



# SPD

Supplementary Planning Document  
London Borough of Merton



## Appendix A

# Planning Policy Framework

## Nelson Hospital

Adopted | January 2007



Albanian	<b>Nese deshironi me shume informacion ne gjuhen tuaj, ju lutemi te na kontaktoni ne adresen e dhene ne kutine me poshte.</b>
Arabic	إذا أردت معلومات إضافية بلغتك الأصلية الرجاء الاتصال بنا في العنوان الممنون ضمن الإطار أدناه.
Bengali	যদি আপনার নিজের ভাষায় লেখা আরও তথ্য চান তাহলে দয়া করে আমাদের সঙ্গে যোগাযোগ করুন, উল্লার বক্সে আমাদের ঠিকানা রয়েছে।
Chinese	如果你需要用中文印成的資料，請按低端方格內提供的地址與我們聯系。
Farsi	اگر مایل به اطلاعات بیشتر به زبان خود هستید، لطفاً با ما از طریق آدرس زیر تماس بگیرید.
French	<b>Pour tout renseignement complémentaire dans votre propre langue, veuillez nous contacter à l'adresse figurant dans l'encadré du bas.</b>
Gujarati	જો તમને તમારી પોતાની ભાષામાં વધારે માહિતી જોઈતી હોય, તો કૃપા કરીને નીચે અંતમાં આપેલા ખાનામાં દર્શાવેલા સરનામે અમારો સંપર્ક કરો.
Punjabi	ਜੇਕਰ ਤੁਸੀਂ ਪੰਜਾਬੀ ਵਿਚ ਹੋਰ ਜਾਣਕਾਰੀ ਲੈਣੀ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਹੇਠ ਲਿਖੇ ਥਾਂ ਵਿਚ ਦਿੱਤੇ ਪਤੇ 'ਤੇ ਸਾਡੇ ਨਾਲ ਸੰਪਰਕ ਕਰੋ।
Somali	<b>Hadii aad u baahan tahay faahfaahin intaa kabadan oo ku soobsan afkaaka hooyo ama Af Somali fadlan lana soo xiira cinwaanka hoos ku qoran.</b>
Spanish	<b>Si usted desea mas informacion en su propia lengua, por favor contactenos en la direccion al pie del formato.</b>
Tamil	உங்கள் மொழியில் மேலதிக தகவலைப் பெற விரும்பினால், அடியில் உள்ள பெட்டிக்குள் தரப்பட்டிருள்ள விவரத்தில் எம்முடன் தொடர்பு கொள்ளுங்கள்.
Urdu	اگر آپ اپنی زبان میں مزید معلومات حاصل کرنا چاہتے ہیں تو براہ کرم ہم سے اس پتے پر رابطہ قائم کریں جو کہ نیچے کے بکس میں درج ہے۔

You can also get this information in large print, in Braille and on tape.

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## Government Planning Guidance

Planning Policy Guidance and Statements set out the Government's national policies on different aspects of land use and spatial planning.

The Guidance and Statements which are most relevant to the redevelopment of the Nelson Hospital are referred to, although, generally, no particular interpretation of them is made, as with the relevant London Plan and Merton UDP Policies.

### **PPS 1: Delivering Sustainable Development (January 2005)**

PPS 1 sets out the overarching planning policies on the delivery of sustainable development through the planning system. Sustainable Development is the core principle underpinning planning, thus planning has a key role to play in the creation of sustainable communities.

Key Principle (ii) states that local planning authorities should promote the development of renewable energy resources. Key principle (iv) states that design which fails to take the opportunities available for improving the character and quality of an area should not be accepted.

The conservation and improvement of the natural and built environment brings social and economic benefits for local communities and planning should seek to mitigate the effects of declining environmental quality. Local planning authorities should promote the more efficient use and re-use of existing resources by means of energy efficient buildings, community heating schemes, combined heat and power, low carbon energy schemes, sustainable use of water resources and the use of sustainable drainage systems.

Good design is indivisible from good planning. Planning authorities should plan positively for the achievement of high quality of design in buildings and spaces. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions should not be accepted. Good design should be integrated into the existing urban form and the natural and built environments.

Development should respond to their local context and create or reinforce local distinctiveness and be visually attractive as a result of good architecture and appropriate landscaping. Local planning authorities should not attempt to impose architectural styles or tastes, however, it is proper to seek, promote or reinforce local distinctiveness.

### **PPS 12: Local Development Frameworks (September 2004)**

Supplementary Planning Documents (SPDs) should be included in the Local Development Framework for the area. SPDs may expand policy or provide further detail to policies in a Development Plan Document. They must not however be used to allocate land. SPDs may take the form of design guides, area development briefs, master plan or issue based documents that supplement policies in a development plan document.

An SPD must be consistent with national, regional and development plan policy; it must be clearly cross referenced to the Development Plan Document or saved policy it supplements; it must be reviewed along with Development Plan Document policies; and the process by which it has been prepared must be clear and a statement of conformity with the statement of community involvement be published with it.

SPDs should be accompanied by a sustainability appraisal; and assessment of whether the SPD is in general conformity with the regional spatial strategy (The London Plan); and a statement of the consultation undertaken, representations received and the local authority's response to those representations.

### **PPG 13: Transport (October 2002)**

Planning, through shaping the pattern of development and influencing the scale, density, design and mix of land uses, has a key role to play in helping to reduce the need to travel. Local authorities should focus major generators of travel demand in town and district centres and close to public transport interchanges; plan for increased intensity of development for housing and other uses at locations highly accessible by public transport; and ensure developments offer a realistic

choice of access by public transport, walking and cycling. Priority should be given to people over the ease of traffic movement and local authorities plan to provide more road space to pedestrians, cyclists and public transport.

A key planning objective is to ensure health facilities (amongst other things) are accessible by public transport, walking and cycling and to actively manage the pattern of growth and location of development to make fullest use of public transport. Local authorities should work with PCT, developers, community and transport interests to ensure plans and proposals are feasible. Good partnerships between these interests are essential to achieving the objectives of this guidance. Developments that have significant transport implications should include Transport Assessments. The coverage of these should reflect the scale of development and extent of transport implications. For major proposals the assessment should illustrate accessibility by all modes, including modal split, and give details of proposed measures to improve access by public transport, walking and cycling.

New development should help to create places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and the use of public transport. People should come before traffic. Local authorities should promote designs and layouts that are safe. The needs and safety of all in the community should be considered from the outset, taking account of the importance of good design. Reducing the amount of parking in new development is essential as part of a package of planning and transport measures, to promote sustainable travel choices. Local authorities should encourage the shared use of parking.

Well designed traffic management measures can contribute to planning objectives by reducing community severance, noise, pollution and accidents; promoting safe walking, cycling and public transport, improving the attractiveness of urban areas; and avoid or manage congestion. In taking decisions on the management of traffic, priority should be given to people over traffic and authorities should actively consider traffic calming and the reallocation of road space to promote safe walking, cycling and public transport. Planning authorities should negotiate for improvements to public transport as part of development proposals

Walking is the most important mode of travel at the local level and local authorities should use their powers to give greater priority to walking. They should create more direct, safe and secure walking routes, provide wider pavements including the reallocation of road space to pedestrians, and improve lighting. Regarding cycling, authorities should seek the provision of convenient, safe and secure cycle parking and changing facilities in developments and the provision of cycle storage facilities at transport interchanges; and the provision of cycle routes and cycle priority measures in major new developments.

Planning conditions for developments may be used to specify the number of parking spaces; control the management and use of parking spaces; and specify the arrangements for deliveries, removals, their hours of operation and the design of delivery areas and lorry parking.

## **PPG 15: Planning and the Historic Environment (September 1994)**

There should be effective protection for all aspects of the historic environment. The physical survivals of our past are to be valued and protected for their own sake and their presence sustains the sense of local distinctiveness which is so important an aspect of the character of our towns, villages and countryside. Conservation and sustainable economic growth are complementary. As highway authorities too, local planning authorities' activities should reflect the need to protect the historic environment. Roads can have a particular impact at all levels, such as road maintenance and the quality of street furniture and surfaces.

Plans should seek to identify the opportunities which the historic fabric of an area can offer as a focus for regeneration. Developers should assess the likely impact of their proposals and provide written information or drawings before an application is determined to allow their significance to be assessed. It is better that old buildings are not set apart, but woven into the fabric of the community, and that new buildings are carefully designed to respect their setting in terms of scale, height, massing, alignment and use of materials.

The desirability of preserving or enhancing a conservation area is a material consideration in assessing proposals which are outside a

conservation area but which would affect its setting or views into or out of the area.

It is essential that local highway authorities take full account of the wider costs of transport choices, including impact on the historic environment. Local highway authorities should take measures to protect the historic environment from the worst effects of traffic. The pattern of roads and open spaces and the views they create within the townscape may be as valuable as the buildings. If a street or space is to be pedestrianised it is important to retain the traditional relationship between footways and the carriageway, including kerb lines. Wall-to-wall surfaces are often unsuitable and the scale, texture colour and laying patterns of materials should be sympathetic to the area's appearance.

## **PPS 22: Renewable Energy (August 2004)**

This planning guidance sets out the Government's agenda for renewable energy. In reference to Local Government planning frameworks, and this SPD, PPS 22 establishes the UK Government's ambition to strongly encourage Local Government to adopt prescriptive renewable energy policies. *"Local planning authorities may include policies in local development documents that require a percentage of the energy to be used in new residential, commercial or industrial developments to come from on-site renewable energy developments."*

Merton Council are the first local authority in the UK to adopt such a policy (adopted in Merton's UDP, 2003), requiring any non residential development over 1000m<sup>2</sup> to meet 10% of its energy needs through on-site renewables. With reference to small scale renewable energy developments;

*"Local planning authorities and developers should consider the opportunity for incorporating renewable energy projects in all new developments. Small scale schemes utilising technologies such wind turbines and photovoltaic cells etc...can be incorporated into new developments and some existing buildings. Local planning authorities should specifically encourage such schemes through positively expressed policies in local development documents. "*

Moving forward into Merton's LDF, it is expected that the policy will apply to most developments in the borough.

## **The London Plan**

The London Plan is produced by the Greater London Authority and is the statutory planning document for London as a whole and forms part of the Development Plan for the borough. It is a strategic plan setting out an integrated social, economic and environmental framework for the future of London. It was adopted in February 2004 and consists of policies for the spatial development of the city.

A number of policies in the Plan are relevant to the redevelopment of the Nelson Hospital.

These policies are Introduction Policy **I1**; Broad Development Strategy Thematic Policies **3A.15, 3A.16, 3A.18\***, **3C.1, 3C.2\***, **3C.3, 3C.17, 3C.18, 3C.19, 3C.20, 3C.21, 3C.22**; Crosscutting Policies **4A.1, 4A.2, 4A.7, 4A.8, 4A.9, 4A.10, 4A.11,, 4B.1\***, **4B.2\***, **4B.3\***, **4B.4, 4B.5, 4B.6\*, 4B.7, 4B.9, 4B.10, 4B.11, 4B.14**; Sub-regional Policy **5F.1**; and Implementation Policy **6A.4**.

Policies marked with an asterisk are particularly relevant to the successful redevelopment of the Nelson Hospital and are expanded on below.

**Policy 3A.18 Locations for healthcare:** This policy states that Boroughs should support the provision of additional healthcare in the borough as identified by the strategic health authority and local primary care trusts. The preferred locations for hospitals and primary care centres should be identified in appropriate locations accessible by public transport and with particular relevance to London Plan policies 3A.17, 3A.5 and 3D1. The Nelson is reasonably well served by a variety of modes of public transport and as a result of the Nelson redevelopment, the Council will seek improvements to these provisions.

**Policy 3C.2 Matching Development to Transport Capacity:** This states that development proposals should be considered in terms of existing transport capacity, that where capacity required for the development is not adequate, development should be phased until requirements can be met, and that



developments with significant transport implications should include a Transport Assessment and Travel Plan. It is considered that, in order to avoid uncertainty and to ensure successful completion of a comprehensive redevelopment of the Nelson site, development proposals should demonstrate from the outset that the proposed transport infrastructure is workable and implementable for the whole development. A Transport Assessment and Travel Plan should form part of this.

### **Policy 4B.1 Design Principles for a**

**Compact City:** This policy sets out a series of aims for new development. All are relevant to the Nelson Hospital, but specifically, given its local character and the hospital's present run down physical environment, it is considered that the principles of 'safe for occupants and passers-by', 'respect local context, character and communities' and 'are attractive to look at and, where appropriate, inspire, excite and delight' are particularly important and must be achieved by any redevelopment proposals.

### **Policy 4B.3 Maximising the Potential of**

**Sites:** This policy states the importance of making best use of land. It also stresses that this must be done in a way that is compatible with local context, Policy 4B.1 design principles and public transport capacity. Any redevelopment proposals must demonstrate clearly that they comply with these provisos and how they do so.

### **Policy 4B.6 Sustainable Design and**

**Construction:** This policy includes a list of measures relating to sustainable design and construction that any redevelopment proposals must take into account. Proposals should demonstrate how they adhere to and take into account these measures. Particularly important in the Nelson context are the re-use of the pavilion blocks and promoting Combined Heat and Power (CHP) and renewable energy schemes. Retaining the pavilion buildings contribute to Kingston Road's local character and is important both for sustainability and local distinctiveness. The Council would also like to develop local CHP schemes across the borough; proposals should be designed to connect into such a network in the future.

## Merton Unitary Development Plan

The Merton Unitary Development Plan (UDP) is the statutory planning document for the borough as a whole. It is part of the Development Plan for the Borough. It was adopted in October 2003 and contains policies for the development and other use of land for the borough. Its purpose is to guide development in the borough by setting out policies and proposals against which planning applications and development proposals will be assessed. A number of policies in the UDP are relevant to the redevelopment of the Nelson Hospital.

These policies are;

Strategic Policies:

**ST.1\*:** SUSTAINABLE DEVELOPMENT  
**ST.17\*:** BUILT ENVIRONMENT  
**ST.18\*:** HERITAGE  
**ST.22\*:** ENVIRONMENTAL PROTECTION  
**C.8\* :** HEALTH FACILITY SITES  
**C.9\*:** PROVISION OF HEALTH FACILITIES

Built Environment Policies:

**POLICY BE.1\*:** CONSERVATION AREAS, NEW DEVELOPMENT, CHANGE OF USE, ALTERATIONS AND EXTENSIONS.  
**POLICY BE.2\*:** CONSERVATION AREAS, DEMOLITION.  
**POLICY BE.3\*:** DEVELOPMENT ADJACENT TO A CONSERVATION AREA  
**POLICY BE.14\*:** ARCHAEOLOGICAL EVALUATION  
**POLICY BE.15\*:** NEW BUILDINGS AND EXTENSIONS; DAYLIGHT, SUNLIGHT, PRIVACY, VISUAL INTRUSION AND NOISE.  
**POLICY BE.16\*:** URBAN DESIGN  
**POLICY BE.22\*:** DESIGN OF NEW DEVELOPMENT  
**POLICY BE.23:** ALTERATIONS AND EXTENSIONS TO BUILDINGS  
**POLICY BE.25:** SUSTAINABLE DEVELOPMENT  
**POLICY PE.9\*:** WASTE MINIMISATION AND WASTE DISPOSAL.  
**POLICY PE.13\*:** ENERGY EFFICIENT DESIGN AND USE OF MATERIALS

Transport Policies:

**POLICY PT.1\*:** LOCAL AND REGIONAL NEEDS  
**POLICY RN.3:** VEHICULAR ACCESS  
**POLICY PK2\*:** CAR PARKING STANDARDS

## **POLICY PK.3\*: CAR PARKING AND DEVELOPMENT**

## **POLICY LU.3: TRANSPORT IMPACT OF NEW DEVELOPMENT**

## **POLICY LU.5: DEVELOPER CONTRIBUTIONS**

## **POLICY LD.3: PLANNING BRIEFS**

## **POLICY F.2: PLANNING OBLIGATIONS**

Policies marked with an asterisk are particularly relevant to the successful redevelopment of the Nelson Hospital and are expanded on below.

## **POLICY ST.1: SUSTAINABLE DEVELOPMENT, ST.22 ENVIRONMENTAL PROTECTION, BE.25 SUSTAINABLE DEVELOPMENT, PE.9 WASTE MINIMISATION AND WASTE DISPOSAL.**

These policies relate to sustainable development and are fundamental elements of Merton's UDP. Policy ST.1 requires plans for large redevelopment schemes, such as the Nelson, to include the submission of a Sustainable Development Statement with any planning application, which will be assessed against the Council's sustainability checklist. Policy ST.22 relates primarily to energy use. The Council has aspirations for future CHP schemes in the borough and proposals should be designed to connect into this network if it is implemented. This is particularly relevant to the Nelson, as hospitals are ideal users of a CHP network. Policy BE.25 relates to buildings and how they can be made more sustainable. Proposals should show in the Sustainable Development Statement how this is to be done. Policy PE.9 relates to waste and encourages the adoption of Environmental Management Schemes for the treatment and disposal of waste. A future CHP scheme would contribute to this but it is likely other methods of waste minimisation will also be appropriate and could be sought through planning obligations.

The Council has prepared Supplementary Planning Guidance on Sustainable Development (October 2001) However this document will be revised and updated as a Supplementary Planning Document in line with the LDF. It is expected that the revised draft will also be in line with the GLA's Sustainable Design and Construction SPD.

## **POLICY ST.17: BUILT ENVIRONMENT**

This policy focuses on the need for a high quality urban environment in the areas of design quality, accessibility, sustainability and security. Proposals for the Nelson must demonstrate in the Design & Access Statement how these requirements are to be met.

## **POLICY ST.18 HERITAGE**

This policy seeks the protection, preservation or enhancement of the Borough's heritage, including statutorily and locally listed buildings. As parts of the Nelson Hospital provide character and heritage to the area, the Council will give particular regard to protecting these aspects.

## **POLICY C.8 HEALTH FACILITY SITES**

This policy highlights the importance of local social infrastructure and seeks to protect health facility sites for that purpose.

Merton Council have been working closely with Sutton and Merton Primary Care trust to ensure that both the local care hospitals and the critical care hospital are in the most suitable and most feasible locations to serve the borough's health needs. Following extensive site searches across the borough, Sutton and Merton PCT, in partnership with the Council agreed that local care hospitals will be located at the Nelson site, Merton Park and the Wilson site in Mitcham.

## **POLICY C.9 PROVISION OF HEALTH FACILITIES**

The Council will encourage the provision of health facilities and will:

- Grant planning permission for health facilities which are well located in terms of their accessibility to the residents of the area they intend to serve and provided they do not adversely affect the amenities of the area or contravene other policies of the plan.
- Seek to secure planning obligations to improve health facility provision and identify new sites.

# Appendix A | policy context

- Require full access for people with disabilities and the provision of facilities for children.
- Identify priority areas and new sites.

The Council generally wishes to encourage health facilities which are a valuable service to the community, but it needs to ensure they are well located and are not at the expense of other UDP policies. This policy will ensure that valuable opportunities are not lost to provide additional health facilities on sites which might otherwise be developed for less suitable uses.

The Council wishes to ensure that full access and facilities are provided for people with disabilities and children. The Council in partnership with Sutton and Merton Primary Care Trust and the South West London Support Services Partnership will seek suitable sites for health facilities and may produce planning briefs on these sites.

## **POLICY BE.1: CONSERVATION AREAS, NEW DEVELOPMENT, CHANGE OF USE, ALTERATIONS AND EXTENSIONS.**

Within a Conservation Area, a proposal for new development alteration or extension to a building or for the change of use of land or buildings will be required to preserve or enhance the character or appearance of that Conservation Area.

Proposals will be expected to;

- Respect or compliment the design, scale, form and materials of existing buildings and spaces.
- Respect street patterns or other features contributing to the character, historic value of the area or pattern of development in the area.
- Maintain important views within and out of the area.
- Ensure that the level of activity, traffic, parking services or noise generated by the proposal would not detract from the character or appearance of the area.

Well designed new buildings in Conservation Areas can often contribute to or enhance the existing character of the area and the Council will take specific account of the architectural and other merits of any new development.

The character of private open space and townscape is particularly significant in several Conservation Areas. In these areas, infill or backland development can be damaging to their character.

Applications involving a change in the appearance of buildings should be fully detailed, including plans showing the proposal in its context. Outline applications could not be assessed against the policy and therefore are likely to be refused.

Policy BE.22 sets out the criteria against which development proposals will be assessed.

## **POLICY BE.2: CONSERVATION AREAS, DEMOLITION.**

Proposals that will involve the substantial demolition of an unlisted building in a Conservation Area that makes a positive contribution to its character or appearance will not be permitted unless the following can be demonstrated:

- There is clear and convincing evidence that reasonable efforts have been made to continue the present use or to find a viable use for the building and these efforts have failed and it is demonstrated that preservation of the building as part of the scheme or in some form of charitable or community ownership is not possible or suitable, or
- The costs of repairs or maintenance of the building cannot be justified against its importance or value derived from its retention, provided that the building has not been deliberately neglected, or
- There will be substantial planning benefits for the community from redevelopment which would decisively outweigh loss from the resulting demolition.

Acceptable and detailed plans for a replacement scheme will be required even if it will involve total or substantial demolition of an unlisted building in a Conservation Area that makes little or no contribution to the character or appearance of that area.

A condition will be imposed on a planning permission granted, to ensure that demolition shall not take place until a contract for the



carrying out of the development works has been made.

## **POLICY BE.3: DEVELOPMENT ADJACENT TO A CONSERVATION AREA**

A development proposal adjacent to a Conservation Area will be expected to preserve or enhance its setting and not detract from views in or out of the area. This policy is relevant to the western section of the Nelson site which falls outwith, but impacts on, the adjacent conservation areas.

Development proposals for the western side of the Nelson site could have an impact on the neighbouring Conservation Area's character and appearance. It may for example impact on views into or out of the Conservation Area. The Council will wish to ensure that such development preserves or enhances the character and appearance of the Conservation Area.

## **POLICY BE.14: ARCHAEOLOGICAL EVALUATION**

The Nelson Hospital is located in the Merton Village Archaeological Priority Zone (APZ). The Council will encourage early consultation on the Nelson proposals with Conservation officers and English Heritage. Acting in consultation with their archaeological advisors, the Council will require as part of the planning application, an assessment of the impact of the Nelson proposals on the archaeology of the site. This will enable the Council to consider whether any archaeological safeguards are required.

For further information, please refer to the Council's Archaeology SPG (1999)

## **POLICY BE.15: NEW BUILDINGS AND EXTENSIONS; DAYLIGHT, SUNLIGHT, PRIVACY, VISUAL INTRUSION AND NOISE.**

This policy relates to the orientation and design of buildings and the protection of basic amenities such as daylight, privacy, noise and visual intrusion. Due to the compact nature of the Nelson site and the level of development envisaged, it is considered critical that these basic amenities are not compromised in the desire to maximise the development potential of the town centre as a whole and individual sites in particular.

## **POLICY BE.16: URBAN DESIGN**

Policy BE.16 consists of seven urban design objectives which new developments will be expected to achieve. Redevelopment proposals must explain in their design and access statement how the proposals meet these objectives. This is considered a key policy with respect to redevelopment of the Nelson Hospital as it is closely related to and supports Council policies on sustainable development and transport and meeting these objectives successfully will also make meeting sustainability and transport objectives more achievable. Policy TC.5, whilst specifically aimed at town centres, is relevant to the Nelson site. The policy stresses the importance of good urban design in improving the quality of the public realm. The interface between buildings and spaces is key to both the success of the buildings and spaces. Active frontages and maximising activity onto the street are critical to this. Thus the Council will not support any proposals that undermine the quality of the public realm, and will seek the improvement and creation of new public spaces as outlined in the design guidance of this SPD.

## **POLICY BE.22: DESIGN OF NEW DEVELOPMENT**

Proposals for new development or for change of use of land or buildings will be required to achieve the following:

- Respect for the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings, and
- High standards of design that will compliment the character and local distinctiveness of the adjoining townscape and/or landscape, or a high standard of design that will enhance the character of the area where local distinctiveness is lacking.
- Layouts that are safe, secure and take account of crime prevention.

A design and access statement will be required in support of proposals to demonstrate how the above requirements will be met.

## **POLICY PE.13: ENERGY EFFICIENT DESIGN AND USE OF MATERIALS**

Merton Council will encourage the energy efficient design of buildings and their layout and orientation on site. All new non-residential development above a threshold of 1000m<sup>2</sup> will be expected to incorporate renewable energy production equipment to provide at least 10% of predicted energy requirements. The use of sustainable building materials and the re-use of materials will also be encouraged, as will the use of recycled aggregates in the construction of buildings. This will be subject to the impact on the amenity of the local environment, taking into account, the existing character of the area.

Plans for the Nelson will be required to incorporate on site renewable energy generation to meet 10% of the hospital's energy needs. For the purpose of this policy the means of generating renewable energy include photovoltaic energy, solar-powered and geo-thermal water heating, energy crops and biomass, but not energy from domestic or industrial waste.

The Council has a Sustainability Checklist which outlines a number of criteria that are taken into account when assessing planning applications. Energy efficiency and use of recycled materials are two of the criteria. When assessing applications, the Council will seek to maximise energy efficiency where possible.

Variations in the orientation of buildings, pitches of roofs, large glazed areas, construction from heat-absorbing materials, or additional ventilation are all possible components of energy efficient developments. These can sometimes lead to differences with surrounding areas. When assessing applications, the Council will have regard to the existing character of the area and the appropriateness of the design.

## **PUBLIC TRANSPORT POLICY PT.1: LOCAL AND REGIONAL NEEDS**

Where improvements to public transport are necessary to support new development, contributions will be sought through planning obligations. For the Nelson Hospital development, the focus in transport improvement will be on how the hospital connects with surrounding NHS facilities such as the other local care hospitals and the critical

care hospital. Any gaps identified in the network should be addressed through planning obligations.

## **POLICY PK2: CAR PARKING STANDARDS**

The Council will require all developments to provide appropriate levels of car and cycle parking in accordance with the standards adopted by the Council which are detailed in Schedule 6 of the UDP.

However, the Council has no set car parking standard for hospital developments, each case will be assessed in its own merits.

As an overarching principle, the Council will require that all of the hospital's parking and servicing needs are contained within the site to avoid hospital parking spilling over onto neighbouring residential streets.

## **POLICY PK.3: CAR PARKING AND DEVELOPMENT**

Planning permission will not be granted for development likely to result in an increase in on-street parking where it would adversely affect traffic management, bus and cycle movements, safety, the convenience of local residents or the quality of the environment.

The Council's Transport Planning team will work with developers to mitigate against such impacts. This may involve consulting residents on the extension of a CPZ to protect residential streets from being used by users of the hospital

## Supplementary Planning Guidance

The Council has produced a number of subject based SPG documents. These cover areas such as Archaeology, Design, Designing out Crime, Sustainable Development and Sustainable Transport.

With commencement of the Planning and Compulsory Purchase Act in September 2004 bringing changes to the planning system, the council has also recently adopted a range of SPDs. Two SPDs of particular relevance are the Conservation Area Character Appraisals for Merton Hall Rd and Wimbledon Chase Conservation Areas. These SPDs form much of the basis for the design and conservation chapter of this brief.

Full references for these documents are listed in the Further Information, background documents section of this SPD as the majority of their content is relevant to the Nelson redevelopment.

# Appendix A | statement of conformity of proposals with planning policy and guidance

## National Planning Policy Guidance & Statements

It is considered that this SPD is in conformity with the national planning guidance as set out above. It is considered so in relation to a number of relevant subjects including sustainable development, urban design, local distinctiveness, location of development, land uses, regeneration, accessibility, community safety, proactive planning, and transport choice.

## The London Plan

It is considered that this SPD is in conformity with the London Plan, particularly with relevance to sustainable development, design and construction.

## Merton Unitary Development Plan

It is considered that this SPD is in conformity with the Merton Unitary Development Plan. This is set out in detail above, but it is considered so particularly in relation to sustainable development, conservation, urban design, community facilities and transport.

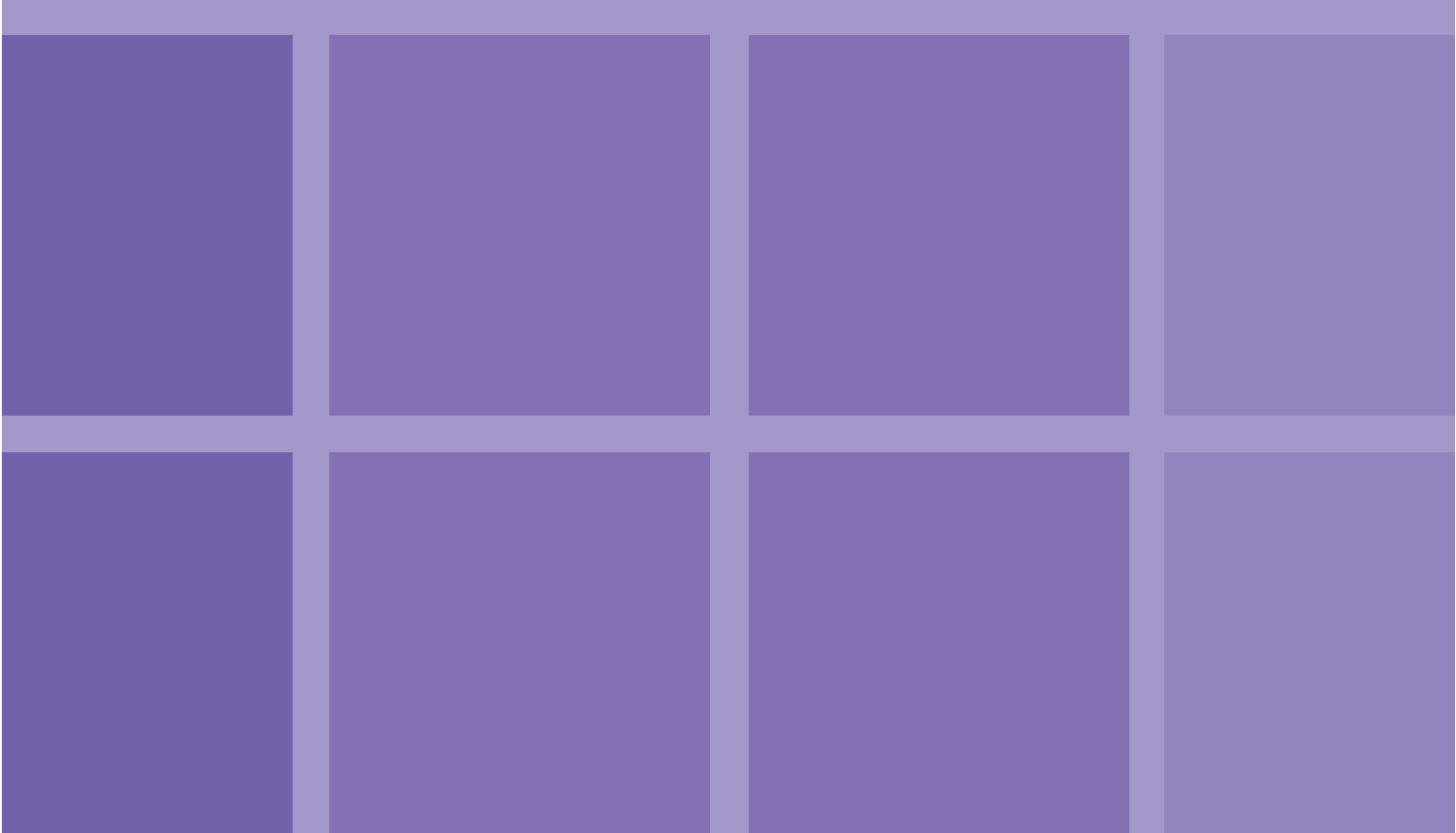






# SPD

Supplementary Planning Document  
London Borough of Merton



## Plans + Projects

London Borough of Merton  
Civic Centre  
London Road  
Morden  
Surrey SM4 5DX

