowan Road Rec	Mitcham
M027	Church Lane Playing Fields	Wimbledon <u>Morden</u>
M028	Lynmouth Gardens	Morden
M029	Deer Park Gardens	Mitcham
M030	Lewis Road Rec	Mitcham
M031	Moreton Green	Morden
M032	Miles Road Open Space	Mitcham
M033	Upper Green (also known as Fair Green)	Mitcham
M034	All Saints Rec	Colliers Wood
M035	Nelson Gardens	Colliers Wood
M036	Margin Drive Open Space	Wimbledon
M037	Vectis Gardens	Mitcham
M038	Poplar Court Open Space	Wimbledon
M039	Rock Terrace Rec	Mitcham
M040	Oakleigh Way Recreation Ground	Mitcham
M043	Crooked Billet Open Space	Wimbledon
M044	Wimbledon Common (excluding Royal Wimbledon Golf Course)	Wimbledon
M046	Raynes Park Sports Ground	Raynes Park
M047	Cannon Hill Common	<u>Morden</u> Raynes Park
M048	Sir Joseph Hood Memorial Playing fields	Raynes Park
M049	King Georges Field	Morden
M050	Morden Park	Morden
M051	Mostyn Gardens	Morden
M052	John Innes Recreation Ground	Morden
M053	Ravensbury Park	Mitcham
M054	Cricket Green	Mitcham

Site	Name	Area <u>Neighbourhood</u>
M055	Police Green	Mitcham
M056	Mitcham Common	Mitcham
M057	Mitcham Sports Ground	Mitcham
M058	The Canons	Mitcham
M059	Pollards Hill Open Space	Mitcham
M060	Long Bolstead Rec	Mitcham
M061	Tamworth Farm Rec	Mitcham
M062	Abbey Rec	<u>South</u> Wimbledon
M063	Garfield Road Rec	Wimbledon <u>Colliers Wood</u>
M064	Land Adjacent River Wandle	Colliers Wood
M066	Morden Recreation Ground	Morden
M067	Edenvale Play Area	Mitcham
M068	Wandle Meadow Nature Park	Colliers Wood
M069	St Mary's Church yard and field, Merton Park	Morden
M070	Robinhood Close Open Space	Mitcham
M071	Watermeads	Morden
M072	Joseph Hood Recreation Ground	Morden
M074	Merton & Sutton Joint Cemetery Surrounds	Morden
M075	St Mary's Chuchyard and field	Wimbledon
M076	Rowan Park	Mitcham
M077	Wimbledon Park	Wimbledon
M078	Land adjacent to River Wandle, <u>Weir Road</u>	Wimbledon
M078	Seymour Road Park	Wimbledon
M079	Alfreton Close Corner Park	Wimbledon
M080	Welford Park and Path	Wimbledon
<u>M081</u>	<u>Gap Road Park</u>	<u>Wimbledon</u>
M082	Herbert Road Park	Wimbledon

Site	Name	Area <u>Neighbourhood</u>
M083	St Mark's Church	Wimbledon
M084	Edge Hill Court North	Wimbledon
M085	Edge Hill Court South	Wimbledon
M086	All Saints Road Open Space	Wimbledon
M087	Bushey Court Park	Raynes Park
M088	Three Kings Piece <u>Pond and</u> Open Space	Mitcham
M089	Marlowe Square Open Space	Mitcham
M090	Recreation Way Open Space	Mitcham
M091	Crossway Open Space	Raynes Park
M092	Trafalgar Garden	Colliers Wood
M093	Hamilton Gardens Open Space	Colliers Wood
M094	Hardy Gardens Open Space	Colliers Wood
M095	Caesars Walk Open Space	Mitcham
M096	Central Ward Residents Club	Morden
M097	Haynt Walk Open Space	<u>Morden</u> Raynes Park
M098	Botsford Road Open Space	<u>Morden</u> Wimbledon
M099	Trenchard Court Haig Homes Open Space, Green Lane	Morden
M100	The Precincts Haig Homes Open Space, Green Lane	Morden
M101	St Helier Avenue Open Space	Morden
M102	Home Park Road Open Space	Wimbledon
M0103	Hertford Way Open Space	Mitcham
M0104	Wimbledon War Memorial	Wimbledon
M0105	Dennis Park Crescent Open Space	Wimbledon
<u>M0106</u>	<u>Stanford Road Play Space</u>	<u>Mitcham</u>
<u>M0107</u>	<u>Land rear of Stanford Primary School</u>	<u>Mitcham</u>
<u>M0108</u>	<u>Seymour Road Park</u>	<u>Wimbledon</u>

Site	Name	Area <u>Neighbourhood</u>
P001a	Natwest Sports Ground	Mitcham
<u>P001b</u>	<u>Chilmark Road Open Space</u>	<u>Mitcham</u>
P002	Raynes Park Playing Fields	<u>Morden</u> Raynes Park
P004	Raynes Park High School Sports Ground	Raynes Park
P005	Malden Golf Course	Raynes Park
P006	LESSA Sports Ground, Meadowview Road	Raynes Park
P007	Playing Field Wimbledon College	Raynes Park
P008	The Old Rutlishians Sports Club	Morden
P009	West Side Lawn Tennis Club	Wimbledon
P010	Queensmere Road Tennis Courts	Wimbledon
P012	Wilton Grove Tennis Club	Wimbledon
P014	Raynes Park <u>Lawn Tennis Club</u> Residents Open Space	Raynes Park
P015	<u>West</u> imbledon Bowling Club	Wimbledon <u>Raynes Park</u>
P016	Merton Hall Bowling Green	Wimbledon
P017	Royal Wimbledon Golf Club, Camp Road	Wimbledon
P018	Morley Park	Raynes Park
P020	<u>Old Wimbledonians Sports Ground</u> Civil Service Sports Ground	Raynes Park
P021	Beverley Park Golf Range	Raynes Park
P022	Prince Georges Fields	Morden
P023	Messines Playing Fields	Morden
P024	Old Tenisonians Sports Ground	Raynes Park
P025	Morden <u>Park</u> Playing Fields	Morden
P026	Cranleigh Lawn Tennis Club	Morden
P027	Nursery Road Playing Fields	<u>South</u> Wimbledon
P028	<u>Tooting</u> Mitcham & Mitcham Imperial Sports Ground	<u>Mitcham</u> Morden
P030	Westminster City School Playing Fields	Mitcham

Site	Name	Area <u>Neighbourhood</u>
P033	<u>Kings College School</u> Morden Sports Ground	Raynes Park
P034	The David Lloyd Club	Raynes Park
P035	All England Lawn Tennis Club	Wimbledon
P036	Former St Catherine's Playing Fields	Raynes Park
P037	BMX track	Mitcham
P038	Southey Bowling Club	Raynes Park
<u>P039</u>	<u>Goals Wimbledon</u>	<u>Raynes Park</u>
W001	George Hill Open Space and Pyl Brook Nature Reserve	Morden
W002	Priory Wall Open Space Walk, Priory Road	Colliers Wood
W003	Land Along Wandle River	Wimbledon
W004	River Wandle riverside walk (also known as Bennett's Hole).	Mitcham
W005	Land Adjacent River Wandle	<u>South Wimbledon</u> Colliers Wood
W006	Merton Park Green Walk	<u>South Wimbledon</u> Morden
W007	Rookwood Open Space, Rookwood Avenue	Raynes Park

Nature Conservation

These areas of SSSI, SINCs and Local Nature Reserves are illustrated on the Policies Map.

Sites of Special Scientific Interest ('European Sites')

Site	Name	Area <u>Neighbourhood</u>
N/A	Wimbledon Common	Wimbledon

Sites of Metropolitan Importance for Nature Conservation

Site	Name	Area <u>Neighbourhood</u>
M093	Mitcham Common	Mitcham
M136	Morden Cemetery	Morden
M091	The Upper River Wandle	Morden
M101	Wimbledon Common and Putney Heath	Wimbledon

Sites of Borough (Grade 1) Importance for Nature Conservation

Site	Name	Area <u>Neighbourhood</u>
01	Morden Hall Park and Deen City Farm	Morden
02	Wimbledon Park – Merton section	Wimbledon
03	Royal Wimbledon Golf Course south	Wimbledon
04	Wandle Trail Nature Park and the Lower River Wandle	<u>Colliers Wood</u> Wimbledon
05	Sir Joseph Hood Memorial Wood	Raynes Park
06	Worcester Park Green Lanes	Morden
07	Malden Golf Course and TWU Pipe Track	Raynes Park
08	Cannizaro Park	Wimbledon
09	Morley Park Woodland	<u>Wimbledon</u> Raynes Park
10	Cannon Hill Common	<u>Morden</u> Raynes Park
11	Morden Park	Morden

Sites of Borough (Grade 2) Importance for Nature Conservation

Site	Name	Area <u>Neighbourhood</u>
01A	Streatham Junction to Wimbledon Railsides	<u>Colliers Wood</u> Wimbledon
01B	East Wimbledon Railsides	Wimbledon
01C	District line through Wimbledon	Wimbledon
01D	Wimbledon to Dundonald Road Tramlink	Wimbledon
01E	Railsides west of Wimbledon station	<u>Raynes Park</u> Wimbledon
01F	Sutton Line South of Wimbledon	Wimbledon
02	Derwent Road Floodwash	Morden
03	Lower Pyl Brook	Morden
04	Pyl Brook Nature Reserve	Morden
05	Beverly Brook in Merton	Raynes Park
06	Oakleigh Way Nature Area	Mitcham
08	Cherrywood	Morden
09	Abbotsbury School Meadowlands	Morden
10	Myrna Close Valley	Colliers Wood
11	Budhhapadipa Temple Grounds	Wimbledon
12	Merton Park Green Walks	Morden
13	Prince Georges Playing Field	Raynes Park
14	Coombe Wood	Wimbledon
15	Ravensbury Park	Mitcham
16	Durnsford Wetland	Wimbledon
17	St Peter and St Paul Churchyard	Mitcham
18	Wandle Park	Colliers Wood
19	London Road Playing Fields	Mitcham

Sites of Local Importance for Nature Conservation

Site	Name	Area/Neighbourhood
01	Ricards Lodge High School Park House Middle School Conservation Area	Wimbledon
03	Church Lane Playing Fields	Morden
04	St Mary's Churchyard and Glebe Fields	Morden
05	Poplar First School Nature Area	Morden
06	Eltandia Hall Nature Area	Mitcham
08	Morden Recreation Ground Spinney	Morden
09	Moreton Green	Morden
10	Three Kings Pond and Commonsides Rough	Mitcham
11	Cranmer Green Meadow and Pond	Mitcham
12	Liberty Primary Middle School Conservation	Mitcham
13	The Chase	Wimbledon
14	St Mary's RC Primary School Nature Garden	Wimbledon
16	St Mary's Churchyard	Wimbledon
18	Canons Pond	Mitcham
19	Raynes Park Sports Ground Wildlife Area	Raynes Park
20	Pyl Brook by Garth Road	Morden
21	St Laurence's Churchyard	Morden
22	Haig Homes Estate	Morden
<u>23</u>	<u>Woodmansterne Nature Reserve</u>	<u>Mitcham</u>
<u>24</u>	<u>Bellamy Copse</u>	<u>Mitcham</u>

Local Nature Reserves

Site	Name	<u>Area</u> <u>Neighbourhood</u>
01	Bennett's Hole	Mitcham
02	Cannon Hill Common	Raynes Park
03	Cherry Wood	Morden
04	Cranmer Green	Mitcham
05	Derwent Floodwash (proposed)	Morden
06	Fishponds Wood/ Beverley Meads	Wimbledon
07	Lower Wandle	Wimbledon
08	Merton Green Walks	Morden
09	Morden Park	Morden
10	Myrna Close	Colliers Wood
11	Oakleigh Way	Mitcham
12	Pyl Brook	Morden
13	Ravensbury Park	Mitcham
14	Sir Joseph Hood Memorial Wood	Raynes Park
15	Wandle Meadow Nature Park	Colliers Wood

Green Corridors

These Green Corridors are illustrated on the Policies Map.

Green Corridors

Site	Name	Area <u>Neighbourhood</u>
GC01	Beverley Park	Raynes Park
GC04	Merton Park Railsides	Morden
GC05	Mitcham Common	Mitcham
GC06	Cricket Green & The Canons Recreation Ground	Mitcham
GC08	Mitcham Sports Ground	Mitcham
GC09	Morden Cemetery	Morden
GC10	Morden Park <u>and surrounds</u>	Morden
GC12	Mostyn Gardens	Morden
GC13	Phipps Bridge and London Road Playing Fields	Mitcham
GC14	Ravensbury Park	Mitcham
GC15	Raynes Park High School	Raynes Park
GC16	Raynes Park Railsides	Raynes Park
GC17	Raynes Park Railsides to Motspur Park	Raynes Park
GC18	Ricards Lodge	Wimbledon
GC19	Ridge Road to Wimbledon Park	Wimbledon
GC22	Wimbledon Common	Wimbledon
GC23	Wimbledon Park	Wimbledon
GC24	Wimbledon Railsides	Wimbledon