

# **Committee: Borough Plan Advisory Committee**

**Date: 21 May 2012**

Agenda item: 5

Wards: all

**Subject: Additional sites, policies and Proposals Map designations – approval for public consultation (June-July 2012)**

Lead officer: Director of Environment and Regeneration, Chris Lee

Lead member: Cabinet Member for Environmental Sustainability and Regeneration, Councillor Andrew Judge

Forward Plan reference number: TBC

Contact officer: Programme Manager: Strategic Policy and Research, Tara Butler

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## **Recommendations:**

That the Borough Plan Advisory Committee considers the report and make the following recommendations to Cabinet:

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- A. that Cabinet approve six weeks of public consultation on the additional Sites and Policies DPD (preferred options round 2) and accompanying Proposals Map from June-July 2012.
- B. That the Director of Environment and Regeneration in consultation with the Cabinet Member for Environmental Sustainability and Regeneration be authorised to approve changes to the documents prior to public consultation and other consequential matters in accordance with the appropriate Regulations.

## **1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1. Between January and April 2012, public consultation took place on the Council's preferred options for site allocations, detailed planning policy issues and Proposals Map designations as part of the preparation of Merton's Sites and Policies Development Plan Document.
- 1.2. As a result of the consultation feedback, government policy changes and other matters, approximately 15 additional sites, four new policy issues and some changes to Proposals Map designations are being proposed for inclusion in the DPD.
- 1.3. This report recommends that public consultation take place on these additional matters for six weeks between approximately 13 June and the end of July 2012.

## **2 DETAILS**

- 2.1. Between 30 January and mid April 2012 (extended from 23 March 2012) Merton's communities responded to the Council's preferred options for the Sites and Policies DPD. Agenda item 4 of this meeting summarises the consultation feedback.
- 2.2. As a result of these responses and other matters, including central government policy changes, 15 additional sites for allocation, four new policy issues and several changes to Proposals Map designations are recommended for public consultation. This approach was originally raised with Borough Plan Advisory Committee

Members in the report on the Sites and Policies DPD at their meeting of 10 January 2012.

- 2.3. Appendix 1 to this report sets out the Council's preferred options for these additional sites, policies and Proposals Map designations. This public consultation would be a continuation of the "preferred options" started in January 2012, and is proposed to run for six weeks from 15 June until the end of July 2012.
- 2.4. It is proposed that this will be the final "preferred options" stage in the preparation of the Sites and Policies DPD as more than six months of public consultation will have taken place between June 2011 and July 2012. If more new sites are proposed for allocation during June and July 2012 it is very unlikely that these will be included in the DPD.

### **Additional sites for allocation - proposed for consultation June-July 2012**

- 2.5. The additional preferred options are summarised in the table below

<b>Site number</b>	<b>Site address (suggested by)</b>	<b>Current use</b>	<b>Suggested uses</b>	<b>Recommended site allocation</b>
37	Wimbledon Greyhound Stadium (			
64	12a Ravensbury Terrace, Wimbledon Park (site owner)	Offices, vacant warehouse	Offices, residential	Offices, residential
65	Kenley Road car park, Morden (Merton Council)	Car park	Residential	Residential
69	Sibthorp Road car park, Mitcham (Merton Council)	Car park	Residential	Residential
70	Haslemere industrial area, 20 Ravensbury Terrace, Wimbledon Park (Astranta Asset Management)	Employment	Residential	Employment
71	Land on the corner of Weir Road / Durnsford Road (HSBC Pension Fund)	Bulky retail / office (Strategic Industrial Location)	Hotel, restaurant, cafe	Employment led regeneration through an SPD
72	Wolfson Centre, Copse Hill	Former healthcare site (currently being used as a site office)	Residential	Residential
73	117-125 London Road (Dreams Beds)	Bulky retail	Retail	Residential (on cessation of bulky retail)
74	Southey Bowling Club (Southey Bowling Club)	Bowling club	Residential + bowling club	
75	Former Mitcham Gasworks (National Grid Properties)	Vacant site (outline permission for residential and		Uses subject to confirmation of the decommissioning

		employment)		of the gasworks
76	2 South Gardens, Colliers Wood (Ahmadiyya Muslim Association)	Education (boarding school)	Residential	Education
77	26 Bushey Road (site owner)	Employment	Residential	Residential
78	191-193 Western Road, Colliers Wood (site owner)	Employment	Residential	
79	3-5 Dorien Road, Raynes Park (site owner)	An appeal was lodged in April 2012 against a refusal of planning permission for this site, therefore it is not proposed to consider this site at this round of consultation.		
80	Crusoe Road, Colliers Wood	Employment	Residential	Residential
81	Pollards Hill estate (Moat Housing)	Mixed use residential	Mixed use residential via masterplan	Mixed use residential I via masterplan

2.6. There are seven sites were submitted at various stages between July 2011 and April during the production of the Sites and Policies DPD that are not being taken forward for allocation. These are listed at the back of appendix A and are not being included because:

- The council is already involved in the determination of a specific scheme on the site through a live planning application or appeal.
- The site already has permission for its proposed use
- Redevelopment proposals are being considered through another planning process.

#### **Additional policy considerations - proposed for consultation June-July 2012**

2.7.

2.8. Following research and feedback from the consultation, there are three policy issues that are proposed for consultation in June-July 2012. These are summarised below and contained in Appendix B

- **Allowable solutions** - in 2016 when government has proposed to introduce a policy allowing developers to contribute to off-site energy efficiency projects instead of greater on-site efficiencies (known as “allowable solutions”), this policy will ensure that developers in Merton contribute to energy efficiency projects within the borough and sets up a mechanism for doing so.
- **Affordable rent** – following representations to the Council from the Mayor of London at the last consultation in April 2012, a policy has been drafted to clarify the Council’s position on affordable rent. The proposed policy direction is taken from the Council’s Interim Position Statement on affordable rent, resolved by Merton’s Cabinet at their meeting on 07 November 2011.
- **Dwelling demolition and rebuild** – to increase sustainability standards, it is recommended that planning applications to demolish and rebuild a single structurally

sound dwelling house be required to attain greater sustainability requirements to compensate for the inefficient use of resources and materials.

### **Proposals map designations – proposed for consultation June – July 2012**

- 2.9. Several changes to Merton's Proposals Map are proposed following research and feedback from the January-April consultation. These are summarised below and contained in Appendix C
- 2.10. **Designated industrial areas** – included for the first time, these have mostly the same boundaries as those designated on Merton's UDP 2003 apart from the following changes set out below
- 2.11. The designated industrial areas on Merton's Proposals Map are now divided into "Strategic Industrial Locations" which are also protected by the London Plan 2011 and Locally Significant Industrial Sites, which are designed by the boroughs. In practice, this has been the case since the publication of the first London Plan in 2004
- 2.12. The Greater London Authority has agreed to consider the industrial area at Shannon Corner (B&Q, Krispy Kreme Donuts etc) as having local, not strategic protection for industrial and warehousing uses. This is because the scale and level of non-industrial uses have increased considerably in the past 10 years - including granting permission on this site for B&Q plus 51 apartments in 2005 by the Mayor of London – and the site no longer meets London Plan criteria for strategic protection
- 2.13. **Tooting to Sutton tram extension** – proposed removal as Transport for London have responded to the January-April 2012 consultation that the proposed tram route from Wimbledon to Sutton (via Morden and St Helier) is the 10-year priority and TfL are not considering the Sutton to Tooting (via Mitcham) tram route.
- 2.14. From the results of the Sites and Policies DPD, assessment against the National Planning Policy Framework, additional research, recent planning decisions and drafting errors, it is expected that there will be minor amendments to some proposals map boundaries, particularly those for open space and nature conservation. These will be identified and carried out during 2012 and reported to Councillors before being included in the final plan.

### **3 ALTERNATIVE OPTIONS**

- 3.1. The alternative option would be to continue to the final stages of the Sites and Policies DPD without undertaking consultation on the additional sites, policy issues and proposals map changes outlined in this report.
- 3.2. It is considered that this approach would result in a less robust DPD.

### **4 CONSULTATION UNDERTAKEN OR PROPOSED**

#### **Consultation undertaken**

- 4.1. The Sites and Policies DPD has undergone the following consultation
- 4.2. *July-September 2011* – "Call for sites" and policy issues
- 4.3. *January-March 2012 (extended to mid April 2012)* – Sites and Policies DPD preferred options



## **Consultation proposed**

- 4.4. *June-July 2012* – additional sites and policies (consultation proposed by this report)
- 4.5. *early 2013* – pre-submission consultation proposed on the final Sites and Policies DPD

## **5 TIMETABLE**

- 5.1 The timetable for the production of the Sites and Policies DPD plus associated Proposals Map is as follows:
  - **June-July 2012:** recommended 6 week consultation on additional sites, policy changes and proposals map amendments
  - **December 2012-February 2013:** 6 week consultation prior to submission to the Secretary of State
  - **March 2013:** Submission to the Secretary of State.

## **6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 6.1 Undertaking the Sites and Policies DPD at this time makes efficient and effective use of council resources.
  - It allows the council to consider the changes to the national planning system and if necessary, adapt local planning policies to best interpret national matters in a Merton context. It will mean that Merton Council will have an up-to-date development plan under the new National Planning Policy Framework and the London Plan 2011, supporting local decision-making in Merton;
  - most of the supporting research has already been undertaken for the Core Planning Strategy;
  - Preparing the Sites and Policies DPD, Regeneration Delivery Plan, draft Design SPD, Borough Character Study and draft Community Infrastructure Levy simultaneously allows information and resources to be shared and ensures consistency across Merton's guidance for development in the borough.

## **7 LEGAL AND STATUTORY IMPLICATIONS**

- 7.1. The Planning and Compulsory Purchase Act 2004 (as amended) plus associated Regulations currently set out the parameters for the production of Development Plan Documents.
- 7.2. In line with the proposed reforms in the Localism Act, Government has consulted on new local planning regulations. The consultation Local Planning Regulations are generally similar in nature to the existing Regulations for this stage of plan-making. In producing the Sites and Policies DPD, officers have had regard to both existing and proposed Regulations.

## **8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

- 8.1. None for the purposes of this report. An Equalities Impact Assessment is being carried out on the proposals in the Sites and Policies DPD.

## **9 CRIME AND DISORDER IMPLICATIONS**

- 9.1. None for the purposes of this report. The crime and disorder implications for the Sites and Policies DPD proposals have been assessed through sustainability appraisal.

## **10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

- 10.1. None for the purposes of this report

## **11 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT**

- Appendix A – additional sites proposed for consultation plus sites not included in the DPD
- Appendix B – additional policy issues proposed for consultation
- Appendix C – additional proposals map changes proposed for consultation

## **12 BACKGROUND PAPERS**

- 12.1.

## Potential Sites for New Uses

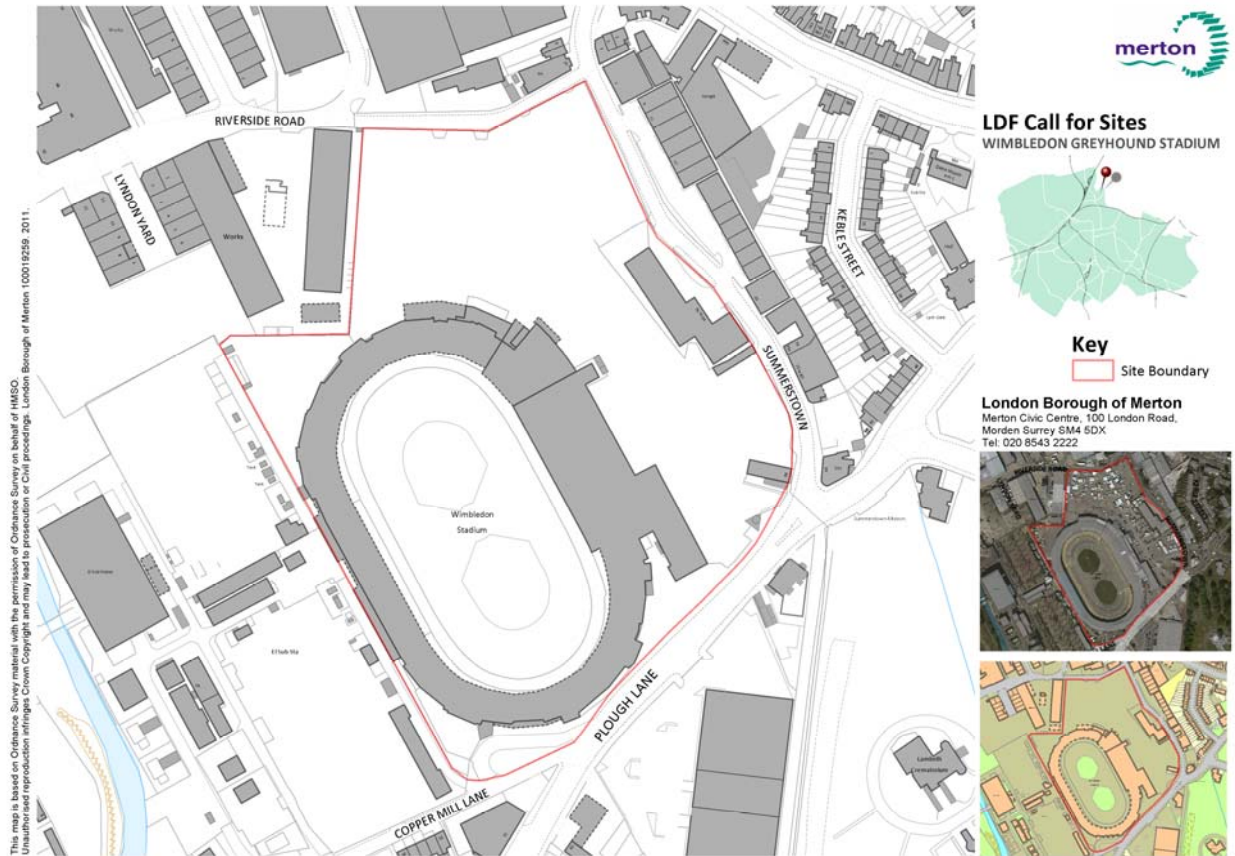
### Stage 2 Consultation – Additional Sites

May 2012

Site 37	Wimbledon Greyhound Stadium	2
Site 65	Kenley Road Car Park	4
Site 69	Sibthorp Road Car Park	6
Site 70	Haslemere Industrial Estate	8
Site 71	Land on Corner of Weir Road and Durnsford Road	10
Site 72	Wolfson Centre site on Copse Hill	12
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# Wimbledon Greyhound Stadium

Plough Lane, Tooting, London, SW17 0BL



**Site area** 5.29ha

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

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

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

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

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

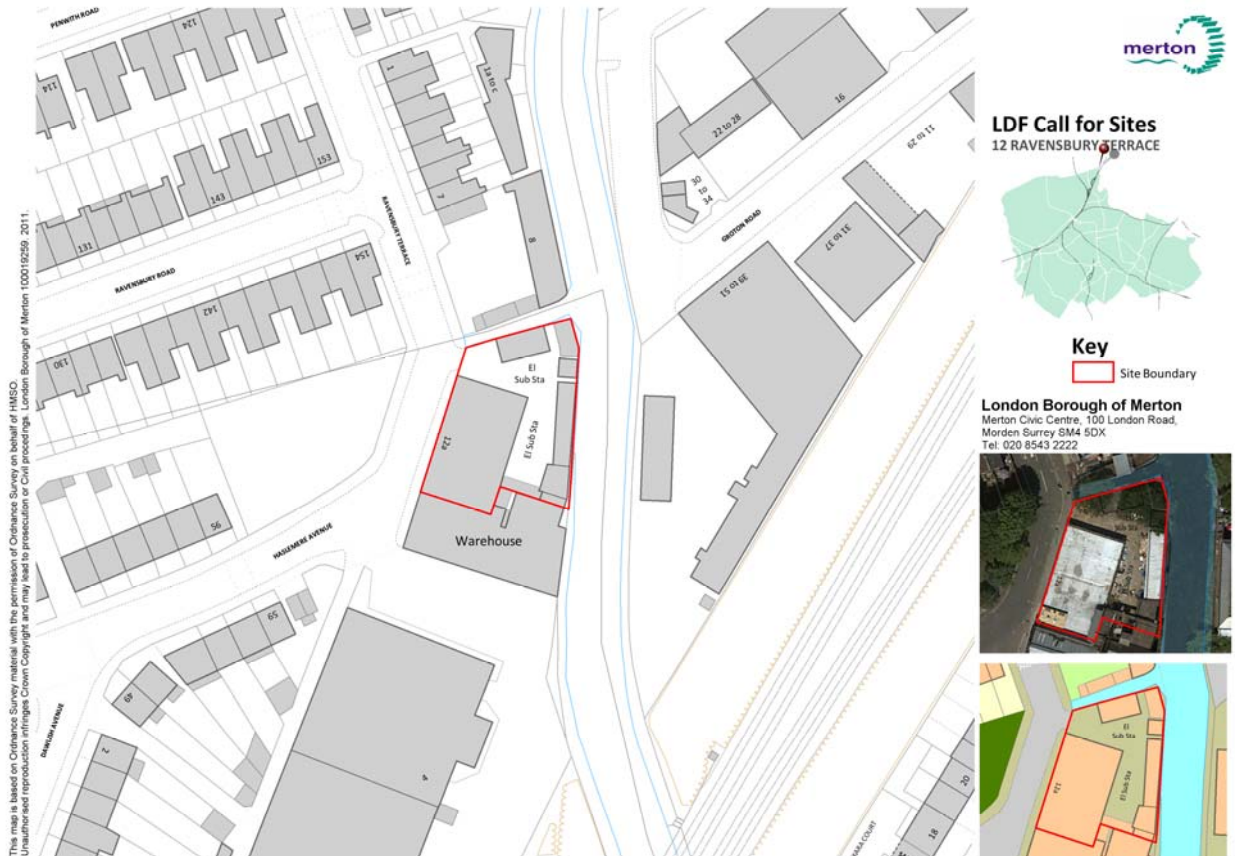
The entire site lies within an Archaeological Priority Zone.

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

<b>Current use</b>	Greyhound stadium (D2 Use Class) and car park (Sui Generis Use Class)
<b>Use suggested / organisation</b>	Residential-led mixed use scheme - Savills L&P Ltd on behalf of the Greyhound Racing Association (subject to public consultation January-March 2012)
	<b>Stage 2 (new use proposed for consultation)</b> – Retain greyhound use of site with enabling development (A1 retail) - Drivers Jonas Deloitte on behalf of Hume Consulting Ltd)
<b>Council's preferred use</b>	Intensification of sporting activity (D2 Use Class) or Industrial (B1[c], B2 Use Class) and warehousing (B8 Use Class) on cessation of a sporting use).
<b>Delivery timetable</b>	Unknown
<b>Issues</b>	<p>If the sporting activities were to cease, an industrial designation will be compatible with the scale, function and nature of the development surrounding the site.</p> <p>Redevelopment proposals should take account of the electricity substation to the west of the site to minimise the effects on amenity of future occupiers.</p> <p>Investigating the potential impact of any proposed development on archaeological heritage.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the functional floodplain and with the critical drainage area to minimise flood risk for future occupiers and the potential for water pollution from the site.</p> <p>Facilitating improved accessibility including improving bus infrastructure, walking and cycling facilities. Resolving road network capacity, movement and safety concerns. Site access arrangements require careful scrutiny/improvement.</p>

## 12 Ravensbury Terrace

12A Ravensbury Terrace, Wimbledon Park, SW18 4RL



**Site area** 0.9 ha

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

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

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

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

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

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

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



also identified as safeguarded for Crossrail 2 (Wimbledon Hackney Line)

**Current use** Office Use/ Vacant Warehouse Use

**Use suggested / organisation** Residential (C3 Use Class) and Office (B1[a] Use Class) – Planning Potential (consultants) representing M. Stone (site owner)

**Council's preferred use** Office and residential

**Delivery timescale** 2012-2017

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

Continuing employment uses associated with the site and the neighbouring sites.

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

Protecting the amenity of those properties adjacent to, or in the vicinity of the site, including access to the adjoining businesses to the south of the site.

Impact of any development proposal on protected species, biodiversity and the adjacent green corridor.

## Kenley Road Car Park

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



**Site area** 0.31 hectares

**Site description** This site is a pay-and-display car park with approximately 120 vehicle spaces, which are predominately used by commuters utilising Morden Tube Station.

The site is generally rectangular in shape. To the immediate west of the site is a linear park above the northern line tube, to the north and east are 2 storey residential terraces, and to the immediate south is a three storey residential apartment building. The surrounds of the site can be generally characterised as residential.

**Strategic Planning Factors** The site is within the proposed MoreMorden Masterplan area and is an area with a good level of access to public transport accessibility (PTAL 5).

**Current use** Commuter car park

**Use suggested / organisation** Residential - London Borough of Merton

**Council's preferred use** Residential (C3 use class) to be developed in conjunction with the MoreMorden masterplan



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

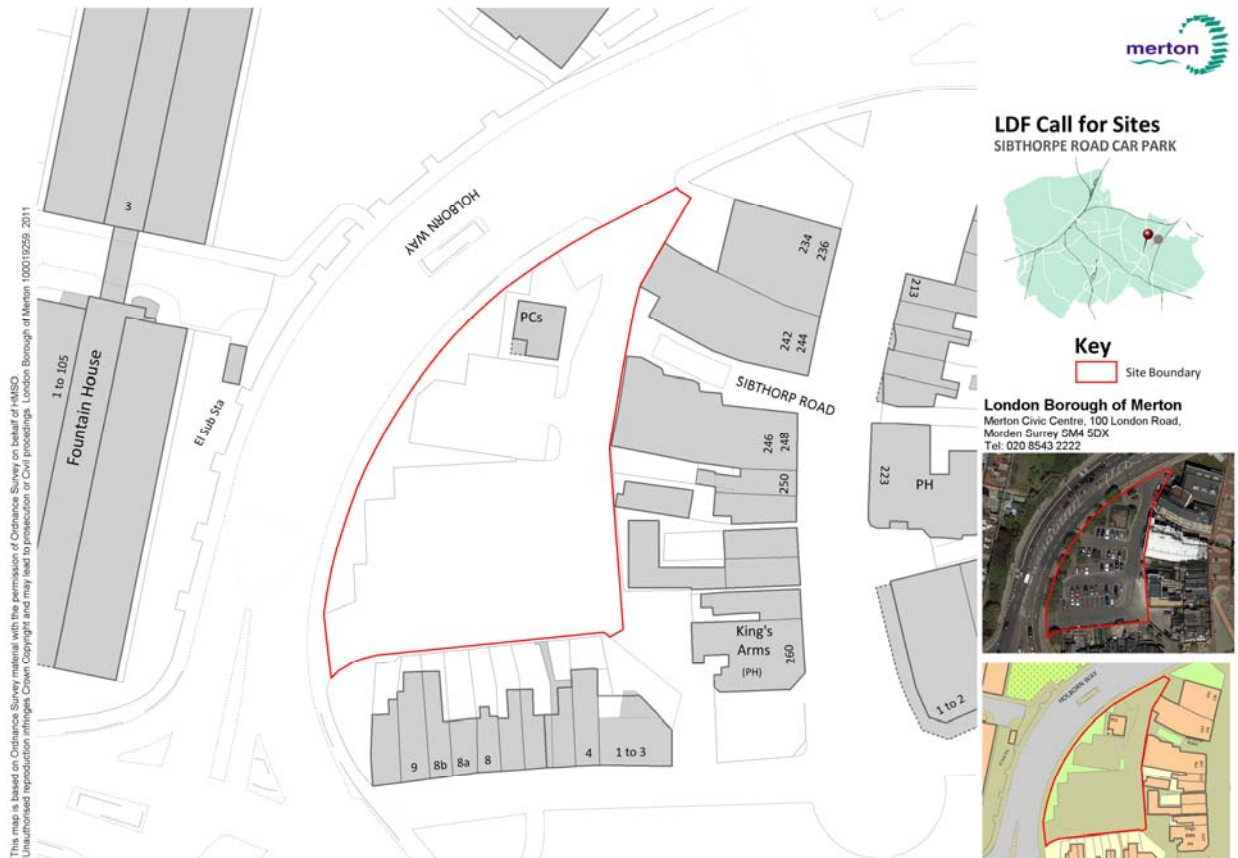
**Issues** Access (off Kenley Road) is in separate ownership, without which the site is landlocked.

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

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

# Sibthorp Road Car Park

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



**Site area** 0.26 hectares

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

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

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

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

**Strategic Planning Factors** Archaeological Priority Zone  
Mitcham Town Centre

**Current use** South east of the site is susceptible to surface water flooding.  
Car Park

**Use suggested / organisation** Town centre uses and residential / London Borough of Merton

**Council's preferred use** Restaurant / café and residential

**Delivery timescale** Unknown

**Issues** This site is adjacent heavy vehicular traffic along Holborn Way; any potential redevelopment should seek to mitigate traffic noise for its occupiers.

The developable portion of the site is constrained by the dual frontage businesses addressing the site along the eastern side. There may be opportunities to create an attractive streetscape along the eastern side of the site (opposite side to Holborn Way)

The potential loss of town centre car parking spaces will need to be considered.

Respecting and enhancing the character and the views into and from the neighbouring Mitcham Fair Green.

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

Limiting traffic movements so as not to hinder traffic flow on the surrounding roads or cause safety concerns for other road and pavement users.

# Haslemere Industrial Estate

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



**Site area** 0.90 hectares

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

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

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

**Strategic Planning Factors** The site is part of contiguous employment use

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

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

The eastern boundary of the site is designated as a Site of Importance for Nature Conservation and green corridor and is also identified as safeguarded for Crossrail 2 (Wimbledon Hackney Line).

The site is within the functional floodplain (zone 3b) and is susceptible surface water flooding to south and east of the site.

**Current use** Business and industrial

**Use suggested / organisation** Alternative uses on the site (such as residential) - Jones Lang LaSalle on behalf of Astranta Asset Management

**Council's preferred use** Business / Light Industrial (B1)

**Delivery timescale** Unknown

**Issues** Continuing space for employment in this area.

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

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

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

Impact of any development proposal on protected species, biodiversity and the adjacent green corridor.



# Land on Corner of Weir Road/Durnsford Road

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



**Site area** 1.63 hectares

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

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

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

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

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

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

management uses in the South London Waste Plan (schedule 2).

The site is situated within the area of the borough where expansion of existing school sites may not meet local need.

**Current use** Offices partly vacant, Homebase retail unit, associated car parking, electricity sub stations

**Use suggested / organisation** Hotel, A3 Use, residential - Blue Sky Planning on behalf of LaSalle Investment Management

**Council's preferred use** Industrial and warehousing (B1b, B1c, B2, B8)

**Delivery timescale** Unknown

**Issues** Whole site development proposals should address or move the electrical transformer, which is currently situated near the centre of the site.

Development proposals should not compromise the entrance to Weir Road for vehicle movements associated with its Strategic Industrial Location.

The site is designated as a Strategic Industrial Location in the London Plan 2011 and is part of a preferred location for waste management facilities in the South London Waste Plan (schedule 2).

# Wolfson Centre site on Copse Hill

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



**Site area** 0.60 hectares

**Site description** The site consists of a single storey 1970's building which was last used as a health care centre. It is currently being utilised as a site office associated with the redevelopment of Atkinson Morley and the Firs for residential purposes.

Residential developments are currently being built to the east and west of the subject site, large detached houses are situated to the north of the subject site, and open space to the south.

**Strategic Planning Factors** The site is within Copse Hill conservation area. And Wimbledon Village archaeological Priority Zone - Wimbledon Village  
The site is within an area of poor access to public transport (PTAL 1b) The site shares a boundary with Metropolitan Open Land.

**Current use** St George's Healthcare NHS Trust as a Neuro-rehabilitation Centre

**Use suggested / organisation** Residential - Indigo Planning on behalf of Berkeley Homes

**Council's preferred use** Residential

**Delivery timescale** Unknown



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

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

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

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

## 117-125 London Road - Dreams

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



**Site area** 0.22 hectares

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

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

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

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

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

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

The south-east portion of the site is susceptible to surface water flooding.

The site is situated with medium access to public transport (PTAL 4)

**Current use** Retail warehouse – restricted to bulky goods (Class A1)

**Use suggested / organisation** Retail (Class A1) - Planning Potential on behalf of GBRE Global Investors

**Council's preferred use** Mixed use – residential (C3 and limited retail/ community use)

**Delivery timescale** Unknown

**Issues** Redevelopment proposals should compliment the two storey terraces to the north and south of the rear of the site

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

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

Evidence of long-term unoccupied retail units fronting London Road adjoining the site. Redevelopment proposals involving a retail use should be small-scale (under 280 sqm) so as not to impact on Mitcham town centre.

Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site.

Limiting traffic movements so as not to hinder traffic flow on the surrounding roads or cause safety concerns for other road and pavement users.

Potential to combine with adjoining site (Elm Nursery car park) to achieve a larger site and more cohesive development.

# Southey Bowls Club

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



**Site area** 0.54 hectares

**Site description** The site whilst irregular in shape is well proportioned. It is currently occupied by a bowling green with associated single storey timber structures to the east of the site. The western part of the site is occupied by an open hardstanding carpark for approximately 35 cars. A single storey brick clubhouse lies in the westernmost corner of the site. Vehicular access to the site is via a long narrow driveway entry from Lower Downs Road.

The gardens of two storey residential developments surround the site on all sides.

**Strategic Planning Factors** The site has moderate accessibility to public transport (PTAL 4).

The site is occupied as a bowls club. The site is surrounded by residential properties.

**Current use** Bowls Club.

**Use suggested / organisation** Residential and Bowls Club or residential - Kossway Ltd on behalf of Southey Bowls Club

**Council's preferred use** Bowls club / residential

**Delivery timescale** Unknown

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

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

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

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

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



## Former Mitcham Gasworks

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



**Site area** 2.4 hectares

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

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

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

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

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

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

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

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

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

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

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

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

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

**Delivery timescale** Unknown

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

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

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

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



**Site area** 0.28 hectares

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

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

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

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

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

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



## 2 South Gardens

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

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

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

**Current use** Residential School

**Use suggested / organisation** Residential - AMA UK

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

**Delivery timescale** Unknown

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

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

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

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

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

## 26 Bushey Road

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



**Site area** 0.33 hectares

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

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

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

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

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

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

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

## 191-193 Western Road

191-193 Western Road, Mitcham, CR4 3ED



**Site area** 0.42 hectares

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

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

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

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

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

**Current use** Factory and Open Storage

**Use suggested / organisation** Residential - James Davis

**Council's preferred use** Residential

**Delivery timescale** Unknown

**Issues** Provides sole access to the adjoining open yard business which could/ should be combined with the site.

The frontage along Western Road is busy and and adjoins residential properties.

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

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

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

Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site.

Impact of any development proposal on protected species, biodiversity and the adjacent green corridor

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



# Crusoe Road Industrial Buildings

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



**Site area** 0.12 hectares

**Site description** The site is occupied by single storey commercial buildings, and has small concrete forecourt which is informally utilised for loading and parking associated with the businesses.

The adjoining site to the west contains a vacant two storey industrial building (neighbouring site proposal 18), whilst the general character of the surrounding area comprises standard two storey residential terraces.

**Strategic Planning Factors** The site is in an area with moderate accessibility to public transport services (PTAL 3)

The site is within a critical drainage area and the southern boundaries of the site is susceptible to surface water flooding.

**Current use** Light Industrial

**Use suggested / organisation** Residential/ or compatible use – Councillors Draper and Attawar

**Council’s preferred use** Residential

**Delivery timescale** Unknown

**Issues** Protecting the residential amenity of the adjacent properties.

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

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

# Moat Pollards Hill Housing Estate

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



**Site area** 14.54 hectares

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

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

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

**Use suggested / organisation** Residential (use C3), supported housing and care homes (use C2), Office (B1) and Community (D1) - Savills on behalf of Moat Homes Ltd.

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



area.

**Delivery timescale**

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

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

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

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

**Borough Plan Advisory Committee – 21 May 2012**

**Agenda item 4**

**Appendix B – additional policies proposed for public consultation  
between June and July 2012**

## **DM.H3 Support for affordable housing**

### Policy aim

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

### Policy

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

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

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

### SA / SEA implications

#### To be inserted

#### Justification

- 1.1. Social rented, affordable rented, intermediate and market housing are defined in the London Plan Early Minor Alterations policy 3.10 (February 2012).
- 1.2. As set out in the London Plan Early Minor Alterations policy 3.10 (February 2012), affordable rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges where applicable).
- 1.3. Research to support Merton's interim policy statement on affordable rent states that homes with a rent of up to 80% of market rent could prove unaffordable to applicants in housing need, particularly those needing family sized homes which are identified as the greatest need in Merton. The introduction of the universal credit and maximum amount of benefit paid to a household are likely to further restrict affordability for some properties.
- 1.4. The largest Registered Housing Provider in Merton, Circle Anglia have made a successful bid to the Homes and Communities Agency for inclusion on the affordable rent programme for 2011-15 as they believe that this is the only way for them to build more affordable housing. To ensure that rents were set at a truly affordable level, rather than simply 80% of market rent, Circle Anglia commissioned an independent study over 40,000 homes in the group to determine what level of

rent really was affordable in each local area. The assessment of affordability included: distribution of incomes, distribution of house prices, distribution of private rented levels, local housing allowance, housing benefit and its cap, universal credits and residual income.

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

## **DM.H4 Demolition and redevelopment of a dwelling house**

### Policy aim

To promote sustainable development and make effective use of resources.

### Policy

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

- (a) Limiting CO<sub>2</sub> emissions arising from the operation of the dwelling and its services in line with Code for Sustainable Homes Level 5
- (b) Improved the fabric energy efficiency performance in line with Code for Sustainable Homes Level 5
- (c) Made effective use of resources and materials in accordance with Merton's Core Planning Strategy Policy CS15 (part a)

### SA/SEA implications

To be completed

### Justification

- 1.6. All proposals for the demolition and redevelopment of a dwelling should be fully justified on the basis of structural instability. Demolition and redevelopment of a dwelling on issues outside of structural instability are deemed to be an inefficient use of resources and materials and contrary to the principles outlined in Merton's Core Planning Strategy Policy CS15.
- 1.7. Careful and considered use of natural resources, promoting sustainable construction and energy use are key considerations in securing a sustainable future for the London Borough of Merton. On this basis, demolition and redevelopment proposals are required to enhance the environmental performance of the new development beyond the minimum requirements in Merton's Core Planning Strategy Policy CS15. Actions to improve the energy performance of the design should be prioritised, in accordance with the energy hierarchy outlined in Core Strategy Policy CS15 part b.



## **DM.EP4 Allowable solutions**

### Policy aim

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

### Policy

- (a) Planning applications that propose using Allowable Solutions within the borough may be reviewed by the Allowable Solutions Working Group to ensure that the proposals are the most effective method of saving carbon and benefiting the local community. The views of the Allowable Solution Working Group would then become a material planning consideration.
  
- (b) Merton Council will establish the Merton Community Energy Fund to administer local projects funded via Allowable Solutions.

### SA / SEA implications

To be completed

### Justification

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

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

- (a) By installing additional measures to address unregulated emissions within the proposed development
- (b) By investing in carbon saving projects elsewhere within the local authority area in which the development is proposed (for example, loft insulation in a school)
- (c) By investing in carbon saving projects nationally (for example, an off-shore wind farm)

Local authorities have been encouraged to have policies in place to administer and deliver allowable solutions locally. Those without adequate policies in place risk losing out on the ability to direct allowable solutions investment towards achieving local strategic objectives.

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


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

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

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

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<sup>1</sup> Allowable solutions for tomorrow’s new homes: towards a workable framework 2011



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

# Draft proposal map revisions

**May 2012**



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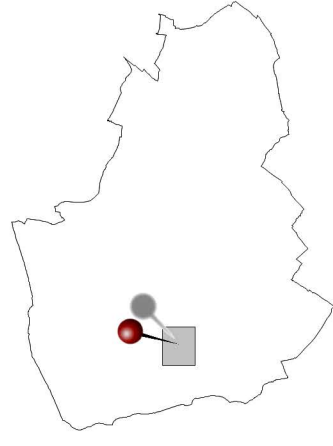




May 2012

# LDF Proposal Map Local Centres

## RAYNES PARK

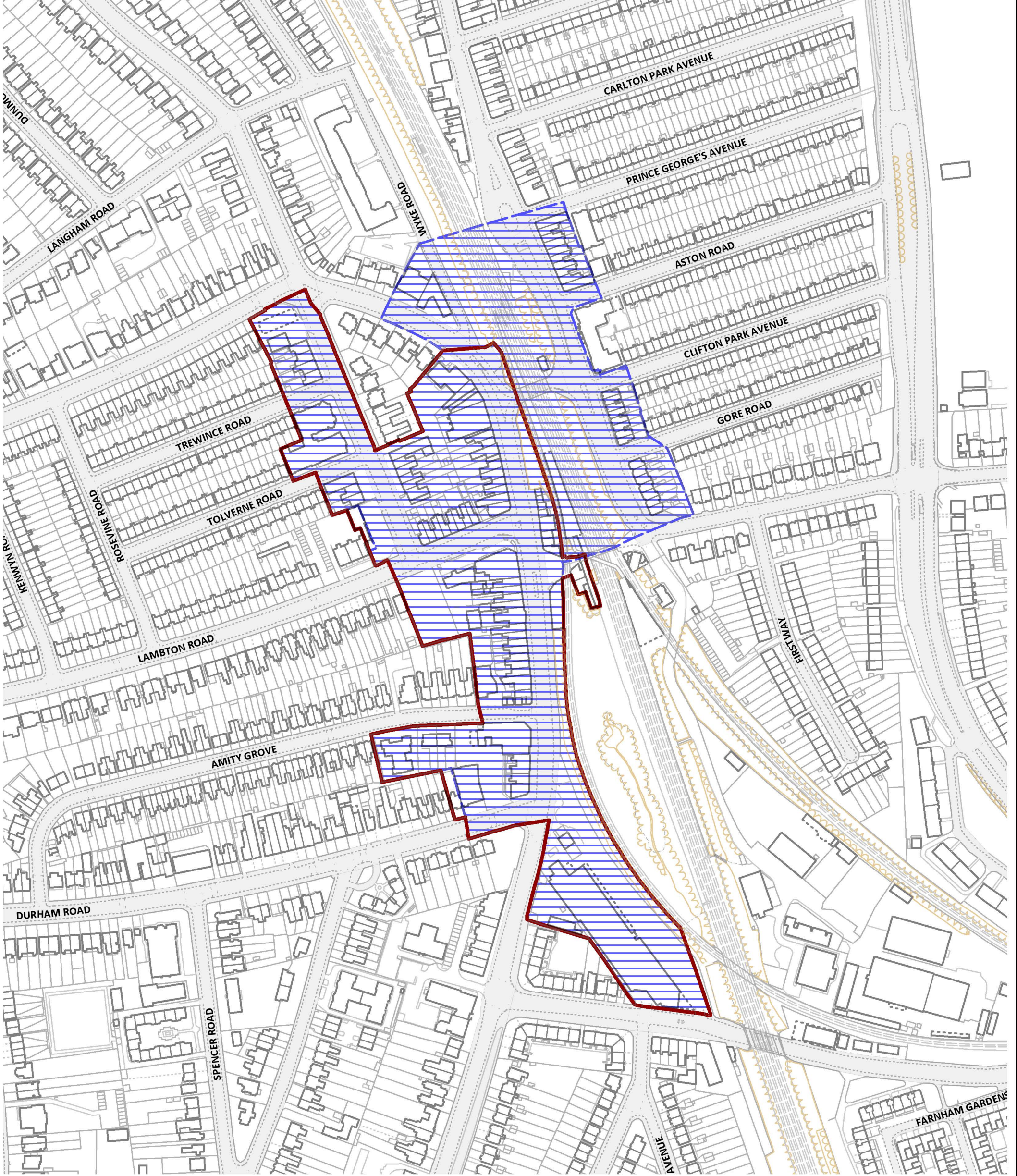


### Key

 Old Centre Boundary  
UDP 2003

 New Centre Boundary  
LDF Proposals 2012

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







Proposed change from a "Strategic Industrial Location" to a "Locally Significant Industrial Area"

May 2012

# LDF Proposal Map

## Proposed Designated Industrial Areas

### Key

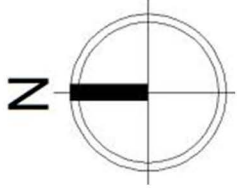


Strategic Industrial Location  
Locally Significant Industrial Area

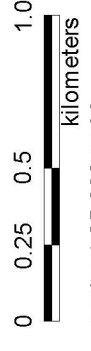


**London Borough of Merton**  
Merton Civic Centre, 100 London Road,  
Morden Surrey SM4 5DX  
Tel: 020 8543 2222





# LDF Proposal Map Tram Line Network



PLAN PREPARATION DATE  
MAY 2012

scale: 1:25,000 at A3

-  LDF Transport Proposal 6TN
-  LDF Transport Proposal 7TN
-  LDF Transport Proposal 8TN
-  LDF Transport Proposal 10TN

LDF Transport Proposal 9TN deleted  
Tooting to Sutton Tram Line

