

Schedule of Additional Modifications to Merton's Draft Local Plan – 21 September 2022

~~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 \(Ref. OD1\)](#).

An absent Mod Ref. number in a sequence of numbers represents a former modification that is no longer proposed.

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM1.1a	2	1.1.4	Remove paragraph number and renumber subsequent paragraphs accordingly.	For clarity and ease of reference.	May 2022
AM1.1	2	1.1.8	<u>Once adopted, the Local Plan and associated Policies Map will supersede all existing policies in Merton's Core Planning Strategy (2011), Sites and Policies Plan (2014) and the Policies Map (2014).</u> Together with the London Plan, the South London Waste Plan (2012 and review to be once they are adopted 2022) and the Estates Local Plan 2018, 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.	November 2021 – for submission
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	November 2021 – for submission
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	November 2021 – for submission
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	November 2021 – for submission
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<u>from</u> 13th November 2020 to 1st February 2021. 	Grammar correction	November 2021 – for submission
AM1.5a	7	Last paragraph under 'Good Growth'	All development proposals in Merton, large or small, must accord with all relevant policies of this Local Plan and all other documents such as	Removed as partly repetition from 1.1.7 and partly due to factual inaccuracy.	March 2022 – response to Inspectors'

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			Supplementary Planning Documents (SPDs) which, make up Merton's Statutory Development Plan.		preliminary matters
AM1.5b	7-32	All paragraphs	<i>Number all paragraphs, where appropriate, on pages 7-32.</i>	For clarity and ease of reference.	May 2022
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 to 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.	November 2021 – for submission
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	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
				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.	November 2021 – for submission
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.	November 2021 – for submission
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	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
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. This is a long-term aspiration which will continue outside this plan period. 	This text has been removed to align with the current status of the Clarion Estates Regeneration programme, which has already begun.	November 2021 – for submission
AM1.19	30	Strategic Objective 3: places for people, part e.	Assessing the impact of 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	November 2021 – for submission
AM1.19a	30	Strategic Objective 4	...services and preserves and enhances the borough's unique character and appearance. We will achieve this by:- We will achieve this by: ...	Repetition deleted	May 2022
AM5.6	30	Strategic Objective 4, part b:	Promote and support the successful development of the growth areas (Opportunity Area and Morden town-centre <u>Regeneration Zone</u>) and to ensure that all development is supported by necessary infrastructure and maximises the opportunities and benefits for the local and surrounding communities and the borough as a whole.	See below – Initial AM5.6 at Page 176 made in November 2021	May 2022
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	November 2021 – for submission
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 <u>sense of</u>	Correct typographical error	November 2021 – for submission

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AM2.1	34 and subsequent pages	All policies	<u>JUSTIFICATIONSUPPORTING TEXT</u>	A more accurate descriptive sub-heading to improve clarity.	November 2021 – for submission
AM2.1a	36	2.1.7	For example, development should reduce the need to travel, particularly by private car, and ensure that the largest possible share of journeys are made by active travel and public transport, as set out in Merton’s Sustainable Travel & Urban Mobility policies.	Updated to reflect a change in the name of the transport policies.	May 2022 – response to the Inspector’s MIQs
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 2021 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.	November 2021 – for submission
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.	November 2021 – for submission
AM2.5	42	Policy CC2.2 Minimising Greenhouse Gas Emissions, part 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.	November 2021 – for submission
AM2.5	43	Policy CC2.2 Minimising Greenhouse Gas Emissions, part d	To demonstrate compliance with the Mayor’s net-zero carbon target, or any future locally derived target.	See above - initial AM2.5 at Page 42 Plan Ref. Policy CC2.2, part a	November 2021 – for submission
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 - initial AM2.5 at Page 42 Plan Ref. Policy CC2.2, part a	November 2021 – for submission
AM2.5	45	Footnote 8	Using the Part L methodology, or any future locally derived methodology.	See above - initial AM2.5 at Page 42 Plan Ref. Policy CC2.2, part a	March 2022 – response to Inspectors’

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					preliminary matters
AM2.5c	48	2.2.18	Where a developer is proposing to directly offset any shortfall in carbon dioxide emissions from the proposed development by installing carbon dioxide saving measures off-site (e.g. photovoltaic panels on a local school), this will need to comply with the GLA's Carbon Offset Fund Guidance, and any relevant local guidance. Any offsite proposals will need to be agreed with the council's Climate Change team and confirmed in the energy statement.	Amended to improve clarity.	September 2022 – response to Inspector's action from Stage 1 Hearings
AM2.5a(i)	51	Climate Change CC2.3 Minimising Energy Use, part d	<u>*NEW FOOTNOTE – Both the Fabric Energy Efficiency Standard and Space Heating Demand Target are based on regulated energy use.</u>	Amended to clarify relevant energy uses in response to the Inspector's MIQs.	May 2022 – response to Inspector's MIQs
AM2.5b	53	2.3.7	Improved fabric energy efficiency will ensure that buildings use low and zero carbon energy in the most efficient way [11]. As well as reducing greenhouse gas emissions, using ultra-high levels of fabric efficiency alongside heat pumps and Mechanical Ventilation and Heat Recovery (MVHR) systems can help reduce annual and peak electricity demand, provide comfort and health benefits to occupants, and deliver average bill savings of around £85 per year for a typical three bedroom semi-detached house [11], <u>which will help tackle fuel poverty in Merton</u> . This will also help 'future proof' developments and reduce the likelihood of buildings needing difficult and expensive refurbishment at a later date.	Added to highlight benefits of energy efficiency improvements for fuel poverty, particularly in the context of energy price rises.	March 2022 – response to Inspectors' preliminary matters
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.	November 2021 – for submission
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 s the use of Energy Use	To improve clarity, a reference is included to additional	November 2021 – for submission

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			<p>Intensity (EUI) targets in regulations, policy and design decisions to drive energy efficiency [9] [24].</p> <p>[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].</p>	<p>supporting evidence, which was published in November 2021 since the last Local Plan consultation.</p> <p>New reference added to the Bibliography on page 73 of the Local Plan and the Examination Library to include new supporting evidence.</p> <p><i>(Please note, the addition of this new reference within the Climate Change Chapter Bibliography will have changed the numbering of subsequent references)</i></p>	
AM2.7a	56	2.3.21	<p>In their Climate Emergency Design Guide, LETI have identified energy consumption targets for four building typologies consistent with achieving national net-zero carbon targets; LETI concluded that all new build development should be designed to achieve these standards by 2025 [9]:</p>	<p>Modified to improve clarity regarding the source.</p>	<p>March 2022 – response to Inspectors’ preliminary matters</p>
AM2.8	57	Policy CC2.4 Low Carbon Energy, part a	<p>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.</p>	<p>Modified to ensure consistency in wording throughout climate change policies (residential vs domestic).</p>	<p>November 2021 – for submission</p>

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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).	November 2021 – for submission
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 Guidance.</u>	Modified to clarify London Plan requirements for referable schemes. Footnote also added with a link to the Mayor of London’s Circular Economy Statement Guidance. Footnote removed to improve accuracy.	November 2021 – for submission May 2022
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.	November 2021 – for submission
AM2.11a	69	2.6.1	Using these standards or any subsequently adopted set of national sustainable construction standards <u>equivalent to those set out in the policy</u> , will assist in the delivery of a number of the policies covered in the Local Plan including the Transport, Green Infrastructure and Climate Change policies.	Modified to improve accuracy and demonstrate the soundness of the Local Plan in response to the Inspector’s Matters, Issues & Questions.	May 2022

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AM2.12	72	Bibliography Ref 14	[14] Etude, "Islington Energy Evidence Base," 20162017 . [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.	November 2021 – for submission
AM3.1a	76-104	Page footer	<i>Changed all the chapter references from CH4 to CH3.</i>	To improve accuracy and referencing.	May 2022
AM3.1b	84	3.1.8	...However, should redevelopment opportunities come up within the lifetime of this Plan, the Council would strongly support more efficient <u>use</u> of these sites, continuing to support shops, services and business floorspace and providing new homes on upper floors where practicable. ...	Modified to correct typographical error and improve clarity.	May 2022
AM3.1c	84	3.1.10	For the past five years, Colliers Wood has already functioned as a District Centre. It contains a broad mix of store sizes and formats, a variety of town centre uses (shops, markets, restaurants, theatre, visitor attractions, public space, restaurants, library, etc.) and since the Connecting Colliers Wood investment is now well integrated into the surrounding area. ...	Modified to correct typographical error and improve clarity.	May 2022
AM3.1	85	3.1.13	Crossrail2 <u>construction has been delayed and</u> will not be finished until after 2036,...	To improve clarity and accuracy about the delays to Crossrail2.	November 2021 – for submission
AM3.1	85	3.1.16	...until Crossrail2 is finishing <u>beyond</u> in the 2030s.	See above – Initial AM3.1 at Page 85 Plan Ref. 3.1.13	November 2021 – for submission
AM3.2	89	Site Allocation CW1, Design and accessibility guidance:	Development should protect and enhance the existing cycle and pedestrian route. The site may be required to make provision for docking areas for cycle/ scooter hire schemes. 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. There is also an anticipated	Wording amended and amalgamated with statement on commuter cycle storage/ hub moved and amended from Infrastructure	November 2021 – for submission September 2022 - in

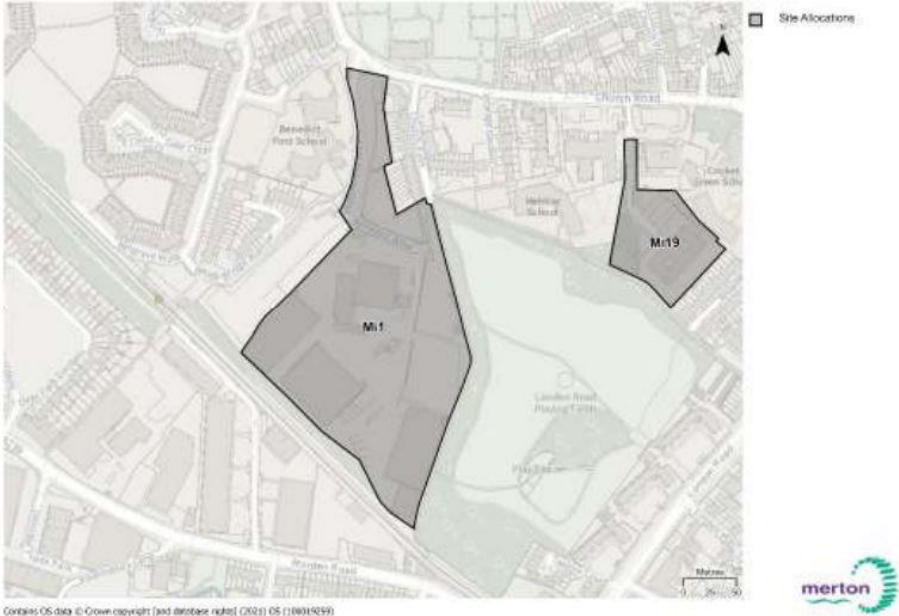
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			<u>requirement for space to accommodate docking areas for cycle / scooter hire schemes considering the high expected demand in this location. However, there is a lack of space on the public highway to facilitate additional cycle parking. Consideration should be given to the feasibility of providing publicly accessible secure cycle parking and / or docking areas for cycle or scooter hire schemes on this site at ground level, either as part of any development or if development does not take place.</u>	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.	response to Stage 2 MIQs.
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.	November 2021 – for submission
AM3.5	89	All Site Allocations, Infrastructure Requirements:	Development proposals for this site must <u>refer to the Merton Infrastructure Delivery Plan 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.	November 2021 – for submission
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</u> The site may be required to make provision for <u>an appropriate amount and type of</u> publicly accessible cycle storage	Amended wording in response to comments from TfL to provide clarification on the requirements for cycle storage/ hub	November 2021 – for submission

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			(hub) 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 and docking stations for cycle/scooter hire schemes <u>in proximity to the public highway.</u>	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 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>	Wording has been added at the request of National Grid, following their Stage 3 Local Plan submission, to protect the nearby National Grid assets.	November 2021 – for submission
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.	November 2021 – for submission
AM3.8a	93	Site Allocation CW2 Infrastructure Requirements (also CW5, Mi1, Mi8, Mi16, Mo1, Mo2, Mo3, Mo4, RP3, RP4, RP6, RP7, RP8, Wi5,	The developer can request information on network infrastructure by visiting the Thames Water <u>Developer Services</u> website (https://www.thameswater.co.uk/developers) https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development .	Website link corrected in a number of site allocations. Changed for accuracy.	September 2022 - in response to Stage 2 MIQs.

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		Wi11, Wi12, Wi13, Wi16)			
AM3.9	93	Site Allocation CW2, Impacts on Archaeological Priority Area	Yes, Wandle Valley/Colliers Wood Archaeological Priority Zone <u>Area</u> Tier 2 (Change all references to 'Archaeological Priority Zone', to 'Archaeological Priority Area', including the related acronyms, APZ to APA, throughout the Local Plan)	For clarity by using the same terminology as that used by Historic England and in the London Plan.	November 2021 – for submission
AM3.10	99	Site Allocation CW4 Design and accessibility guidance:	Site may be required to make provision for publicly accessible cycle storage hub or docking stations for cycle/scooter hire. 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. There is also an anticipated requirement for space to accommodate docking areas for cycle/ scooter hire schemes considering the high expected demand in this location. However, there is a lack of space on the public highway to facilitate additional cycle parking. Redevelopment of the station should make provision for an appropriate amount and type of cycle storage for commuters and/ or provision of docking stations for cycle/scooter hire schemes in proximity to the public highway.	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.	November 2021 – for submission September 2022 - in response to Stage 2 MIQs.
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.	November 2021 – for submission
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</u>	To improve clarity	November 2021 – for submission

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			<u>Priority 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.		
AM3.13	102	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.	November 2021 – for submission
AM3.14	103	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> of wastewater treatment infrastructure capability. ...	Change made to ensure Thames Water infrastructure requirements are made clear for future development of the site.	November 2021 – for submission
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>	See above – Initial AM3.9 at Page 93	November 2021 – for submission
AM2.1	108	KEY OBJECTIVES: MITCHAM	The following objectives provide an overarching vision for Mitcham. More detail can be found in the Policy and <u>JustificationSupporting Text</u> sections that follow.	See above - initial AM2.1 at Page 34	May 2022
AM4.1a	111	Mitcham: Policy N4.1, parts f and g	f. Celebrate Mitcham Town Centre's unique character by enhancing the setting of heritage assets with high quality design and character led developments. Improve Mitcham Town Centre's unique connection with Mitcham Common, the surrounding green open spaces and public leisure uses.	Correct typographical error.	May 2022
AM4.1	112	Mitcham: Policy N4.1, part m	g. 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	November 2021 – for submission

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				adopted Estates Local Plan 2018.	
AM4.2	112	Mitcham: Policy N4.1, part p	Support and improve the quality of local <u>Neighbourhood</u> Parades	To improve clarity in response to Mitcham Cricket Green Community and Heritage	November 2021 – for submission
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. the oldest continuously played cricket pitch in the country. ...</u>	Change made for factual correctness.	November 2021 – for submission
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 <u>aims to 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.	November 2021 – for submission
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 neigghouroids, 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.	November 2021 – for submission
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	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
				and changes made for clarity on infrastructure requirements for each Site Allocation.	
AM4.6a	118	Site allocation Mi1, site map	<p><i>Replace site allocation map Mi1 with the map below showing the correct site boundary:</i></p> 	Change made for factual correctness, and to reflect the correct map that is already illustrated in the Policies Map and Mitcham Site Allocations summary map on page 117.	May 2022 - in response to Inspectors' questions.
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	November 2021 – for submission
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	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
				made clear for future development of the site.	
AM4.9	123	Site allocation Mi2, Site owner	National Health <u>NHS</u> Property Service (NHS PS)	Factual correction to site owner details.	November 2021 – for submission
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, currently in use as a Cricket Pavilion serving the cricket club on Cricket Green. ... The cricket pavilion opened in 1904 built around 1920 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	November 2021 – for submission
AM4.11	127	Site allocation Mi3, site allocation	Use of the Burn Bullock building as in non-residential uses...	Grammatical correction	November 2021 – for submission
AM4.12	128	Site allocation Mi3, Impacts Listed Buildings or undesignated heritage assets.	The cricket pavilion opened in 1904 built around 1920 , 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	November 2021 – for submission
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 and have regard to The Canons Conservation Area Management Plan .	To improve clarity – reference to conservation area already given later in the site allocation	November 2021 – for submission
AM4.14	132	Site allocation Mi5, Impacts Listed Buildings or undesignated heritage assets.	Yes, historic assets within the surrounding area include the Grade II* listed Canons House, the adjacent Grade II* listed wall and the Grade II listed Dovecote	Factual addition to refer to listed structure arising from Mitcham Cricket Green Community and Heritage	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM4.14a	132	Site allocation Mi5, Infrastructure Requirements	Development proposals for this site, is <u>are</u> expected to provide urban greening on site...	To correct a grammatical error.	September 2022, Stage 2 MIQs.
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	November 2021 – for submission
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 – Initial AM4.15 at Page 134	November 2021 – for submission
AM3.9	134	Site Allocation Mi6, Impacts on Archaeological Priority Area	Yes. Mitcham Village Archaeological Priority Zone <u>Area</u> (APZA) <u>Tier 2</u>	See above – Initial AM3.9 at Page 93	November 2021 – for submission
AM3.9	136	Site Allocation Mi7, Impacts on Archaeological Priority Area	Yes. Mitcham Village Archaeological Priority Zone <u>Area</u> (APZA) <u>Tier 2</u> ...	See above – Initial AM3.9 at Page 93	November 2021 – for submission
AM4.16	138	Site Allocation Mi8, Site owner	Appleby <u>Centrica Combined Common Investment Fund</u>	Factual correction	November 2021 – for submission
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.	November 2021 – for submission
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 should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to</u>	Changed to ensure Thames Water infrastructure requirements are made clear for future development of the site.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			<p><u>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>	See above – Initial AM3.9 at Page 93	November 2021 – for submission
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	November 2021 – for submission
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	November 2021 – for submission
AM4.21	161	Site Allocation Mi16, Impacts on Archaeological Priority Area	<u>No, adjacent to</u> Mitcham a <u>Archaeological p</u> Priority zone <u>Area Tier 2</u>	Factual correction	November 2021 – for submission
AM4.22	162	Site allocation Mi17 under Site description	Site description: <u>Former White Hart Public House</u> and <u>land</u> to rear of properties on London Road, part of which is a car park for the White Hart pub. Access from London Road and Broadway Gardens. The playground for Cricket Green school bounds the site to the northwest.	Clarity and accuracy	September 2022 – in response to Stage 2 MIQs

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			Planning permission 18/P2216 was resolved to be granted for 15 homes and retention of ground floor non-residential on this site on 28th April 2021.		
AM5.1	172	PLACE PROFILE: MORDEN	As part of the Borough's ongoing Merton 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 questions asked. This work was also used to inform the Borough Character Study 2021.	Removal of unnecessary repetition to improve clarity and conciseness.	November 2021 – for submission
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	November 2021 – for submission
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.	November 2021 – for submission
AM5.4	175	CHARACTER: MORDEN	<i>Photograph of mosque updated</i>	To show recently installed façade features.	November 2021 – for submission
AM5.5	176	Morden Policy N5.1 text	This policy supports the rejuvenation <u>regeneration</u> of Morden...	To improve clarity through consistency of the use of the word, 'regeneration'.	November 2021 – for submission
AM5.6	176	Morden Policy N5.1 text	This policy supports the rejuvenation <u>regeneration</u> (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.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
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.	November 2021 – for submission
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.	November 2021 – for submission
AM5.10	177	Morden Policy N5.1, part a.	...the Morden Regeneration Zone (Site Mo <u>41</u>)...	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,	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
				Canterbury Road, is to change to Mo4.	
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 futureproofing measures should be implemented where appropriate.	Deleted to avoid unnecessary duplication of matters that are adequately addressed in draft Local Plan policy CC2.4 b. v.	November 2021 – for submission
AM5.11	178	Morden Policy N5.1, part i.	<p><i>Insert before point i</i></p> <p><u>Surrounding Morden Neighbourhood</u></p> <p><u>In the surrounding Morden Neighbourhood we will:</u></p> <p>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.</p>	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.	November 2021 – for submission
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 <u>sustainable and</u> active travel <u>choices</u> .	To improve clarity, that trams and other forms of sustainable transport will be supported and to make the policy wording more concise.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM5.13	179	Paras 5.1.1-3	<p>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.</p> <p>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.</p> <p>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.</p>	This background text is not necessary and it is proposed to be deleted to make the supporting text more concise.	November 2021 – for submission
AM5.6	179	5.1.4	The character of Morden †Town €Centre has eroded over time, but...	See above – Initial AM5.6 at Page 176	November 2021 – for submission
AM5.14	179	5.1.4	<u>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.</u> 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.	November 2021 – for submission
AM5.6	179	5.1.5	In terms of activity, Morden †Town €Centre is a busy transport interchange and the civic focus of the borough. The †Town €Centre also has a broad range of shops, cafes and restaurants.	See above – Initial AM5.6 at Page 176	November 2021 – for submission
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.	November 2021 – for submission
AM5.16	180	5.1.9	The Strategic Development Framework defines: Why the regeneration of Morden <u>Regeneration Zone</u> Town Centre is necessary and important (the 'Vision').	To improve clarity and accuracy by specifying the area that the text relates to.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM5.16a	180	5.1.11	The SDF will inform the procurement of a development partner(s) who will help to deliver the regeneration within the Morden Regeneration Zone.	To improve clarity that 'comprehensive development' does not refer to a delivery method with one development partner and one land assembly strategy for the whole Site Mo4.	May 2022
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.	November 2021 – for submission
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.	November 2021 – for submission
AM5.18	181	5.1.14	One of the aims of this Local Plan policy is to improve the experience for the current and future users...	To improve clarity and accuracy.	November 2021 – for submission
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 – Initial AM5.6 at Page 176	November 2021 – for submission
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.	November 2021 – for submission
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 †Town eCentre †Type uUses.	To improve clarity and indicate that it is	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
				defined in the glossary.	
AM5.20a	181	5.1.15	Within the Morden Neighbourhood there is a variety of family sized <u>homes dwellings</u> , with a limited number of smaller dwellings and flats, particularly within close walking distance to the underground station.	To improve the clarity and consistency of the Plan	May2022-In response to the Inspectors' MIQs
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.	November 2021 – for submission
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.	November 2021 – for submission
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).	November 2021 – for submission
AM5.16a	182	5.1.8	... There are also multiple other land ownership interests within the Morden Regeneration Zone <u>and landowners are strongly encouraged to work together.</u> (MM5.1b) and a Land assembly strategy will be required to ensure that the <u>comprehensive regeneration of Site allocation Mo1 can be achieved by the end of this local plan period and site can be developed in a comprehensive manner,</u> to avoid fragmented development and suboptimal densities in this highly accessible location...	See above – Initial AM5.16a at Page 180	May 2022
AM5.24	183	5.1.23	Add the sentence at the end of the paragraph. <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.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
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 – Initial AM5.6 at Page 176	November 2021 – for submission
AM5.6	184	5.1.28	Potential solutions to these urban design matters and indicative details of a potential hierarchy of streetscapes for <u>the Morden town centre Regeneration Zone</u> are set out in the SDF.	See above – Initial AM5.6 at Page 176	November 2021 – for submission
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 – Initial AM5.6 at Page 176	November 2021 – for submission
AM5.25	184	5.1.31	Combined with a reduction in vehicular through traffic, <u>these green</u> spaces can reawaken the garden city principles...	To improve clarity by specifying the type of spaces that this text is referring to.	November 2021 – for submission
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.	November 2021 – for submission
AM5.19	184	5.1.32	The introduction of higher density development <u>and tall buildings</u> (AM5.26) 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 – Initial AM5.19 at Page 181 Plan Ref. 5.1.14	November 2021 – for submission
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.	November 2021 – for submission
AM5.19	185	5.1.33	...appropriate as part of the regeneration <u>to deliver optimised residential development on and intensified use of</u> the highly accessible land...	See above – Initial AM5.19 at Page 181 Plan Ref. 5.1.14	November 2021 – for submission
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 <u>reimagining the town centre and the creation of new character areas and features</u> , creating gateways to the <u>town</u> centre and landmarks in key locations that add character and legibility.	See above – Initial AM5.14 at Page 179 Plan Ref. 5.1.4	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM5.28	185	5.1.34	The scale of existing buildings with <u>in</u> the suburban...	To correct a typographical error.	November 2021 – for submission
AM5.27	185	5.1.36	In accordance with policies D512.6 'Tall buildings' and D512.5 'Managing heritage assets', ...	See above – Initial AM5.27 at Page 185 Plan Ref. 5.1.33	November 2021 – for submission
AM5.20	185	5.1.36	...and where appropriate enhance the local <u>h</u> eritage <u>a</u> ssets.	See above – Initial AM5.20 at Page 181 Plan Ref. 5.1.14	November 2021 – for submission
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 a 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 – Initial AM5.6 at Page 176	November 2021 – for submission
AM5.29	186	5.1.37-40	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. 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. 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	Deleted to avoid unnecessary duplication of matters that are adequately addressed in other Local Plan policies and to make the supporting text more concise.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			<p>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>		
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 – Initial AM5.6 at Page 176	November 2021 – for submission
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 – Initial AM5.6 at Page 176	November 2021 – for submission
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 – Initial AM5.6 at Page 176	November 2021 – for submission
AM5.27	187	5.1.43	...aligning with the Economic Development policy Ee-7C13.1.	See above – Initial AM5.27 at Page 185 Plan Ref. 5.1.33	November 2021 – for submission
AM5.27	187	5.1.44	As detailed in policy Ee-7C13.5,...	See above – Initial AM5.27 at Page 185 Plan Ref. 5.1.33	November 2021 – for submission
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 – Initial AM5.6 at Page 176	November 2021 – for submission
AM5.6	187	5.1.45	..., is located less than 1 mile to the south of the site-Morden Regeneration Zone and...	See above – Initial AM5.6 at Page 176	November 2021 – for submission
AM5.30	187	5.1.45	...and will <u>provid</u> es modern leisure facilities...	Grammar correction	November 2021 – for submission
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	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
				benefit for improved linkages.	
AM5.33	187	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.	November 2021 – for submission
AM5.6	187	5.1.46	... elsewhere within <u>the Morden Regeneration Zone</u> to provide a...	See above – Initial AM5.6 at Page 176	November 2021 – for submission
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.	November 2021 – for submission
AM5.34	187	5.1.47-49	In accordance with the London Plan Policy SI2, 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.	To improve clarity by avoiding unnecessary repetition of details in policy CC2.4 and to make the policy	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			<p>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.</p> <p>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 as a district heat network opportunity area and therefore further investigative work will be required as part of the planned 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.</p>	wording more concise.	
AM5.11	188	5.1.50	<p>The <u>surrounding</u> Morden Neighbourhood</p> <p>It is important to enhance Morden's <u>the</u> suburban character <u>of the surrounding Morden Neighbourhood</u> whilst also encouraging development and regeneration in appropriate and highly accessible locations in the borough.</p>	See above – Initial AM5.11 at Page 178 Plan Ref.N5.1, part i.	November 2021 – for submission
AM5.6	188	5.1.50	While the central heart of Morden <u>Regeneration Zone</u> has been identified as...	See above – Initial AM5.6 at Page 176	November 2021 – for submission
AM5.35	188	5.1.51	...the Northern Line underground service provides that provides a direct link into...	To correct typographical error	November 2021 – for submission
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 – Initial AM5.6 at Page 176	November 2021 – for submission
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 – Initial AM5.6 at Page 176	November 2021 – for submission
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.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM5.6	189	5.1.57	Delivering <u>the</u> Morden <u>Regeneration Zone (Site Mo1)</u> There is an opportunity to regenerate <u>a part of</u> Morden town centre,...	See above – Initial AM5.6 at Page 176	November 2021 – for submission
AM5.10	189	5.1.58	...the Morden Regeneration Zone Site Allocation (Mo41) can be delivered.	See above – Initial AM5.10 at Page 177	November 2021 – for submission
AM5.16a	189	5.1.59	An appropriate IL and assembly <u>will be needed strategy</u> to facilitate the delivery of the comprehensive regeneration of <u>the</u> Morden Regeneration Zone, <u>will need to be developed for this scheme</u> which includes the possible use of compulsory purchase powers if considered necessary and appropriate.	See above – Initial AM5.16a at Page 180	May 2022
AM5.16a	190	5.1.62	Merton Council and TfL have agreed to procure a development partner(s) to <u>help</u> deliver the <u>comprehensive</u> regeneration of <u>the</u> (AM5.37) Morden Regeneration Zone in accordance with a plan-led approach.	See above – Initial AM5.16a at Page 180	May 2022
AM5.37	190	5.1.62	...to deliver the regeneration of <u>the</u> Morden Regeneration Zone in...	To correct typographical error	November 2021 – for submission
AM5.16a	190	5.1.63	The development <u>Comprehensive regeneration</u> is expected to be <u>built out delivered</u> in a staged process to enable the town centre to function during any construction periods, to aid viability and to minimise the impact on the surrounding areas.	See above – Initial AM5.16a at Page 180	May 2022
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.	November 2021 – for submission
AM5.10	191	Site Allocations map	<i>Update the site reference numbers (Mo1 and Mo4) on the map.</i>	See above – Initial AM5.10 at Page 177	November 2021 – for submission
AM5.10	192	Site Allocation Mo1	SITE Mo1Mo4: Chaucer Centre Canterbury Road, Morden, SM4 6PX	See above – Initial AM5.10 at Page 177	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM5.10	192	Site Allocation Mo1, map	<i>Change the site reference number on the map from Mo1 to Mo4.</i>	See above – Initial AM5.10 at Page 177	November 2021 – for submission
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. <u>This site is an area</u> – rea identified as being deficient in access to children’s play space for ages 0-4 years.	To correct typographical error	November 2021 – for submission
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.	November 2021 – for submission
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 was also previously listed as AM4.22 but this	November 2021 – for submission September 2022

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
				duplication has since been deleted.	
AM4.23	199	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. Page number corrected and reference number retained to avoid confusion.	November 2021 – for submission September 2022
AM4.23a	200	Site Allocation Mo3, Impacts a designated open space	Yes, the site is designated as protected open space and Metropolitan Open Land (MOL). Poulter Park, to the south of the site is also designated as MOL in Sutton's Local Plan. The site is within the Wandle Valley Regional Park and the 400m buffer area.	Factual correction. Text has been updated to reflect the approved planning application, which grants permission for residential development on MOL, resulting in the need for removal of MOL from the Policies Map for this site. Page number corrected and reference number retained to avoid confusion.	May 2022 – in response to Inspectors' MIQ. September 2022
AM4.24	200	Moved Site Allocation Mo3, Public Transport	PTAL 1, very poor <u>2, poor</u> access to public transport.	Factual correction	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
		Accessibility Level (PTAL)		Page number corrected and reference number retained to avoid confusion.	September 2022
AM5.10	201	Site Allocation Mo4	Site Mo4Mo1 : Morden Regeneration Zone	See above – Initial AM5.10 at Page 177	November 2021 – for submission
AM5.10	201	Site Allocation Mo4	<i>Change the site reference number on the map from Mo4 to Mo1.</i>	See above – Initial AM5.10 at Page 177	November 2021 – for submission
AM5.41a	201	Site Allocation Mo4, Site description	<ul style="list-style-type: none"> ... Morden station car park. <u>Sainsbury's food store with offices above at 34-44 London Road</u> <u>Other R</u>etail, office, commercial and community uses along London Road, Aberconway Road and Abbotsbury Road. ... 	To improve clarity and accuracy.	May 2022
AM5.41b	201	Site Allocation Mo4, Site owner	Multiple landowners including Transport for London, Merton Council, <u>the Verity Trustees Ltd</u> and <u>other</u> private owners.	To improve clarity and accuracy.	May 2022
AM5.20	202	Site Allocation Mo4, Existing uses	A mixture of t <u>T</u> own e <u>C</u> entre t <u>T</u> ype u <u>U</u> ses, including retail, office,...	See above – Initial AM5.20 at Page 181 Plan Ref. 5.1.14	November 2021 – for submission
AM5.6	202	Site Allocation Mo4, Morden Regeneration Zone site vision: text	<ul style="list-style-type: none"> The regeneration vision seeks to take the opportunity to enable large-scale development in <u>the Morden Regeneration Zone</u>town <u>centre</u>, which will... 	See above – Initial AM5.6 at Page 176	November 2021 – for submission
AM5.42	202	Site Allocation Mo4, Morden Regeneration Zone site vision: 3	Transforming the appearance, <u>and</u> 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 <u>and creating to help create</u> 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.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
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 – Initial AM5.6 at Page 176	November 2021 – for submission
AM5.11	202	Site Allocation Mo4, Morden Regeneration Zone site vision: 4	...the creation of green links through the Wider Morden Town Centre Area <u>Morden Regeneration Zone, (MM5.1) and its surrounding</u> connecting to the open spaces <u>in the surrounding Morden Neighbourhood</u> .	See above – Initial AM5.11 at Page 178 Plan Ref.N5.1, part i.	November 2021 – for submission
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 and 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.	November 2021 – for submission
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.	November 2021 – for submission
AM5.16a	202	Site Allocation Mo4, Design and accessibility guidance	Due to the fragmented nature of the ownership of the land, the <u>some</u> proposals will need to include a land assembly strategy to facilitate the optimal development at this site, which may involve the use of CPO (Compulsory Purchase Order) powers if considered necessary and appropriate.	See above – Initial AM5.16a at Page 180	May 2022
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 – Initial AM5.20 at Page 181 Plan Ref. 5.1.14	November 2021 – for submission
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 Neighbourhoods</u>	See above – Initial AM5.11 at Page 178 Plan Ref.N5.1, part i.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
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: <ul style="list-style-type: none"> - <u>high-quality public realm outside the underground station</u> - suitable alternative bus standing and stopping facilities; ... 	To improve clarity	November 2021 – for submission
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 a typographical error	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
AM5.49	209	Site Allocation Mo6, move wording from Design and accessibility guidance to Infrastructure Requirements	<u>We 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. This site is an area identified as being deficient in access to public open space.</u> <u>We will require on site provision in accordance with the infrastructure policies and London Plan. The site is in an area identified as being deficient in access to children’s play space for ages 5-11 years and 0-4 years.</u>	To correct a typographical error and ensure wording is in the correct location under Infrastructure.	September 2022 – in response to Stage 2 MIQs.
AM5.50	212	Site Allocation Mo7, move wording from Design and	<u>The site is in an area identified as being deficient in access to children’s play space for ages 0-4 years. We will require on site playspace provision in accordance with the infrastructure policies and London Plan.</u>	To correct a typographical error and ensure wording is in the correct	September 2022 - in response to Stage 2 MIQs.

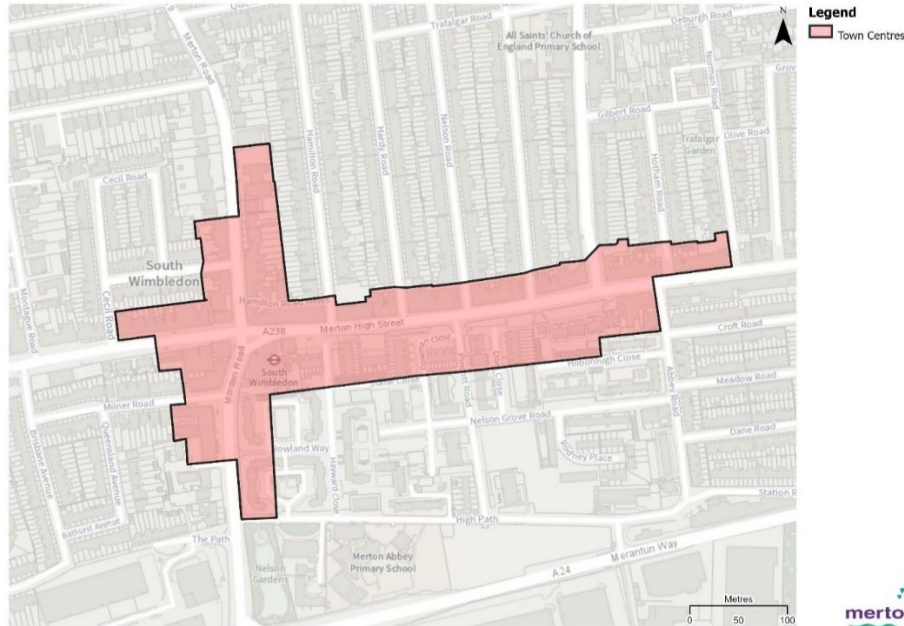
Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
		accessibility guidance to Infrastructure Requirements		location under Infrastructure.	
AM6.1	220	Raynes Park Policy N6.1, part f.	In the long term, work with <u>Network Rail Crossrail-2</u> and the local community to ensure the benefits arising <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.	November 2021 – for submission
AM6.2	220	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.	November 2021 – for submission
AM6.2	220	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 – Initial AM6.2 at Page 220 Plan Ref. Policy N6.1, part h.	November 2021 – for submission
AM6.2	220	Raynes Park Policy N6.1, part l.	Supporting attractive, accessible local parades and neighbourhoods including step-free access at Motspur Park and <u>Raynes Park Wimbledon Chase</u> stations	See above – Initial AM6.2 at Page 220 Plan Ref. Policy N6.1, part h.	November 2021 – for submission

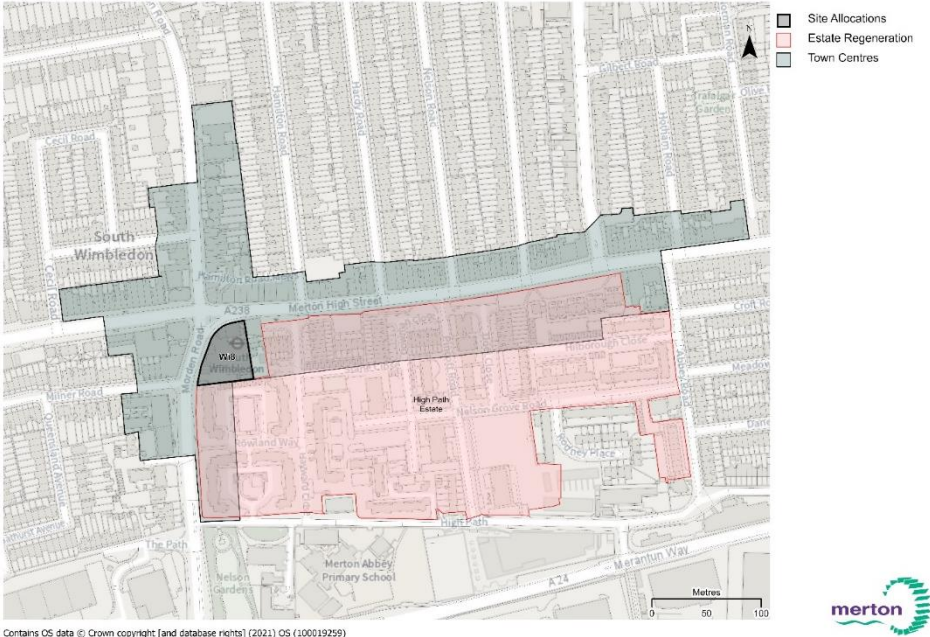
Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM6.2	224	6.1.12	As set out in the Good Growth chapter of this Local Plan, Wimbledon Chase and Raynes Park and Motspur Park will be supported to be 20-minute neighbourhoods. Wimbledon Chase Neighbourhood Parade is served by a rail station but could 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 – Initial AM6.2 at Page 220 Plan Ref. Policy N6.1, part h.	November 2021 – for submission
AM6.3	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.	November 2021 – for submission
AM6.1	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 – Initial AM6.1 at Page 220 Plan Ref. N6.1, part f.	November 2021 – for submission
AM6.4	226	Site allocation RP1, Site owner	National Health Service (NHS).	Factual accuracy and in response to representations	November 2021 – for submission
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	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
				requirements for each Site Allocation.	
AM6.6	229	Site Allocation RP3, Infrastructure Requirements	<p>...proposals to alleviate this deficiency in accordance with the Green Infrastructure policies.</p> <p><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></p> <p>This site is in an area identified as being deficient in access to public open space. The Council will...</p>	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.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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</u> and wastewater network infrastructure.	Changed to ensure Thames Water infrastructure requirements are made clear for future development of the site.	November 2021 – for submission
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 <u>No.</u> To the north is a Tier 2 Archaeological Priority <u>Area</u>	Factual correction	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM6.11	234	Site Allocation RP4	80-86 Bushey Road, Raynes Park, SW20 OJQ-0WJ	Factual correction following request from the site owner.	November 2021 – for submission
AM6.12	234	Site Allocation RP4	<p>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. Part of the site (the former Thales building) has been demolished. To the west is a new Next at Home store and the A3 'Beverly Way' dual carriageway and to the south is Bushey Road (A298). To the east of the site is West Wimbledon primary school. To the north, on the opposite side of Bodnant Gardens, are two-storey houses.</p> <p>One of the largest brownfield underutilised site, single ownership sites in Merton with significant redevelopment potential.</p>	Correction to unfinished sentence, removal of redundant wording.	<p>November 2021 – for submission.</p> <p>September 2022 – in response to Stage 2 MIQs.</p>
AM6.13	236	Site Allocation RP4, Infrastructure Requirements	<p><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 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>	Added to ensure Thames Water infrastructure requirements are made clear for future development of the site.	November 2021 – for submission
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	November 2021 – for submission
AM6.15	236	Site Allocation RP4, Public Transport	The site ranges from PTAL 1, very poor access to public transport to <u>PTAL 3, moderate access to public transport.</u>	To correct a factual error.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
		Accessibility Location (PTAL)			
AM6.16	238	Site Allocation RP5, Site allocation	The site can be found in is designated <u>as</u> open space <u>and contains with</u> sport and recreation use that are compatible with <u>its</u> open space designation.	To improve clarity.	November 2021 – for submission
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’.	November 2021 – for submission
AM6.18	243	Site Allocation RP7	Rainbow Industrial Estate, Grand Drive <i>(and throughout allocation on page 243 and 244)</i>	Accuracy: site redeveloped for workshops and has planning permission for a mix of uses	May 2022
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 accuracy.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission

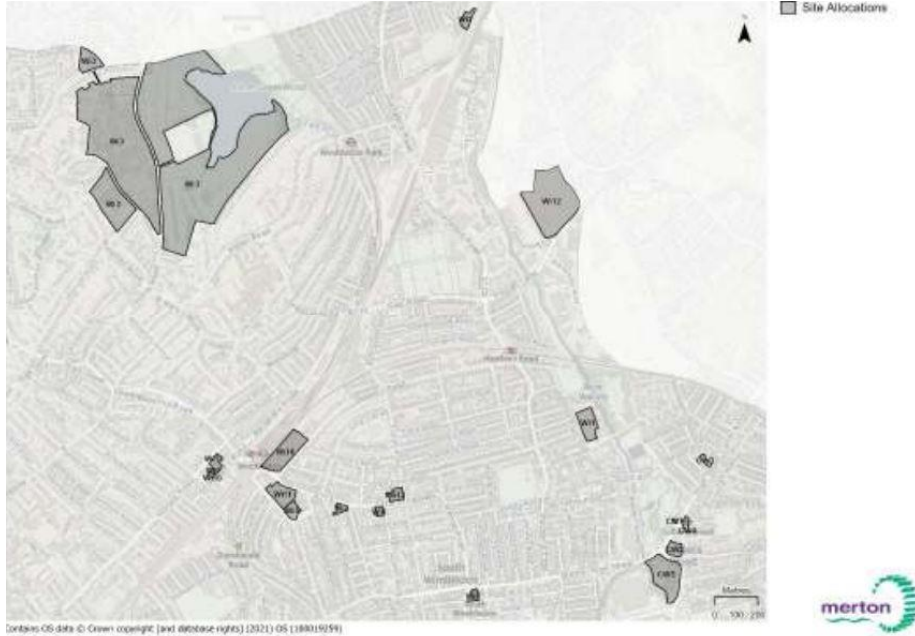
Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM7.6	255	South Wimbledon Policy N7.1, part j	<u>Integrate</u> Work with the regeneration phases being delivered on the High Path estate over the next 10-15 years, guided by the Estates Local Plan <u>to ensure the development enhances the local environment</u> ; this includes the proposed public park at High Path;	For accuracy and clarity	November 2021 – for submission
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.	November 2021 – for submission
AM7.8	257	map	<p>Local Centre boundary for South Wimbledon:</p>  <p>Contains OS data © Crown copyright (and database rights) (2021) OS (100019259)</p>	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.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM7.9	259	7.1.14	<p>Add sentence at the end of the paragraph</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>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.</p>	November 2021 – for submission
AM9.1	267	Wimbledon Policy N9.1 part e	<p>Respecting views from Wimbledon Hill through the town centre and beyond, with taller developments set at St George’s Road, away from the historic core, located around the station, St George’s Road, Hartfield Road and Broadway East.</p>	<p>To improve clarity and address Wimbledon Society Planning Committee representation on the matter.</p>	<p>November 2021 – for submission</p> <p>May 2022</p>

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
				Removal of references to Hartfield Road and Broadway East to improve accuracy.	
AM9.2	268	Wimbledon Policy N9.1, part j.	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.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM9.3	268	Wimbledon Policy 9.1, part m	Supporting environmental improvements and maintaining the day-to-day shopping and other services at <u>Wimbledon Chase and</u> 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.	November 2021 – for submission
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.	November 2021 – for submission
AM9.3	269	Wimbledon Policy 9.1, new part below q	<u>Supporting accessible local services including step-free access at Haydons Road and Wimbledon Chase stations.</u>	See above – Initial AM9.3 at Page 268 Plan Ref. Policy 9.1, part m	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
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	November 2021 – for submission
AM9.3	275	9.1.33	The wider Wimbledon area is relatively compact and close to other neighbourhoods in Colliers Wood, South Wimbledon, <u>Wimbledon Chase</u> , Southfields, Tooting, Raynes Park, Morden, Kingston and beyond. We will encourage proposals that enhance walking and cycling across south London, requiring large sites to be permeable and support public access.	See above – Initial AM9.3 at Page 268 Plan Ref. Policy 9.1, part m	November 2021 – for submission
AM9.5a	275	New para below 9.1.33	<u>Wimbledon Chase Neighbourhood Parade is served by a rail station but could benefit from environmental improvements. Transport improvements for the Wimbledon Chase area have 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.</u>	Related to AM6.2. To improve clarity and accuracy, references to the Wimbledon Chase area have been removed from the Raynes Park Policy N6.1 and inserted in this paragraph, because Wimbledon Chase is within the Wimbledon Neighbourhood.	March 2022 – response to Inspectors' preliminary matters
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.	To improve clarity	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			<p>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></p>		
AM9.6a	276	Wimbledon, SITE ALLOCATIONS, map	<p>Replace site allocations map with the following map:</p> 	For accuracy, to correct a mapping error for Site Allocation Wi3.	March 2022
AM9.7	278-317	All Site Allocations: Infrastructure Requirements:	<p>Development proposals for this site must <u>refer to the have regard to Merton's Infrastructure Delivery Plan 2021 and ensure infrastructure requirements have been addressed by the proposal.</u></p>	Wording was reviewed following the Stage 3 Local Plan submission	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			<i>For site Wi2 and Wi13 the above sentence is inserted as a new sentence at the start of the Infrastructure Requirements part</i>	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 AELTC submitted planning application 21/P2900 to Merton Council.</u>	To improve accuracy	November 2021 – for submission
AM9.9	283	Site Allocation Wi3, Site area	17.83 <u>44</u> hectares	Factual correction to improve accuracy.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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, scale and bespoke use. 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	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
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 <u>Archaeological pPriority zoneArea</u> . Wimbledon <u>North</u> conservation area covers lies to the west of the site (<u>Wimbledon Park</u>) and lies to the south of the site.	To improve clarity and accuracy.	November 2021 – for submission
AM9.14a	285	Site Allocation Wi3, Impacts a Designated Open Space	Yes, <u>Metropolitan</u> Open Land (<u>MOL</u>) and designated open space.	To improve clarity and to accurately reflect the Policy Maps.	May 2022 – reviewed from Inspector’s MIQs.
AM9.15	292	Site Allocation Wi7, Site description	...and pedestrians via Ravensbury Terrace through a site known as Haslemere Industrial Estate, which... ...shared with the development at 12a Ravensbury Terrace and through Haslemere industrial estate.	To improve clarity and accuracy.	November 2021 – for submission
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. In June 2022 the application was approved by Merton’s Planning Application Committee, subject to a Section 106 Agreement.</u>	To improve accuracy on the current status of the planning application.	November 2021 – for submission September 2022 - in response to Stage 2 MIQs
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.	November 2021 – for 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</u>	Changed to ensure Thames Water infrastructure requirements are made clear for future	November 2021 – for submission

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			<p>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.</p> <p>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 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</p>	development of the site.	
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.	November 2021 – for submission
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.	November 2021 – for submission
AM9.21	302	Site Allocation Wi10, Impacts an Archaeological Priority Area:	Within the Wimbledon Village Archaeological Priority Zone <u>No</u>	Factual correction	November 2021 – for submission
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	November 2021 – for submission
AM9.23	304	Site Allocation Wi11, Site allocation:	A mix of <u>Town Centre Type U</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	To improve clarity and accuracy.	November 2021 – for submission

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			realm. The priority for the site should be <u>T</u> own <u>C</u> entre <u>T</u> ype <u>U</u> ses. There may be some scope for residential on upper floors facing Hartfield Road where this improves viability.		
AM9.23a	306	Site Allocation Wi12, Site description	Most of the site (stadium, squash and fitness, shop and homes) <u>was completed in 2021/22 is due to complete construction in late 2021</u> (main planning permission references 14/P4381 and 18/P3354). Planning permission 15/P4798 applies to the portion of the site formerly known as the Volante land fronting Summerstown Road.	To improve accuracy	May 2022
AM9.24	308	Site Allocation Wi12, Infrastructure requirements	The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network. <u>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 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>	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.	November 2021 – for submission
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.	November 2021 – for submission
AM9.26	311	Site Allocation Wi13, Impacts an Archaeological Priority Area:	Within the Wimbledon Village Archaeological Priority Zone <u>No</u>	Factual correction	November 2021 – for submission
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.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM9.28	317	Site Allocation Wi16, Site allocation	A mixture of I town C entre T ypes U ses such as community (including health <u>and wellbeing /day centre</u>), retail, restaurants and cafes take-away , 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)	November 2021 – for submission
AM9.29	317	Site Allocation Wi16, Site deliverability	0-5 years (<u>phase 1</u>) 5-10 years (<u>phase 2</u>)	To improve clarity and following comments from representors including Romulus (site owners)	November 2021 – for submission
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)	November 2021 – for submission
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	November 2021 – for submission
AM9.32	318	Site Allocation Wi16, Infrastructure requirements	The developer must consult and engage with the Metropolitan Police Service (MPS) on any development proposals to prevent adverse impacts of future development <u>from adversely</u> affecting the MPS's operational facilities. The Council will also engage <u>to as</u> seek advice from the MPS <u>during any pre or planning application processes</u> .	To improve clarity and correct an incomplete sentence.	September 2022.
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	November 2021 – for submission

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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. ¹ Including parks, open spaces, playing fields, woodlands – and also street trees, allotments, private gardens, green roofs	For clarity of what is meant by green infrastructure.	November 2021 – for submission
AM10.3	320	Policy HW10.1 Health (including mental health) and Wellbeing, part h.	Improving the public realm in accordance with, the <u>Transport for London (TfL)</u> Healthy Streets Approach and, <u>Sport England /Public Health England</u> , Active Design principles <u>10 principles and guides</u> . to To provide improved network of 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	November 2021 – for submission
AM10.4	320	Policy HW10.1 Health (including mental health) and Wellbeing, part i.	Ensuring that our neighbourhoods are inclusive and accessible for all (<u>including disabled people²</u>) and encourages social interaction. ² <u>Definition of disability under the Equality Act 2010</u>	To improve clarity following comments from Merton Centre for Independent Living	November 2021 – for submission
AM10.5	321	10.1.1	The coronavirus (COVID-19) pandemic has been <u>is</u> 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 <u>deeply</u> is <u>exposed</u> known inequalities and will further no doubt <u>further</u> 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 <u>poor</u> mental health.	To reflect the current situation with Covid 19 and grammar corrections.	November 2021 – for submission
AM10.6	321	10.1.3	<u>During the early months of the</u> 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 <u>contributes</u> 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	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM10.7	323	10.1.11	Following a call for evidence from the Royal Town Planning Institute (RTPI) in September 2019, this...	Grammar correction	November 2021 – for submission
AM10.8	323	10.1.13	...local authorities should consider opportunities to support for people to live healthy lifestyles including planning ...	Grammar correction	November 2021 – for submission
AM10.9	324	10.1.15	The A 20-minute neighbourhood is about creating attractive, interesting, safe walkable environments.	Grammar correction	November 2021 – for submission
AM10.10	324	10.1.17	Active Design <u>10 principles and guides</u>	Correct title of active design	November 2021 – for submission
AM10.11	324	10.1.17	...including P15.10 <i>Improving Air Quality and Minimising Pollution</i> . It ^{It} which seeks to ensure that local environmental impacts...	Grammar correction	November 2021 – for submission
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.	November 2021 – for submission
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, and confidently and independently use buildings, transport and public spaces.	Amended following comments and further engagement with Merton CIL	November 2021 – for submission
AM10.14	327	10.1.28	There are <u>Several</u> practical guides that provide to help developers <u>to</u> incorporate dementia friendly approaches.	Grammar correction	November 2021 – for submission
AM10.15	327	10.1.29	Another useful tool for developers is ' <u>The Place Standard</u> ' toolkit. This tool was developed by the The Scottish Government, NHS (National Health Service) Health Scotland, Architecture and Design Scotland	To improve clarity	November 2021 – for submission

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			developed this tool. 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.		
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	November 2021 – for submission
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	November 2021 – for submission
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', 90% of all new build housing is required to be 'accessible and adaptable dwellings' and 10% to meet Building Regulation Requirement M4(3) for 'wheelchair user dwellings.</u>	To address consultee Clarion Housing Group's response and link it with Local Plan policy D12.3(l) and justification 12.3.2.	November 2021 – for submission
AM11.2a	338	11.1.9	We seek 10% of all housing on sites of 10 homes and above to be affordable home ownership (as set out in the NPPF). However, given that the main analysis of affordable need also showed a notable level of need, involving households who cannot afford anything in the market without subsidy, there is no basis to increase the provision of affordable home ownership above the 10% figure. As exceeding this figure would impact the delivery of affordable housing of those in a more acute need.	To improve consistency and clarity.	March 2022 - In response to Inspectors preliminary letter, March 2022
AM11.2b	341	11.1.21	The payment in lieu will equate to the difference between the two residual values. Applicants should use the methodology set out in paragraph <u>11.1.22 below</u>	To improve clarity	May 2022 in response to Inspectors' MIQs
AM11.2d	343	11.1.24	Merton's Authority Monitoring Report 2018 / 2019 indicates that in the past five years the number of conversion schemes of family <u>sized</u> homes to smaller sized homes has increased.	To improve consistency and clarity of the Plan.	May 2022 in response to Inspectors' MIQs
AM11.2e	343	11.1.25	Applications for conversion of existing family sized <u>homes dwellings</u> into two or more smaller homes must include the re-provision of at least one	To improve consistency and clarity of the Plan.	May 2022 in response to

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			family sized <u>home unit</u> . A family sized <u>home unit</u> -is defined as having three or more bedrooms.		Inspectors' MIQs
AM11.2f	343	11.1.26	It is considered that the requirement for proposals involving the loss of a family <u>sized</u> home to include the re-provision of a new family <u>sized</u> home strikes a suitable balance between increasing housing density in appropriate areas, but not at the expense of a net loss in much needed existing family sized <u>homes housing</u> or achieving well-designed development that provides acceptable living conditions.	To improve consistency and clarity of the Plan.	May 2022 in response to Inspectors' MIQs
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	November 2021 – for submission
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.	November 2021 – for submission
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. Development of sites identified in Merton's Housing Trajectory. Development of windfall sites. <u>Intensification of housing as part of estate regeneration proposals.</u> <p>...</p>	To address Clarion Housing Group response and improve clarity	November 2021 – for submission
AM11.7	348	11.2.4	... 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	To address GLA response by clarifying Merton's position concerning additional housing	November 2021 – for submission

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			<p>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. (Now moved to Main Modification MM 1.1)</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>	delivery beyond 2029.	
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 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.</p>	To address GLA and Hoo Hing and Elmbrook Ltd representations and improve clarity.	November 2021 – for submission
AM5.10	351	11.2.12	<ul style="list-style-type: none"> 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 	The site allocation for Morden regeneration zone	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			allocation Mo 4 ¹ , which seek to enable delivery of around 2,000 homes within the 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	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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</u>	To improve clarity of D12.1 part c and signpost Sports	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			<u>checklist to help ensure their development's layout and design helps to promote active lifestyles.</u>	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].	November 2021 – for submission
AM12.7	378	Policy D12.2 Urban design, part c	That it has Have an appropriate street level presence and roofscape and that creates a positive relationship to neighbouring buildings and spaces, ...	Grammatical amendment.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM12.13	380	Policy D12.2 Urban design, part s	Measures such as designing out crime, anti-terrorism, dementia friendlinessfriendly , green and blue 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.	November 2021 – for submission
AM12.14	380	Policy D12.2 Urban design, new criteria 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	November 2021 – for submission
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.	November 2021 – for submission
AM12.16	384	New paragraph 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. The Council may require photographs to be provided by the site owner to prove the condition of the public realm prior to work commencing.</u>	To address Merton Park Ward Residents Association and to improve clarity	November 2021 – for submission
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 a <u>the</u> design has developed and to justify an applicant’s design decisions.	Grammatical amendment.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM12.18	387	Policy D12.3 Ensuring high quality design for all developments, part g	Protect Ensure 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	November 2021 – for submission
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 H11.4</u>	To ensure consistency with Local Plan Policy H11.1 ‘Housing choice’ and London Plan Policy D7	November 2021 – for submission
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)	November 2021 – for submission
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.	November 2021 – for submission
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</u>	To improve clarity regarding matters in part ‘g’ of policy D12.3 and adherence to the guidance in the Good Quality Homes	November 2021 – for submission

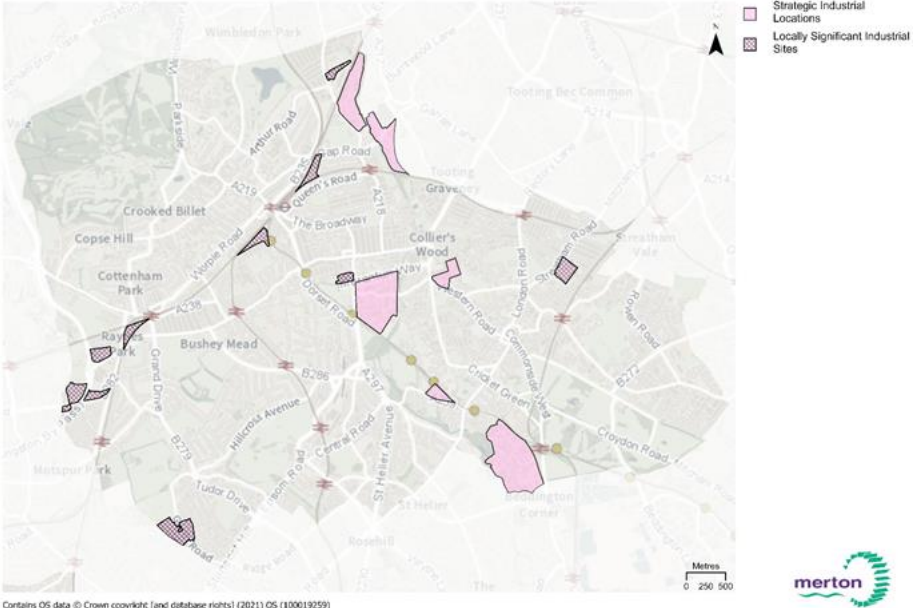
Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			<u>adequate privacy for occupiers and ensure they provide good levels of daylight into the dwellings.</u>	for All Londoners consultation draft SPG and the London Plan Housing SPG 2016.	
AM12.23	394	12.3.18	... These include ing providing sufficient off-street storage and <u>ensuring</u> that bins are accessible and do not obstruct footways, especially for people with <u>health difficulties, including mobility, sensory and mental health, mobility or mental health</u> problems that make it difficult to navigate obstacles. B locking 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.	November 2021 – for submission
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	November 2021 – for submission
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 a</u> 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: <ul style="list-style-type: none"> 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. 	To improve clarity, following a review of the Stage 3 response from The London Historic Parks and Garden Trust (email 31 Aug 2021)	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			<u>Proposals should not prejudice the future restoration of designated historic parks and gardens.</u>		
AM12.25a	405	12.5.6	scheduled ancient monument	To reflect terminology in the NPPF	September 2022
AM12.25b	405	12.5.6	<ul style="list-style-type: none"> Buildings in cConservation aAreas (designated HA) ... Scheduled ancient monuments (designated HA) 	To reflect terminology in the NPPF	September 2022
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 (undesignated 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> <p>Any other building, monument, site, area, streetscape or landscape that is positively identified as having a degree of heritage or historic significance</p>	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)	November 2021 – for submission
AM12.26a	407	12.5.15	scheduled ancient monument	To reflect terminology in the NPPF	September 2022
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. <u>Tall buildings in the borough are defined as a minimum of 21m from the ground level to the top of the uppermost storey.</u>	Definition amended to improve clarity, following consideration of the comments received from the GLA.	November 2021 – for submission

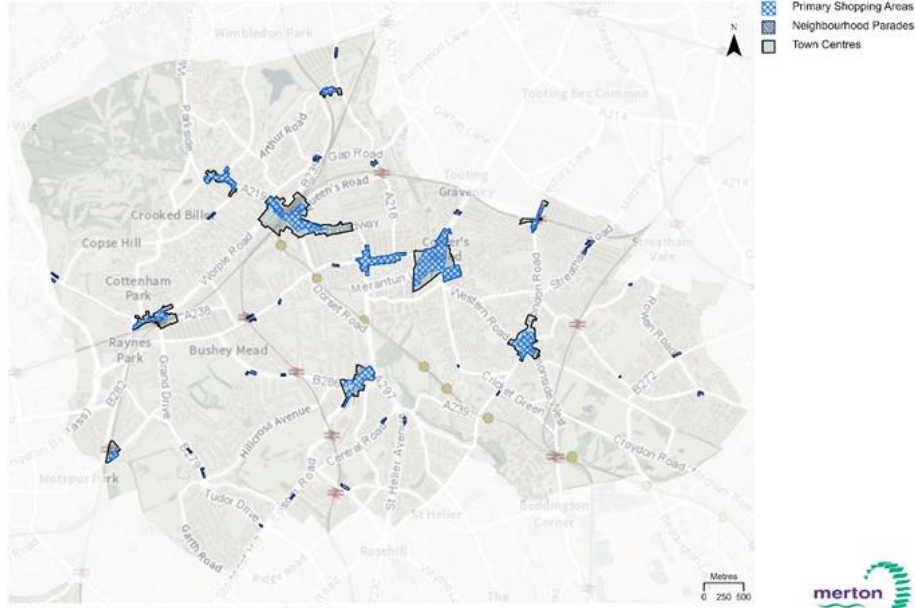
Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM12.28	408	Policy D12.6 Tall buildings, text	iv. We <u>The council</u> will generally support tall buildings <u>in those locations set out in part 1 of this policy</u> where:	To improve clarity	November 2021 – for submission
AM12.29	409	Policy D12.6 Tall buildings, part k	<ul style="list-style-type: none"> They're an<u>An</u> appropriate material pallet that is well detailed and safe is proposed. 	Grammatical amendment	November 2021 – for submission
AM12.30	409	Policy D12.6 Tall buildings, part l	They provide a mix of tenure and home sizes in accordance with this <u>Local Plan's policies on</u> Housing.	Grammatical revision for consistency	November 2021 – for submission
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 <u>their setting. In particular their impact</u> on heritage assets such as parks or buildings <u>and open spaces.</u>	Grammatical amendment	November 2021 – for submission
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.	November 2021 – for submission
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).	November 2021 – for submission
AM12.33a	419	Policy D12.10 Dwelling Conversions, part a.	Proposals to convert an existing single family sized (3-bed or more) <u>dwelling home</u> into two or more smaller units of accommodation must incorporate the re- provision of at least one family sized (3-bed or more) <u>dwelling home.</u>	To improve clarity and consistency of the Plan	May 2022 – response to Inspectors' Stage 1 matters INSP03

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
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	November 2021 – for submission
AM12.35	419	12.10.1	Local housing research demonstrates the need for all sizes of new homes in Merton, including family housing <u>sized homes.</u>	To improve clarity and consistency of the Plan	May 2022 – response to Inspectors' Stage 1 matters INSP03
AM12.37	419	12.10.3	Applications for the conversion of existing family- sized single dwellings <u>sized homes</u> into two or more smaller units must include the re-provision of one family sized unit <u>home.</u>	To improve clarity and consistency of the Plan	May 2022 – response to Inspectors' Stage 1 matters INSP03
AM12.38	420	12.10.4	To ensure negative effects are mitigated, the council will expect any proposed conversions to retain a family sized dwelling <u>home</u> where one previously existed.	To improve clarity and consistency of the Plan	May 2022 – response to Inspectors' Stage 1 matters INSP03
AM12.39	424	12.10.8	This policy applies to all new basement or subterranean developments, including the construction or extension below the prevailing ground level of a site or property. Subterranean and other basement developments are 'development' as defined by the Town and Country Planning Act 1990 as amended. This policy focuses on the design element of basement developments. <u>The flooding policy F15.8 should also be read to ensure that all basement developments do not result in an increase in flood risk either to or from the basement.</u>	Supporting text added to improve clarity.	September 2022 – in response to actions arising from Stage 1 Hearings
AM13.0	433	13.1.12	Therefore, the council has proposed <u>made</u> some amendments to Merton's Strategic Industrial Locations and Locally Significant Industrial Areas which are set out in Policy Ec13.2 to ensure that Merton's SILs and LSIA's are fit for purpose. <u>Merton's SILs and LSIA's are set out in Policy Ec13.2</u>	To improve clarity and grammar.	May 2022 – response to Inspectors' Stage 1 matters INSP03

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date																		
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	November 2021 – for submission																		
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>325ha</td> <td>One of the locations i yields. Wi businesse</td> </tr> <tr> <td>Willow Lane</td> <td>414ha</td> <td>Large indu recycling a</td> </tr> <tr> <td>Durnsford Road / Weir Road</td> <td>420ha</td> <td>Range of</td> </tr> <tr> <td>Plough Lane</td> <td>145ha</td> <td>Range of</td> </tr> <tr> <td>Hallowfield Way / Benedicts Wharf - southern half (amended)</td> <td>43.2ha</td> <td>SIL area v being reta</td> </tr> </tbody> </table>	Strategic Industrial Locations	Size (hectares)	Character	South Wimbledon Business Area	32 5ha	One of the locations i yields. Wi businesse	Willow Lane	4 1 4ha	Large indu recycling a	Durnsford Road / Weir Road	42 0ha	Range of	Plough Lane	1 4 5ha	Range of	Hallowfield Way / Benedicts Wharf - southern half (amended)	4 3.2ha	SIL area v being reta	Factual correction	November 2021 – for submission
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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	November 2021 – for submission
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	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM13.5	445	13.2.24	<u>Shared</u> , flexible working and co-working business spaces...	For clarity, arising from Reg19 representations	November 2021 – for submission
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 <u>18</u> months (2 <u>1</u> .5 years).	To improve accuracy and to align with the requirements set out in the appendices.	November 2021 – for submission
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.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date																						
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) (2021) OS (100019259)</small></p>	For clarity	November 2021 – for submission																						
AM13.9	466	Below 13.6.8	<p><i>New table of Merton's primary shopping areas</i></p> <p><u>Merton's primary shopping areas – the extent is shown on the Policies Map</u></p> <table border="1"> <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	November 2021 – for submission
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AM5.20	481	Policy IN14.1 Infrastructure	<p>We support the provision and improvement of Inrastructure across the borough and will work with relevant providers to ensure that the necessary Inrastructure 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 Inrastructure and require that, where necessary, Inrastructure 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 Inrastructure by service providers will be supported.</p> <p>d. Support the delivery of high-quality, high-speed and reliable Digital Inrastructure to enable the expansion of electronic communications networks, which include full fibre broadband connections and next generation mobile technology. Development proposals will be expected to provide digital connectivity infrastructure in accordance with London Plan Policy S16.</p> <p>g. Expect Inrastructure provision to be in keeping with the council's net zero carbon targets.</p>	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
AM5.20	482	14.1.1	<p>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, Digital Inrastructure, water, wastewater and sewerage provision and supporting future needs of the emergency services. Where there is an Inrastructure capacity problem, we will require developers to fund appropriate improvements and where necessary, ensure improvements are completed prior to occupation.</p>	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
AM14.2	482	14.1.4	<p>The planned potential and predicted infrastructure requirements for the Local Plan are identified in the Infrastructure Delivery Plan 2021 (IDP).</p>	For accuracy and clarity.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM5.20	482	14.1.6	... Further policies on S social and C community I nfrastructure and sports and recreation facilities are provided in Policy IN14.2 and IN14.3 and policies on O open S space and G reen I nfrastructure are considered in Chapter 15 G reen and B lue I nfrastructure.	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
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 D igital I nfrastructure. 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.	November 2021 – for submission
AM5.20	483	14.1.10	...We seek to improve this, and make Merton a digitally inclusive borough, by encouraging the expansion of D igital I nfrastructure into areas where there are currently gaps in connectivity. ...	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
AM5.20	483	14.1.11	...Fast and reliable D igital I nfrastructure should be accessible to all; ...	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
AM14.3	484	14.1.13	It is important to ensure that the installation of D igital I nfrastructure, 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 D igital I nfrastructure 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.	November 2021 – for submission
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 the Colliers Wood, Wimbledon and Mitcham neighbourhoods. Five Three of the proposed Site	Changes made to reflect recent information from National Grid.	November 2021 – for submission

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			Allocations (CW2 , CW5, Wi12 , 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.	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.	November 2021 – for submission
AM5.20	488	Policy IN14.2 Social and Community Infrastructure	Social and Ccommunity Infrastructure Taken as a whole, S social and C community I nfrastructure 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 S social and C community I nfrastructure.	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission

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			<p>We place a high priority on the provision and improvement of Ssocial and Ccommunity 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> <p>a. Support and encourage the most effective use of Ssocial and Ccommunity Infrastructure, to support the changing priorities and needs in the borough.</p> <p>Require any proposals involving the loss of Ssocial and Ccommunity Infrastructure to clearly demonstrate:</p>		
AM5.20	490	14.2.1	Taken as a whole, S social and C community I nfrastructure covers a wide variety of uses. ...	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
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 S social and C community I nfrastructure. ...	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
AM5.20	491	14.2.12	b. Applications proposing a loss will have to demonstrate that the S social and C community I nfrastructure 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 ...	<p>To improve clarity and indicate that it is defined in the glossary.</p> <p>To correct an error in referencing the correct Local Plan policy number.</p>	November 2021 – for submission
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 O15.2, O15.3 and O15.4 .	To correct an error in referencing the correct Local Plan policy numbers.	November 2021 – for submission
AM14.9	502	14.3.30	... The new South London Waste Plan will address waste management needs during the 15-year period from 202 4 2 till 203 6 7 .	To improve accuracy by reflecting the updated plan period	March 2022 – response to Inspectors'

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				for the new South London Waste Plan (Ref. 14D1).	preliminary matters
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.	November 2021 – for submission
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.	November 2021 – for submission
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 Biodiversity, particularly on Sites-of-Recognised Nature Conservatio Interest, and supporting the objectives of the Mayor’s Environment Strategy;</p> <p>e. Increasing Green-Infrastructure across the borough through Urban Greening;</p> <p>f. Enhancing accessibility to our waterways, including the River Wandle and its banks, for leisure and recreational use, while protecting its Biodiversity value;</p>	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
AM15.1a	504	Policy O15.1 Open Space, Green	g. Improving opportunities for our residents and visitors to experience nature; and	To correct grammar.	May 2022 – response to

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		Infrastructure and Nature Conservation, part g. and h.	Promoting healthy lifestyles to encourage physical education and well-being through the use of our leisure centres, schools, open spaces, playing pitches and recreational spaces. and		Inspectors' questions.
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 Policy S5 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.	November 2021 – for submission
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.	November 2021 – for submission
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>	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission

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			h. e. Expect development to incorporate and maintain appropriate elements of G reen I nfrastructure which makes a positive contribution to the wider network of O pen S paces.		
AM5.20	507	15.2.1	Open S pace 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 paces 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.	November 2021 – for submission
AM15.3	507	15.2.5	...MOL will continue to be protected from inappropriate development, in accordance with the London Plan Policy G3 and NPPF paragraph 147 government guidance .	To refer to the correct terms in the London Plan and NPPF.	November 2021 – for submission
AM5.20	507	15.2.6	The O pen S paces 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 pen S pace.	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
AM5.20	508	15.2.7	Many designated O pen S paces have existing buildings within them, particularly when associated with leisure and sports facilities. Proposals for new or improvements to existing buildings on O pen S pace that meet the criteria in the policy should ...	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
AM15.4	508	15.2.9	Improving accessibility to public Open Space	To improve clarity and indicate that it is defined in the glossary. For clarity, the table reference in the London Plan has been added.	November 2021 – for submission

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			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.		
AM5.20	509	15.2.15	Green Infrastructure 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.	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
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.	November 2021 – for submission
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. ...	To highlight orchards alongside allotments as areas of food growing in the borough. Reviewed and added following a submission from the Woodland Trust.	November 2021 – for submission

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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"> a. 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; b. Protect and avoid damage to Sites-of-Recognised Nature Conservation Interest, populations of protected species, priority habitats and priority species; c. Protect Green Corridors from development which may destroy or impair the integrity of the Green Corridor. d. Require development to contribute to net gains in Biodiversity by incorporating features such as green roofs and walls, soft landscaping, bird and bat bricks and boxes, habitat restoration, tree planting and expansion and improved green links. Where development is adjacent to or includes a watercourse, natural banks and processes should be restored with a 10m buffer, where possible and feasible. 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: <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>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. Also refer to MM15.1 relating to part d.</p>	<p>November 2021 – for submission</p> <p>September 2022 - in response to Stage 2 MIQs.</p>

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			Expect all development on sites found in an area of deficiency in access to nature to incorporate appropriate B iodiversity elements and habitat features to improve nature conservation, and to improve accessibility to SINC's through site design.		
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.	November 2021 – for submission
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.	November 2021 – for submission
AM5.20	513	15.3.10	f. Protected S pecies, P riority H abitats and P riority S pecies.	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
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.	November 2021 – for submission
AM15.7	515	15.3.19	... Applicants will be expected to provide details of such features as part of planning applications and should refer to best practice guidance when designing a development, including that prepared by the Chartered Institute of Ecology and Environmental Management (CIEEM) and the Swift Conservation Group.	To make it clear to developers that best practice guidance should be referred to. Wording has been added following a review of the submission from Wimbledon Swifts. A revised link to CIEEM has been added.	November 2021 – for submission September 2022 - in response to Stage 2 MIQs.

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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.	November 2021 – for submission
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.	November 2021 – for submission
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 Infrastructure at an early stage of the design process and incorporate this as part of an integrated design approach.</p> <p>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.	November 2021 – for submission
AM5.20	522	15.5.1	Urban G reening describes the incorporation of G reen I nfrastructure 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.	November 2021 – for submission
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.	November 2021 – for submission
AM5.20	522	15.5.3	c. ...This policy will help to ensure that higher levels of G reen I nfrastructure are provided on development sites ...	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission

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AM5.20	522	15.5.4	...By ensuring that new developments incorporate U rb G reening, G reen I nfr a structure 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.	November 2021 – for submission
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 rb 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.	November 2021 – for submission
AM5.20	523	15.5.6	All applicants will be expected to consider G reen I nfr a structure 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.	November 2021 – for submission
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 Infrastructure proposed; • Justification indicating why the type(s) of Green Infrastructure have been proposed for the development; <p>...</p>	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
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 nfr a structure in the borough. Planning applications submitted for small sites will be strongly encouraged to incorporate U rb G reening on site as part of a development. ...	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
AM15.9	524	Policy O15.6 Wandle Valley Regional Park, part d., f. and g.	d. Support the protection and completion of the Wandle Trail. f. Expect all new development within 400m of the Wandle Valley Regional Park to provide green infrastructure elements on site through U rb G reening.	Wording added for clarity that the council is supportive of protecting the Wandle Trail, in addition to the	November 2021 – for submission

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			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> nfrastructure, that manage river and surface water flooding while delivering wider benefits for water and air quality, people and wildlife.	completion of those parts of the Wandle Trail that are currently unfinished. From the Wandle Valley Regional Park submission. To improve clarity and indicate that it is defined in the glossary.	
AM5.20	525	15.6.6	<ul style="list-style-type: none"> ...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.	November 2021 – for submission
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....	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) From the Wandle Valley Regional Park submission.	November 2021 – for submission

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AM15.11	526	15.6.11 15.6.12	<p>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.</p> <p>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.</p>	Two paragraphs removed due to duplication with paragraphs 15.6.9 and 15.6.10.	November 2021 – for submission
AM5.20	527	15.6.18	Our aspiration is for new development to complement the existing G <u>green</u> C <u>corridors</u>	To improve clarity and indicate that it is defined in the glossary.	November 2021 – for submission
AM15.11a	529	Policy F15.7, para 15.7.3	Merton Council has updated the Strategic Flood Risk Assessment (SFRA) in partnership with LB Wandsworth <u>Council</u> and the Environment Agency. The SFRA takes consideration of the updated national climate change allowances. The Level 1 SFRA provides an overview of flood risk issues in Merton from all sources. The Level 2 SFRA assesses the risk to specific site allocations where development is, proposed in areas at risk from flooding. The Level 2 SFRA provides sufficient information to allow the application of part b) of the NPPF Exception Test.	Merton Council - updated for correctness.	September 2022
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.	November 2021 – for submission
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	Merton Council, amended grammar.	November 2021 – for submission

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			Wood and other sites within the Wandle Valley. It 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.		
AM15.14	538	15.8.8	FRA 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. FRAs should set out the proposed measures to; manage flood risk over the lifetime of the development. I including measures to steer development away from ...	Merton Council, amended grammar	November 2021 – for submission
AM15.15	538	15.8.11	...The Sequential Test will not be needed if, it is not a major development and at least one of the following applies: <ul style="list-style-type: none"> It is a Local Plan proposal sites allocation that has, already been sequentially tested, unless the use of the site being proposed is not per the allocations in the Local Plan. <p>...</p>	Merton Council, amended grammar.	November 2021 – for submission
AM15.18	543	15.9.5	<ul style="list-style-type: none"> 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.	November 2021 – for submission
AM15.19	546	Policy P15.10 Improving Air Quality and Minimising Pollution, part I.	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.	November 2021 – for submission
AM15.20	546	Policy P15.10 Improving Air Quality and Minimising Pollution, part n.	<ul style="list-style-type: none"> ... 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.	November 2021 – for submission

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AM5.20	546	Policy P15.10 Improving Air Quality and Minimising Pollution, part q.	<p>... Lighting details must show that it:</p> <ul style="list-style-type: none"> • Iis appropriate for the intended use, • Provides 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, • Iis energy efficient and <p>Provides 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.</p>	Merton Council, amended grammar and terminology to align with the correct term in the Glossary.	November 2021 – for submission
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	November 2021 – for submission
AM15.22	547	Policy P15.10 Improving Air Quality and Minimising Pollution, part v. part ii)	ii) Threaten the structural integrity of the building being built, the site or to be, built on or adjoining the site.	Merton Council – amended grammar and clarity provided.	November 2021 – for submission
AM15.22a	547	Policy P15.10 Improving Air Quality and Minimising Pollution, part aa	For major development, applicants should show how they have considered Merton’s Air Quality Action Plan, Merton’s emerging Air Quality Supplementary Planning Document, Merton’s emerging Non-Road Mobile Machinery (NRMM) Practical Guide, Dust Controls and Logistics Planning from the earliest stage in the design and construction method of their development.	Merton Council - for correctness	March 2022 - in response to the Inspector’s Preliminary matters
AM15.22b	547	Policy P15.10 Improving Air Quality and Minimising Pollution, part bb iii.	Vacant development sites should introduce increased security measures such as high security fencing/ concrete bollards and 24-hour security to prevent trespassing and illegal waste operators moving into vacant development sites to deposit large amount of fly tipping and then abandon sites. Justification	Typographical error	September 2022

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AM15.23	549	Paragraph 15.10.1	15.10.1 NPPF Paragraph 184 <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</u> policies 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 policies. 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.	November 2021 – for submission
AM15.24	549	New paragraphs Below 15.10.2	<p><u>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></p> <p><u>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></p> <p><u>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>	Paragraphs added to provide information on the new Environment Bill given Royal Assent autumn 2021.	November 2021 – for submission

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			<p><u>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>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>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>		
AM15.26a	549	Delete paragraphs 15.10.3 and 15.10.4	<p>15.10.3 The local plan can influence air quality in several ways, for example through what development is proposed and where, and the provision made for sustainable transport. Consideration of air quality issues at the plan-making stage can ensure a strategic approach to air quality and help secure net improvements in overall air quality where possible. The whole borough has been declared an Air Quality Management Area (AQMA) for last two decades.</p> <p>15.10.14 We seek to tackle poor air quality in an integrated way, the Local Plan together with a wider range of measures set out in Merton's Air Quality Action Plan, which supports the Government's Clean Air Strategy (2019), the Mayor of London Environment Strategy (2018) and other legislation</p>	Amendment proposed triggered by MIQs and action taken at AM15.26a.	May 2022
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	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM15.26b	550	15.10.11 moved to below 15.10.7	Consideration must be given to the impact of improvements on air quality elsewhere. For instance, traffic reductions could improve local air quality but push traffic-related air quality impacts to other areas. Early engagement with us is encouraged to assess how the development could avoid these unintended consequences. 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. The assessment should provide decision makers with sufficient information to understand the scale and geographic scope of any detrimental, or benefit impacts on air quality and enable them to exercise their professional judgement in deciding whether the impacts are acceptable, in line with best practice.	To provide clarity paragraph has moved location in the chapter.	May 2022
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	November 2021 – for submission
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.	November 2021 – for submission
AM15.29	552	15.10.16	... Delivery and servicing trips have been increasing in London, <u>and have</u> which has been accelerated recent rapid market evolution in home delivery ...	Merton Council – amended grammar and clarity provided	November 2021 – for submission
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.	November 2021 – for submission
AM15.30a	554	15.10.28	As part of the development process, we require that steps be, taken to ensure that any impact is, considered carefully, and that mitigation is in place to manage these types of emissions. Applicants will be need to apply the Department for Environment, Food and Rural Affairs' (DEFRA) Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems. <u>Control of Odour and Noise from Commercial Kitchen Exhaust Systems (prepared by NETCEN for the Department for Environment, Food and Rural Affairs).</u>	Merton Council - updated for correctness.	March 2022

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM15.31	555	15.10.31	The redevelopment of previously developed land (or 'brownfield') sites for beneficial uses, many of which are may be 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.	November 2021 – for submission
AM15.31a	556	15.10.40	As part of our commitment to better air quality, we will also ask, through planning conditions, that the current regulations relating to Non-Road Mobile Machinery (NRMM) is applied. be, imposed where necessary.	Merton Council, amended for clarity.	March 2022.
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.	November 2021 – for submission
AM15.33	550	15.10.9.	We have adopted the London Plan's approach to Air Quality Positive and Neutral development. Large master planning and large-scale developments have the potential to include methods to improve local air quality. All other major developments should not make air quality worse and are encouraged to achieve an overall improvement to air quality. The Air Quality Neutral requirement also applies to developments incorporating Solid Biomass Boilers and CHP (Combined Heat and Power) due to the potential impact of these technologies on air quality. When all measures to achieve Air Quality Neutral status have been, exploited, financial contributions to offset the impact of the development on air quality may be, considered as a final intervention. <u>The process and calculation for this are set out in Section 5.2 of the GLA's Air Quality Neutral Planning Support Document (AQNPSD).</u>	In response to Stage 1 MIQs. For clarity.	May 2022.
AM16.1a	559	Strategic Policy T16.1 Sustainable Travel, part a.	Plan spatial development in accordance <u>with</u> the <u>transport</u> principles for good growth and the "20 minute neighbourhood" approach, to create complete, compact and connected communities that facilitate walking, cycling and the use of public transport and reduce the need to travel by car.	For clarity	March 2022
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 and minimise</u> impact on the transport network.	For clarity	November 2021
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	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
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	November 2021 – for submission
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. Existing 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>. <u>There are cross boundary provides</u> links to neighbouring boroughs, including the cycleways <u>and into Central London via the Cycleway</u> from Colliers Wood <u>and from Raynes Park to New Malden</u>.</u>	Supporting text amended and to provide clarity.	November 2021 – for submission
AM16.11	565	17.2.7-8	We have adopted TfL’s healthy streets approach, which puts people’s health at the centre of how streets and public spaces are designed, managed and used. Developments will be expected to demonstrate how their proposals will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance. New streets respect and link to the local neighbourhood they serve provide good connections to community facilities and shops promote improved travel choice by creating an attractive, permeable, well designed and balanced environment. Most public transport journeys start or finish on foot or by cycle, and half of all walking in London is done to or from public transport stations or stops. The Healthy Streets Approach will deliver integrated improvements to the public transport network and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.	Paragraphs removed as content adequately covered in amended and new paragraphs 16.2.5-16.2.7.	November 2021 – for submission September 2022
AM16.12	565	17.2.9	Low traffic neighbourhoods are local streets where through traffic is restricted to reduce car dominance and create safe and pleasant street environments that enable cycling and walking. Merton already has in place successful and long-standing low traffic neighbourhoods and streets in several areas of the borough particularly around Colliers Wood and South Wimbledon. As part of the Healthy Streets Approach, <u>new development will be expected to adopte</u> the principles of low traffic	Paragraphs removed as content adequately covered in amended and new paragraphs 17.2.5-17.2.7.	November 2021 – for submission September 2022

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			neighbourhoods and filtered permeability into the site layouts and to integrate with any existing schemes.		
AM16.13	566	17.2.10	To enable more people to take up or continue to cycle it is important that a sufficient quantity of high-quality cycle parking is provided within new developments in accordance with the higher-level requirements set out in the London Plan. Cycle parking must be easy to access in a convenient location within a development, at ground level wherever possible. The facilities must be secure, covered and be suitable for people of all ages and abilities, including those who might experience difficulties in lifting a bike or need a specialist cycle. <u>Further guidance and requirements in relation to the design of cycle parking facilities is provided in Chapter 8 of the London Cycling Design Standards.</u> Development proposals should <u>must</u> 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 <u>must</u> be provided including changing rooms, maintenance facilities, lockers and shower facilities (at least one per ten long-stay spaces).	Wording strengthened and reference added to London Cycling Design Standards.	November 2021 and March 2022.
AM16.13b	566	17.2.11	Given the contribution of cycling to sustainable travel, we will generally be supportive bicycle storage units or boxes in front gardens provided they do not impact on residential amenity and are designed in sensitive materials as set out in the Design Policies <u>Policy D12.3t and paragraphs 12.3.17-18.</u>	Amendment to add reference to design policy number.	September 2022.
AM16.13a	568	17.3.1	It is important that development proposals fully and carefully assess the projected impacts on the capacity of the transport network at the local, network-wide and strategic level and in relation to all modes of transport. Development proposals will therefore be required to submit either a transport statement where transport impacts are limited or a full transport assessment where the development would be expected to have a significant or strategic transport impact. <u>The transport assessment or statement should be developed in accordance with the latest transport assessment guidance provided by TfL.</u>		March 2022
AM16.15	569	17.3.6	...Development proposals should therefore seek engagement at an early stage of the planning process and set out proposals to ensure that the construction phase it is adequately managed and that risks to the operation and safety of the transport network are mitigated.	Sentence added to supporting text to clarify need to consider sustainable	November 2021 – for submission

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			<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>	freight options during construction, in response to comments from TfL Spatial Planning.	
AM16.19	572	17.4.1	Vehicles take up a lot of street space and high levels of car ownership and use have resulted in many of the borough's roads becoming congested and dominated by parked cars. Reducing levels of car ownership can free up space on both development sites and on the highway for other more efficient and sustainable uses. We will therefore support and apply the approach set out in the London Plan of restricting car parking provision to restrain car use and will apply the London Plan maximum car parking standards for all use classes as set out in London Plan <u>Policies T6 and T6.1-T6.5.</u>	Wording added and amended to ensure consistency with and provide clarity about the London Plan requirements for car free development, in response to comments from TfL, Merton Residents Transport Group and Merton Cycling Campaign and Inspectors MIQs	November 2021 and further amended in September 2022.
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 including <u>all locations with a PTAL rating of 5- 6.</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</u> parking <u>in accordance with London Plan standards</u> ('car-lite').	See above – initial AM16.19 at page 572	November 2021 and further amended in September 2022.
AM16.20	572	17.4.5	The conversion of front gardens to parking could be viewed as supporting increased car use in contradiction to car free development. However, new off-street parking for existing dwellings may relieve existing on-street parking pressures, release kerb space for other sustainable transport uses and better enable residents to charge an EV (Electric Vehicle), so support a transition to low-emissions vehicles. We will therefore not object provided proposals do not compromise highway safety and do not contribute to flood risk by ensuring surfacing materials	Paragraph removed and relevant wording related to policy T16.4g moved to amended paragraph 16.4.9	Nov 2021 September 2022.

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			are permeable (see Merton's guidance on vehicle crossovers and the flood risk policies in this Local Plan and Merton's Sustainable Drainage SPD for further policy direction and guidance on managing water runoff and flood risk).		
AM16.20b	573	Subheading above 17.4.8	Parking management <u>and design</u>	Amendment to sub heading for clarity	September 2022
AM16.20a	573	17.4.8	As people take decisions about whether to own a car and what type of car to purchase, having a comprehensive and coherent parking management approach and pricing structure in place is essential. Where <u>any</u> communal car parking facilities are provided a Parking Design and Management Plan should be submitted in accordance with TfL guidance and will be secured through planning condition or appropriate legal agreements. <u>Proposals for the management and allocation of parking provision should align with Merton's strategic approach for managing parking including through emissions-based appropriate parking charges. Specifically, as set out in London Plan Policy T6.1B residential communal parking spaces should not be bought outright but leased on a regular basis (maximum annually). Employee, retail, destination and public shopper parking should be allocated and/ or charged for appropriately. Parking charges should ideally be varied to reflect vehicle emissions with low emissions vehicles such as EVs being charged a lower rate.</u>	Paragraph amended to incorporate some wording from paragraph 17.4.9. Amended wording for clarity with reference to London Plan and to remove reference to TfL guidance not published yet and emissions based charging scheme which has not been proceeded with.	March 2022 and further amended September 2022.
AM16.21	573	17.4.9	Car parking layouts and spaces should be well-designed to provide adequate space and ensure highway safety in accordance with the latest best practice design guidance and standards. Proposals for the management of parking provision should align with Merton's strategic approach for managing parking including through emissions-based parking charges. Specifically, residential parking spaces should not be bought outright but leased on a regular basis (maximum annually). Employee and shopper parking should be charged appropriately. Parking charges should ideally be varied to reflect vehicle emissions with low emissions vehicles such as EVs being charged a lower rate. <u>To ensure highway safety and protect pedestrian amenity, any proposals to create off-street parking and driveways which require the provision of a new access from the highway, will be required to apply for a dropped kerb in accordance with requirements set out in Merton's vehicle crossover information pack. To mitigate flood risk, any new or amended</u>	Wording added and amended from paragraph 17.4.5 to clarify requirements in relation to requirements for off street parking and links to other policies and Council requirements.	November 2021 – for submission September 2022

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			<u>off-street parking facilities, including gardens converted to driveways, must take measures to reduce surface water run-off, such as the use of permeable materials and SUDS, in accordance with policy F15.9d and Merton's Sustainable Drainage Design and Evaluation Guide.</u>		
AM16.22	574	17.4.11	To reduce levels of car ownership in new development from the outset, we will require residential developments to implement measures to support car club use, including car club membership packages <u>for at least 3 years</u> . For larger developments we may seek on-site dedicated car club bays, particularly in areas of lower public transport accessibility and where there is a lack of existing car club provision in the vicinity. Car club spaces should be included within the maximum parking provision as set out in the London Plan and not in addition to it. 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 . Car Club operators should be part of a nationally recognised Accredited Scheme. CoMoUK provide further guidance on car club requirements for new development.	Amended wording for clarity in relation to requirement.	November 2021 and further amended September 2021.
AM16.23a	574	17.4.14	... The International Council on Clean Transport (ICCT) estimates that the total number of EVs in London will increase by a factor of 30 by 2035 and has assessed that the demand for EV charge points in Merton will increase rapidly during this time <u>and will require</u> –Demand will be met through a mix of charging <u>infrastructure solutions</u> to serve <u>the</u> different needs of users-including <u>slow</u> , fast and rapid chargers. and lamp column socket slow chargers in residential areas.	Text added to clarify that requirements are in accordance with the London Plan.	September 2022
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 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. 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. For residential and office development slow charge points are usually adequate. For public car parking facilities, such as, retail and destination car parking facilities, <u>EV infrastructure should include conveniently located fast or rapid charging facilities that enable the public to pay to charge their vehicle on a "pay as you go" basis. EV charging infrastructure requires ongoing maintenance and operational management, so arrangements in</u>	To improve clarity with regards to the requirements for EV charging infrastructure. Sentence added to clarify that the parking management plan (required for all communal/ public parking facilities) should also cover arrangements for the	November 2021 and further amended in September 2022.

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			<u>relation to this should be set out within proposals, including within any Parking Design and Management plan.</u>	operation of the EV charging points. Sentence regarding maximum standards moved to new paragraph 16.4.16 created as a MM.	
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.	November 2021 – for submission
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.	November 2021 – for submission
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.	November 2021 – for submission
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 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	Paragraph amended and moved to 16.2.6 where it fits better as justification text for policy T16.2 active travel.	November 2021 – for submission

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			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.		
AM16.32	580	17.5.17	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....	Wording amended for clarity	November 2021 – for submission
AM16.33	580	Table 16.1 Indicative list of transport schemes Scheme TN1	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	Amendment for clarity to better reflect current situation in relation to CR2 scheme delivery.	November 2021 – for submission
AM16.33a	581	Table 16.1 Scheme TN2	<u>A study has been conducted by Network Rail that includes a proposal to increase the frequency of trains on the Wimbledon loop as a primary recommendation. Although no decision has been made or funding allocated at this stage, this could potentially be implemented by the late 2020s/early 2030s subject to post-COVID recovery and service specification.</u>	For clarity in response to the Inspectors Preliminary Matters	March 2022
AM16.33b	581	Table 16.1 Scheme TN3	<u>A proposed upgrade to the District Line that will increase frequencies to up to 16 trains per hour on the Wimbledon Branch is expected to be delivered by 2024</u>	For clarity in response to the Inspectors Preliminary Matters	March 2022
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).	Wording amended for clarity	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			Proposals to safeguard Wimbledon Chase Station redevelopment to ensure step free access can be delivered in the future.		
AM16.35	581	Table 16.1 Indicative list of transport schemes Scheme TN5	Proposal for a new tram route <u>(unfunded)</u> 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.	November 2021 – for submission
AM16.36	581	Table 16.1 Indicative list of transport schemes Scheme TN6	<u>The TfL proposal for twin tracking does not currently have funding allocated, but if funding is secured the current anticipated timescale for delivery is beyond 2031.</u>	For clarity on status of scheme in response to the Inspectors Preliminary Matters	March 2022
AM16.36	581	Table 16.1 Indicative list of transport schemes Scheme TN7	Potential new Tram stop at Willow Lane to enhance public transport access to Willow Lane Industrial Estate. <u>This scheme does not form part of TfL's plans and has no allocated funding, so would only be progressed during the plan period as part of appropriate enabling development and in collaboration with TfL.</u> Street running spur extension from Morden Road tram stop. Delivery will require reallocation of road space and local widening secured through negotiation with landowners as opportunities arise. <u>This scheme has no TfL funding currently allocated, but if funding is secured, timescales are anticipated to be beyond 2031.</u>	See above - initial AM16.36 at Page 581 Plan Ref. Table 16.1, TN6	March 2022
AM16.36	581	Table 16.1 Indicative list of transport schemes Scheme TN8	Service enhancements to meet existing and future demand, accessible bus stops and bus stop improvements, bus priority schemes, decarbonisation of the bus fleet and exploration of demand-responsive bus services. <u>This is an ongoing annual programme which will be funded directly by TfL with potential S106 developer contributions towards specific service improvements linked to development proposals.</u>	See above - initial AM16.36 at Page 581 Plan Ref. Table 16.1, TN6	March 2022
AM16.36	581	Table 16.1 Indicative list of transport schemes	<u>This major scheme will require a significant amount of funding from a combination of sources including TfL and/or Government grants, Strategic Community Infrastructure Levy funding and enabling development contributions. As set out the in Future Wimbledon SPD anticipated delivery timescales are from 2025 to 2040.</u>	See above - initial AM16.36 at Page 581 Plan Ref. Table 16.1, TN6	March 2022

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM16.36	581	Scheme TN9 Table 16.1 Indicative list of transport schemes	<u>This major scheme will require a significant amount of funding from TfL and enabling development schemes with an anticipated delivery timescale of late 2020s.</u>	See above - initial AM16.36 at Page 581 Plan Ref. Table 16.1, TN6	March 2022
AM16.36	581	Scheme TN10 Table 16.1 Indicative list of transport schemes	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.	November 2021 – for submission
AM16.36	581	Scheme TN11 Table 16.1 Indicative list of transport schemes	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.	November 2021 – for submission
AM16.36	582	Scheme TN12 Table 16.1 Indicative list of transport schemes	<u>Merton will develop a cycling strategy by the end of 2023 which will set out more detailed proposals for cycle parking provision. Schemes will be implemented on an ongoing annual basis over the Local Plan period. The programme will be funded by a combination of funding for transport schemes allocated to the borough by TfL and/or Government grants, Strategic Community Infrastructure Levy funding and S106 developer contributions towards specific schemes linked to development proposals. Developers of key schemes in strategic locations may also be required to include cycle parking hubs within their development proposals.</u>	For clarity on status of scheme in response to the Inspectors Preliminary Matters	March 2022
AM16.39	582	Scheme TN13 Table 16.1 Indicative list of transport schemes	<u>Merton will develop a EV strategy by the end of 2022 which will set out more detailed proposals for the provision of EV charging infrastructure. Schemes will be implemented on an ongoing basis over the plan period, including through the provision of charging infrastructure secured through development proposals. The programme will be funded by a</u>	For clarity on status of scheme in response to the Inspectors Preliminary Matters	March 2022

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		Scheme TN14	<u>combination TfL and/or Government grants and developer and operator funded provision</u>		
AM17.1	585-602	Appendix - Open Space	<p><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></p> <p><u>NeighbourhoodArea</u></p>	<p>For the terminology to remain consistent with the Neighbourhood maps as defined on the Policies Map 2021 and used throughout the Local Plan.</p> <p>In response to the Stage 3 Local Plan submission received from John Innes Society.</p>	November 2021 – for submission
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>	<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.</p>	November 2021 – for submission
AM17.3	603	Appendix – Conservation Areas		<p>Factual correction to improve accuracy. Addresses matters raised in Mitcham</p>	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date									
			<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 (including the Canons)</td> <td>52.00 (8.4)</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 (including the Canons)	52.00 (8.4)	29	The Canons	8.4	Cricket Green Community and Heritage (MCGCH) response to Stage 3.	
Code	Name	Area (ha)												
19	Mitcham Cricket Green (including the Canons)	52.00 (8.4)												
29	The Canons	8.4												
AM17.4	608	Appendix - List of Buildings of Special Architectural or Historic Interest	<p>Remove second (duplicate) entry:</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.	November 2021 – for submission			
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	November 2021 – for submission
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	November 2021 – for submission			
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 Priority 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 themes Tiers. 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 	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.	November 2021 – for submission									

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			<ul style="list-style-type: none"> • 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 • Morden Park <p><u>Tier I</u></p> <ul style="list-style-type: none"> • <u>Caesar's Camp, Wimbledon Common</u> • <u>Merton Priory</u> • <u>Morden Park Mound</u> • <u>Ravensbury Saxon cemetery</u> <p><u>Tier II</u></p> <ul style="list-style-type: none"> • <u>Cannizaro</u> • <u>Cannon Hill</u> • <u>Lavender Park</u> • <u>Merton 19th Century Cemeteries</u> • <u>Merton Place</u> • <u>Merton Village</u> • <u>Mitcham</u> • <u>Morden</u> • <u>Stane Street</u> • <u>Wandle Valley / Colliers Wood</u> 		

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			<ul style="list-style-type: none"> • Wandle Valley / Mitcham • Wandle Valley / Morden Hall Park • West Barnes Farm • Wimbledon Common • Wimbledon Park House • Wimbledon Village <p>Tier III</p> <ul style="list-style-type: none"> • Wandle Valley Earlsfield • Mitcham Common • Beverley Brook <p>Scheduled Ancient Monuments</p> <ul style="list-style-type: none"> • Caesar's Camp, Wimbledon Common • Merton Priory <p>Morden Park Mound</p>		
AM17.8	633	Appendix - Employment opportunities for Merton	Policy EC13.4 'local employment opportunities' sets out...	Policy reference correction to improve clarity and accuracy.	November 2021 – for submission
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</p> <p>Brownfield Land</p> <p>Communal hHeating sSystems</p> <p>Dual aAspect dDwelling</p> <p>Edge-of-Centre</p> <p>Family hHousing</p> <p>Floorspace gGross</p> <p>Floorspace (nNet –(for retail purposes),</p> <p>Out-of-eCentre,</p> <p>Public rRealm</p> <p>Secondary hHeat</p> <p>Service rRetailing</p>	To improve clarity and consistency with other defined terms in the Glossary.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
			Town e Centre Town e Centre t Type u Uses Whole l ife-cycle Carbon (WLC)		
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.	November 2021 – for submission
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.	November 2021 – for submission
AM17.11a	645	Appendix - Glossary	Family <u>Sized Housing Home</u> A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms. <u>As set out in London Plan 2021 paragraph 4.2.8, a family sized home is defined as having three or more bedrooms.</u>	To improve the clarity and consistency of the Plan	May 2022 - In response to the Inspectors' MIQs
AM17.12	653	Appendix – Glossary, new defined term to be insert after 'Nature Conservation'	<u>Neighbourhood</u> <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> <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>	To improve clarity by specifying that the capitalised form of the word refers to a specific area indicated on the Policies Map.	November 2021 – for submission

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason	Date
AM17.13	657	Appendix - Glossary	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.	Following review of the policies in Chapter 15, this definition is not required.	November 2021 – for submission
AM17.13a	660	Appendix - Glossary	Scheduled Ancient Monument Scheduled Ancient Monuments are identified by the Secretary of State for Culture, Media and Sport under the Ancient Monuments and Archaeological Areas Act 1979. They are monuments of National importance to which statutory protection is afforded	Following review of the policies in Chapter 12, this definition was revised to be aligned with terminology used in the NPPF	September 2022
AM17.14	660	Appendix – Glossary, new defined term to be insert after ‘Site of Importance for Nature Conservation (SINC)’	<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>	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.	November 2021 – for submission

Appendix 2

Open space

These open spaces are illustrated on the Policies Map.

Metropolitan Open Land (MOL)

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

Open Space - Allotments and Farms

Site	Name	<u>Area</u> <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	Morden <u>Mitcham</u>
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	<u>Area</u> <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	<u>Area</u> <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 <u>High</u> 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	AreaNeighbourhood
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> Wimbledon 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	AreaNeighbourhood
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	<u>Area</u> <u>Neighbourhood</u>
N/A	Wimbledon Common	Wimbledon

Sites of Metropolitan Importance for Nature Conservation

Site	Name	<u>Area</u> <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	<u>Area</u> <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/Neighbourhood
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	<u>Area</u> <u>Neighbourhood</u>
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	<u>Area</u> <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