

LBM40 Schedule of Additional Modifications to Merton’s Draft Local Plan – May 2024

~~Strikethrough~~ text indicates a proposed deletion

Bold underlined text indicates a proposed addition to the text

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

The page and paragraph numbers are those in the [Stage 3 pre-submission draft Local Plan published for comments from 22 July to 6 September 2021 \(Ref. 0D1\)](#).

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM1	through out	Throughout	<i>Where relevant, replace old ward names with new ward names introduced in May 2022 https://consultation.lqbce.org.uk/node/16844</i>	Factual accuracy
AM2	through out	Throughout	<i>Where relevant, change Merton Clinical Commissioning Group (CCG) to South West London Integrated Care System (ICS)</i>	Factual update
AM3	2	1.1.4	<i>Remove most of chapter, retaining the plan preparation process summary and reference to the missing Chapter 8.</i>	Concise, ease of reference and factual update.
AM4	7-32	All paragraphs	<i>Number all paragraphs, where appropriate, on pages 7-32.</i>	For clarity and ease of reference.
AM5	7-32	Relevant part of Strategic Objectives	<i>Ensure correct grammar where appropriate e.g. “encourage” to Encouraging”</i>	Grammar
AM6	8	2 nd paragraph	<u>In March 2021, the London Sustainable Development Commission</u> published a progress report on how far London has come in meeting the SDGs. We will continue to work with and support the London Sustainable Development Commission in achieving the SDGs. Cities and local governments, businesses, the public sector, communities and others – and coordinated local action on the SDGs has indeed been gathering momentum in recent years. According to the UK Government, 65% of the SDGs rely on local level implementation. For the first time, the impacts and opportunities of cities and towns have been recognised in the SDGs by countries and the United Nations. This has resulted in a global goal entirely dedicated to urban areas in the form of SDG (Sustainable Development Goals) 11: Sustainable Cities and Communities.	To improve clarity
AM7	9	1 st para under ‘Stakeholders and partner organisations’	...We will work with community groups and organisations across Merton’s diverse communities (faith and ethnicity) including resident and business association, neighbourhood forums, cultural organisation, disability groups, faith groups, children, young people, and the veteran community at Haigh Homes_to deliver growth, as well as healthy and sustainable neighbourhoods. ...	Updated to reflect the council’s aspirations to work with a wide range of different stakeholders.

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM8	10	2 nd paragraph under 'Coronavirus pandemic (COVID-19)'	Our health inequality gap is growing; this trend was known before COVID-19. However, the pandemic has increased it and highlighted the issues across the UK. Residents suffering from poor health in Merton are <u>tend to be</u> concentrated in our most deprived wards (Abbey, Colliers Wood, Cricket Green, Graveney, Lavender Fields, Longthornton, Lower Morden, Pollards Hill, Ravensbury and St Helier), mainly in the east, <u>although there are pockets across Merton</u> . Addressing these inequalities and improving Merton's health and wellbeing, both physical and mental, goes beyond improving access to medical facilities and includes a range of measures to improve our social and physical environment.	To improve clarity, consistency.
AM9	11	1 st paragraph under 'Healthier and greener environments'	Making Merton a healthier and greener borough as well as a fairer one is important. It is why, health inequalities cannot be seen in isolation. As already stated, our health inequality gap is growing; this trend was known, before Covid-19 however, the pandemic has increased it and highlighted the issues across the UK. Growth in Merton will need to addressing inequalities both income and health.	To improve clarity, consistency.
AM10	12	3 rd paragraph	The Mayor will be developing a London-wide Heritage Strategy, together with Historic England and other partners, to support the capital's heritage and the delivery of heritage-led growth. Merton Council supports this approach and will work with local communities; the Mayor and partners to protected and enhance our rich heritage. <u>Merton Council supports a London-wide Heritage Strategy and we will work with the Mayor and communities in developing the strategy.</u>	For clarity
AM11	12	5 th paragraph	A large portion of residents before the pandemic travelled out of the borough to work. The pandemic has changed our work patterns and trends, but <u>However, as we come out of now</u> after the nationwide lockdowns people <u>will are</u> begin to <u>travelling</u> out of borough to work again, although <u>not at pre-pandemic levels</u> . It is not, known if the levels will be the same as before the pandemic. However, Alongside this, it is important that Merton residents, particularly those from disadvantaged backgrounds, fully benefit from the diverse range of opportunities economic growth brings. Removing barriers to local employment and <u>training</u> can improve resident's life chances and help support local business growth.	To improve clarity and consistency.
AM12	14	1 st para under 'Density and mixed uses'	...In accordance with the London Plan, neighbourhoods with good public transport accessibility level (PTAL) such as Wimbledon, Morden , South Wimbledon, Morden and Colliers Wood will generally expect densities towards...	Deleted repetition.
AM13	14	Last sentence	OAs are identified as significant locations with development ability to deliver new housing, commercial development and infrastructure. The town centres found in the OA are suitable for large-scale development and significant increases in jobs and homes as they have particularly good public transport and transport interchanges; for example, Wimbledon town centre. Each centre will make contribute in ways suitable to their location, centre designation and its character.	Change made for clarity.

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM14	15	Last sentence	A clear focus on delivery will require all stakeholders to work together to unlock sites and drive the right sort of development. The council's overall spatial strategy is illustrated in the Figure 1 below. This shows the broad locations of Merton's growth area. Development will still take place outside of the OA, although not at the same scale. Outside the OA, where sites are not allocated , smaller scale development and more incremental change will take place. The following sections provides further details on the parts of the borough where the most significant growth is expected to take place and the role our centre it will play in Merton's growth.	Change made for clarity.
AM15	16	Figure 1 – Merton's spatial strategy	<i>Updated spatial strategy diagram to show new Wi3 boundary, removal of site Wi14 which was removed before Stage 3 consultation, adding site allocations to the key and altering the symbology of the opportunity area to make it clear which site allocations are within the opportunity area boundary.</i> <i>February 2024 – updated the Metropolitan Open Land layer to reflect the post hearings changes around Wimbledon Park and AELTC.</i>	The diagram has been updated for consistency with changes and to improve clarity.
AM16	18	2 nd bullet point under Wimbledon	Support the highest quality development that preserves local (MM9) amenity, enhances <u>s</u> and conserves <u>s</u> Wimbledon's <u>s</u> rich heritage assets, character and appearance of place .	To improve clarity and grammar.
AM17	19	4 th bullet point under Wimbledon	Work with construction sites to minimise and improve air quality and minimise noise pollution.	To improve clarity and grammar.
AM18	19	1 st bullet point under 'Colliers Wood'	Reduce inequalities in the neighbourhood (health, income and social) and improve the wider determinates of health - providing a mix of uses, including substantial new homes (including affordable), employment and social and community uses.	Text added to ensure consistency with terminology throughout the local plan.
AM19	20	4 th bullet point	Increase Significant Significant increase in the number of jobs and training provided in the area. Provide employment space for identified growth sectors, small to medium enterprises and start-ups and contribute towards training and apprenticeship opportunities	To improve clarity and grammar.
AM20	21	1 st para under 'Morden'	The Morden Regeneration Zone (town centre) is, expected to deliver circa 2000 new homes.	Change made for clarity and accuracy of where the comprehensive regeneration is planned for.

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AM21	21	1 st bullet point under 'Morden'	Reduce inequalities in the neighbourhood (health, income and social) and improve the wider determinates of health by delivering a mix of uses, including affordable homes, offices and other employment opportunities, social and community facilities and retail to support new homes.	Change made for clarity and consistency of terminology.
AM22	21	3 rd bullet point under 'Morden'	Deliver high quality homes, which is sympathetic to historic area which preserve local amenity and...	Improve clarity
AM23	21	6 th bullet point under 'Morden'	Improve cycling facilities, enabling more walking and cycling, and work with Transport for London (TfL) to improve road safety on road for all users and pedestrians to and around Morden Underground station.	Improve clarity
AM24	22	1 st para under 'Mitcham Neighbourhood'	<u>Most of the Mitcham neighbourhood lies outside the Opportunity Area (see Figure 2) aside from parts of the neighbourhood around Church Road and bordering Morden.</u>	For clarity and to ensure the text aligns with the Mitcham neighbourhood shown on Figure 2.
AM25	22	1 st bullet point under 'Mitcham Neighbourhood'	Reduce inequalities in the neighbourhood and improve the wider determinates of health by providing a mix of uses, including substantial new homes (including affordable), employment and social and community uses.	Change made for clarity and consistency of terminology.
AM26	22	3 rd bullet point under 'Mitcham Neighbourhood'	Explore opportunities for social housing estate regeneration. We will engage and work with housing providers in Mitcham neighbourhood. The Council's ambition is that regeneration will focus primarily on improving the quality of housing stock but also offers the potential to create an improved physical environment and enhanced connectivity as well as address several social and economic issues. This is a long-term aspiration which will continue outside this plan period.	This text has been removed to align with the current status of the Clarion Estates Regeneration programme, which has already begun.
AM27	24	Wimbledon Village 1 st paragraph and 2 nd bullet point.	...Wimbledon Village will play a key role as the borough's historical and sporting tourist destination by: <ul style="list-style-type: none"> • Promoting Greener transport opportunities such as electric charging points and cycle parking facilities. 	Improve clarity
AM28	29- 30	Strategic Objective 3: places for	Removal of semi colons to full stops under subheading <i>Strategic Objective 3: places for people</i>	Punctuational changes to chapters text.

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
		people - including bullet points		
AM29	30	Strategic Objective 3: places for people, part e.	Assessing the impact of Requiring major development proposals to maximise the positive impacts and minimise adverse impacts on physical and mental health and wellbeing to maximise the positive impacts and minimise adverse impacts.	To improve accuracy and clarity arising from HUDU's representations
AM30	30	Strategic Objective 4	...services and preserves and enhances the borough's unique character and appearance. We will achieve this by:- We will achieve this by: ...	Repetition deleted
AM31	30,176, 179, 181, 183, 184, 185, 186, 187, 188, 189, 202	Strategic Objective 4, part b:	Promote and support the successful development of the growth areas (Opportunity Area and Morden town centre Regeneration Zone) and to ensure that all development is supported by necessary infrastructure and maximises the opportunities and benefits for the local and surrounding communities and the borough as a whole.	To improve clarity by specifying the town centre area that the relevant phrase or sentence is referring to and the addition of a related clarifying sentence to paragraph 5.1.37.
AM32	32	Vision, 4 th bullet point	Improved community health and wellbeing and reduced health and income inequality within the borough and the disparities between the east and west of the borough.	To improve clarity and arising from HUDU's representations that reducing inequalities does not necessarily equate to improvements
AM33	32	Vision, 9 th bullet point	Improved access to our unique rich heritage and historic environment for all, while encouraging innovations in building technology. and improving sense of	Correct typographical error
AM34	34 and through out the plan	All policies	<u>JUSTIFICATIONSUPPORTING TEXT</u>	A more accurate descriptive sub-heading to improve clarity.

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AM35	36	2.1.7	For example, development should reduce the need to travel, particularly by private car, and ensure that the largest possible share of journeys are made by active travel and public transport, as set out in Merton's Sustainable Travel & Urban Mobility policies.	Updated to reflect a change in the name of the transport policies.
AM36	37	Footnote 2	Based on sites identified to be delivered during the 15 year plan period and an assumed delivery of the Intend to Publish London Plan 2021 target for Merton of 918 new dwellings per year for the remaining 15 years to 2050. See Housing policies for further details.	Updated to refer to the current London Plan, to improve accuracy.
AM37	39, 43, 44, 45, 51, 55, 57, 61, 66, 68, 69, 71, 238, 329, 331, 429, 451, 452, 453, 493, 496, 498, 506, 508, 509, 511, 515, 521, 523, 529, 532, 533, 534, 538, 541, 544, 547,	2.1.18 and thereafter throughout the plan	<p>In order to drive greenhouse gas and energy savings in London, the Mayor has implemented a zero carbon policy for all major residential Major Developments since 2016, and this policy was extended to major non-residential Major Developments in the London Plan 2021...</p> <p>...</p> <ul style="list-style-type: none"> The Mayor's zero carbon policy only applies to Mmajor Developmentsschemes which represent less than 10% of schemes in Merton. However, all buildings, regardless of the scale of development, will need to be net-zero carbon by 2050 in order to achieve our carbon reduction target. 	To improve clarity and indicate that it is defined in the glossary.

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	550, 555, 633			
AM38	40	2.1.20	Policy CC2.5 'Minimising waste and promoting a circular economy' sets out Merton's requirements to minimise embodied carbon and Policy CC2.6 <u>sustainable design standards</u> adapting to a changing climate sets out the sustainability standards required of development in Merton.	To improve clarity and accuracy, the policy reference has been updated.
AM39	43, 44, 45	Policy CC2.2 Minimising Greenhouse Gas Emissions, part d	To demonstrate compliance with the Mayor's net-zero carbon target, or any future locally derived target.	Amended to improve clarity
AM40	48	2.2.18	Where a developer is proposing to directly offset any shortfall in carbon dioxide emissions from the proposed development by installing carbon dioxide saving measures off-site (e.g. photovoltaic panels on a local school), this will need to comply with the GLA's Carbon Offset Fund Guidance, and any relevant local guidance. Any offsite proposals will need to be agreed with the council's Climate Change team and confirmed in the energy statement.	Amended to improve clarity.
AM41	51	Climate Change CC2.3 Minimising Energy Use, part d	<u>*NEW FOOTNOTE – Both the Fabric Energy Efficiency Standard and Space Heating Demand Target are based on regulated energy use.</u>	Amended to clarify relevant energy uses in response to the Inspector's MIQs.
AM42	53	2.3.7	Improved fabric energy efficiency will ensure that buildings use low and zero carbon energy in the most efficient way [11]. As well as reducing greenhouse gas emissions, using ultra-high levels of fabric efficiency alongside heat pumps and Mechanical Ventilation and Heat Recovery (MVHR) systems can help reduce annual and peak electricity demand, provide comfort and health benefits to occupants, and deliver average bill savings of around £85 per year for a typical three bedroom semi-detached house [11], <u>which will help tackle fuel poverty in Merton.</u> This will also help 'future proof' developments and reduce the likelihood of buildings needing difficult and expensive refurbishment at a later date.	Added to highlight benefits of energy efficiency improvements for fuel poverty, particularly in the context of energy price rises.
AM43	54	New paragraph after 2.3.13	<u>In the past 5 years, non-residential development in Merton has included everything from a football stadium, to a hotel development, to a mixed-use development comprising a community gym/ retail space, hostel and residential development. Given the range of non-residential developments that could come forward in Merton over the lifetime of this Local Plan, the council will work with applicants towards achieving this target on a case by case basis for any bespoke non-residential development.</u>	Added to clarify approach for bespoke non-residential developments given the range of non-residential

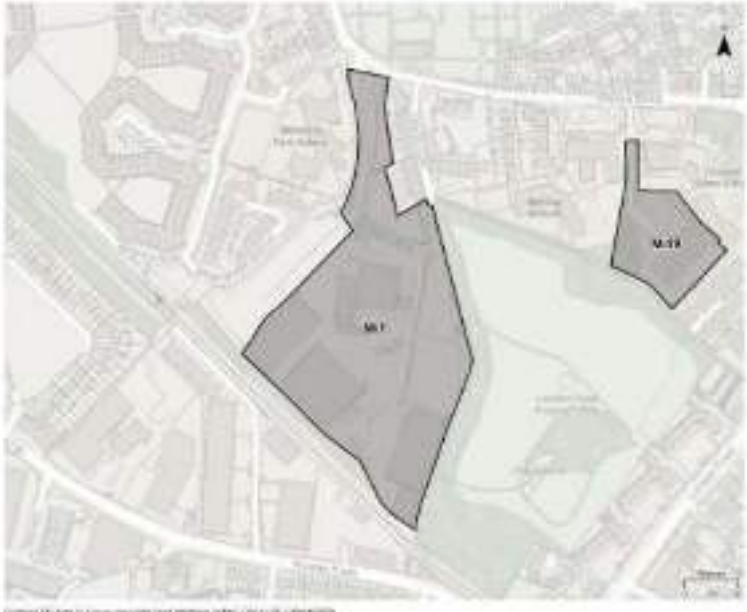
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				developments in Merton.
AM44	55	2.3.17	<p>LETI's Climate Emergency Design Guide and the UK Green Building Council's Net Zero Whole Life Carbon Roadmap, which sets-out a roadmap to net-zero carbon, both recommends the use of Energy Use Intensity (EUI) targets in regulations, policy and design decisions to drive energy efficiency [9] [24].</p> <p>[24] UKGBC, "Net Zero Whole Life - Summary for Policy-Makers," 2021. [Online]. Available: https://www.ukgbc.org/wp-content/uploads/2021/11/UKGBC-Whole-Life-Carbon-Roadmap-Summary-for-Policy-Makers.pdf. [Accessed 22 11 2021].</p>	<p>To improve clarity, a reference is included to additional supporting evidence, which was published in November 2021 since the last Local Plan consultation.</p> <p>New reference added to the Bibliography on page 73 of the Local Plan and the Examination Library to include new supporting evidence.</p> <p><i>(Please note, the addition of this new reference within the Climate Change Chapter Bibliography will have changed the numbering of subsequent references)</i></p>
AM45	55	2.3.18	<p>..., Merton Council requires applicants for all developments resulting in the creation of 1 or more dwellings or 500sqm or more non-residential GIA, to determine their anticipated EUI, at planning and pre-occupation stage. Applicants for Major Developments schemes will need to calculate the anticipated regulated and unregulated energy demand, and combined EUI, using the...</p>	To improve grammar and clarity
AM46	56	2.3.21	<p>In their Climate Emergency Design Guide, LETI have identified energy consumption targets for four building typologies consistent with achieving national net-zero carbon targets; LETI concluded that all new build development should be designed to achieve these standards by 2025 [9]:</p>	Modified to improve clarity regarding the source.

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AM47	57	Policy CC2.4 Low Carbon Energy, part a	All new development to use low carbon heat. There can be no gas boilers in new dwellings or new non-domestic <u>residential</u> development in Merton from January 2023.	Modified to ensure consistency in wording throughout climate change policies (residential vs domestic).
AM48	59	2.4.7	No gas boilers can be installed in new dwellings or new non-domestic <u>residential</u> development from January 2023.	Modified to ensure consistency in wording throughout climate change policies (residential vs domestic).
AM49	66	New paragraph after 2.5.7	<u>All applications that are referable to the Mayor of London will need to submit Circular Economy Statements that have been prepared in accordance with the GLA's Circular Economy Statement Guidance.</u>	Modified to clarify London Plan requirements for referable schemes. Footnote also added with a link to the Mayor of London's Circular Economy Statement Guidance. Footnote removed to improve accuracy.
AM50	68	Policy CC2.6 Sustainable Design Standards, part d	Requiring all conversions and changes to the use of existing buildings resulting in the creation of 10 or more new dwelling(s) to achieve a minimum BREEAM Domestic Refurbishment rating of 'Excellent' or equivalent.	Modified to correct typographical error.
AM51	69	2.6.1	Using these standards or any subsequently adopted set of national sustainable construction standards equivalent to those set out in the policy , will assist in the delivery of a number of the policies covered in the Local Plan including the Transport, Green Infrastructure and Climate Change policies.	Modified to improve accuracy and demonstrate the soundness of the Local Plan in response to the Inspector's Matters, Issues & Questions.

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AM52	72	Bibliography Ref 14	[14] Etude, "Islington Energy Evidence Base,"2016 2017 . [Online]. Available: https://www.islington.gov.uk/media/sharepointlists/publicrecords/planningandbuildingcontrol/publicity/publicnotices/20182019/20181121islingtonenergyevidencebasestudynovember20171.pdf?la=en&hash=164DFE701FAE92BDEDD1FF9091505FD769BCC0 . https://www.islington.gov.uk/-/media/sharepoint-lists/public-records/planningandbuildingcontrol/publicity/publicconsultation/20212022/20210718islingtonenergyevidencebasestudynovember2017.pdf?la=en&hash=B9F5B29BF E300D8481FD55325CF434DA12815104 .	Modified to provide new link; old link was broken.
AM53	76-104	Page footer	<i>Changed all the chapter references from CH4 to CH3.</i>	To improve accuracy and referencing.
AM54	84	3.1.8	...However, should redevelopment opportunities come up within the lifetime of this Plan, the Council would strongly support more efficient use of these sites, continuing to support shops, services and business floorspace and providing new homes on upper floors where practicable. ...	Modified to correct typographical error and improve clarity.
AM55	84	3.1.10	For the past five years, Colliers Wood has already functioned as a District Centre. It contains a broad mix of store sizes and formats, a variety of town centre uses (shops, markets, restaurants, theatre, visitor attractions, public space, restaurants, library, etc.) and since the Connecting Colliers Wood investment is now well integrated into the surrounding area. ...	Modified to correct typographical error and improve clarity.
AM56	85, 85	3.1.13 and 3.1.16	Crossrail2 construction has been delayed and will not be finished until after 2036,...	To improve clarity and accuracy about the delays to Crossrail2.
AM57	85	3.1.19	Locations that may be sensitive to tall buildings include the historic environments of the Wandle Park, Merton Abbey Mills and Merton Priory where the potential impact on the significance and scale of the historic environment and open spaces should be considered. For locations near to the edge of the town centre boundary, the sensitivity of low-rise residential neighbourhoods should be considered.	To improve clarity
AM58	100	Site Allocation CW4 Infrastructure Requirements:	There is a need for secured cycle parking provision for commuters in Colliers Wood and there is a lack of space on the public highway to facilitate this. In the long term, should a cycle hub not be installed on other Transport for London sites including Site CW.1, then in the long term we would welcome a secure cycle hub on this site as it is located close to the underground station and accessible to both the Wandle Trail and the Cycle Superhighway.	Deleted from Infrastructure Requirements and moved to Design and Accessibility Guidance and amended for clarity.
AM59	101	Site Allocation CW4, Site description:	The western boundary of the site is formed by the Pickle Ditch, a tributary of the river Wandle, a riparian green space and remnants of the historic Merton Priory Wall The Pickle Ditch, a tributary of the river Wandle, a riparian green space and remnants	To improve clarity

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			of the historic Merton Priory Wall, forms the western boundary of the site. Sainsbury's and Marks and Spencer are found beyond that in a single purpose-built podium supermarket with car parking underneath.	
AM60	103	Site Allocation CW5, Infrastructure Requirements	Thames Water have indicated that the scale of development for this site is likely to require upgrades of the water supply network infrastructure, but there are no infrastructure concerns for the wastewater network and of wastewater treatment infrastructure capability. ...	Change made to ensure Thames Water infrastructure requirements are made clear for future development of the site.
AM61	108	KEY OBJECTIVES: MITCHAM	The following objectives provide an overarching vision for Mitcham. More detail can be found in the Policy and Justification Supporting Text sections that follow.	See above - initial AM34 at Page 34
AM62	111	Mitcham: Policy N4.1, parts f and g	f. Celebrate Mitcham Town Centre's unique character by enhancing the setting of heritage assets with high quality design and character led developments. Improve Mitcham Town Centre's unique connection with Mitcham Common, the surrounding green open spaces and public leisure uses.	Correct typographical error.
AM63	112	Mitcham: Policy N4.1, part m	g. Support the regeneration at Eastfields, Ravensbury and Pollards Hill to provide good quality new homes and services and refurbish existing homes in a landscaped setting.	To improve clarity and accuracy by including references to the relevant estates for which the regeneration is supported by the adopted Estates Local Plan 2018.
AM64	112	Mitcham: Policy N4.1, part p	Support and improve the quality of local Neighbourhood Parades	To improve clarity in response to Mitcham Cricket Green Community and Heritage
AM65	114	4.1.11	To accommodate the significant increase in new housing in Mitcham and the surrounding neighbourhood, in particular from large key development sites, we will also ensure that community services such as education and health meet the needs of existing and new residents. The council has sufficient primary and secondary school places locally and is expanding provision for children with additional needs at Cricket Green School. we will continue to work with the NHS (National Health Service) Clinical Commissioning Group	factual update

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			and other partners to protecting and improving the healthcare capacity of the borough currently serviced by Wilson Clinic.	
AM66	115	4.1.13	Mitcham Cricket Green is an attractive neighbourhood with a wealth of historic assets surrounding Cricket Green, a site used for cricket for more than 300 years. the oldest continuously played cricket pitch in the country. ...	Change made for factual correctness.
AM67	115	Para 4.1.14	The Canons House and grounds is an attractive historic landscape but has not been well used or much known outside the Mitcham Cricket Green area. The Canons National Heritage Lottery Fund and National Lottery Community Fund “Parks for People” project is to shine a spotlight on this underplayed and underused landscape. The project aims to will increase footfall and visibility of the Canons House and Grounds to be a better used asset for Mitcham.	Change made for factual correctness.
AM68	116	New paragraph after 4.1.16	<u>The London Plan 2021 identifies Mitcham as an area with potential for housing growth. Merton’s Borough Character Study 2021 analyses the existing character of Mitcham’s neighbourhoods, which are generally lower density and low rise. We will continue to support the development of new homes and associated infrastructure in Mitcham in site allocations, in incremental development and via estate regeneration. Merton’s Estates Local Plan 2018 guides the regeneration of Eastfields and Ravensbury estates, which are underway and will provide a substantial number of new homes and considerably improve the housing stock over the next 15 years. Regeneration plans have also been developed for Pollards Hill to provide new homes to the south east of the borough.</u>	To improve clarity and accuracy by including references to the relevant estates for which the regeneration is supported by the adopted Estates Local Plan 2018.
AM69	117-169	All Site Allocations	Development proposals for this site must refer to the Merton Infrastructure Delivery Plan 2021 and ensure infrastructure requirements have been addressed by the proposal. have regard to Merton’s Infrastructure Delivery Plan and Green Infrastructure Study 2020.	Wording was reviewed following the Stage 3 Local Plan submission received from HUDU and changes made for clarity on infrastructure requirements for each Site Allocation.
AM70	118	Site allocation Mi1, site map	<i>Replace site allocation map Mi1 with the map below showing the correct site boundary:</i>	Change made for factual correctness, and to reflect the correct map that is already illustrated in the Policies Map and Mitcham Site

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				<p>Allocations summary map on page 117.</p>
AM71	119	Site allocation Mi1, Site description	<p>To the north of the site, beyond Cappagh’s car pound boundary, lies White Bridge Avenue, a residential road and Benedict Primary School. Morden Hall Park, a historic park owned by the National Trust, lies circa 200m to the north westeast of the site boundary. To the west east of the site boundary lies Baron Walk, a fenced off path and beyond lies London Road playing fields.</p>	<p>Factual correction</p>
AM72	119	Site Allocation Mi1 Benedict Wharf, Further information	<ol style="list-style-type: none"> 1. The site is was safeguarded as an existing waste management site in Schedule 1 of the adopted (2012) South London Waste Plan unless replacement compensatory provision is provided. 2. Suez has acquired a site in Sutton, a South London Waste Plan partner borough, and has secured planning permission for a replacement waste management facility that will exceed the required replacement compensatory provision. 3. The draft South London Waste Plan 2021-2036-2022-2037, which was had two rounds of public consultation (Oct-Dec 2019 and Sep-Oct 2020) and has been submitted to the Sectary of State for an Examination in Public, does not propose the safeguarding of the Benedict Wharf site for waste management purposes. <p>On 25th March 2022 18 June 2020, Merton’s Planning Applications Committee resolved to refuse outline planning permission (19/P2383) was granted for the development</p>	<p>To improve accuracy and ensure soundness, with the adoption of the South London Waste Plan 2022-2037 in November 2022 and the grant of planning permission.</p>

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			of 850 dwellings and 750sqm of commercial floor space and associated matters on the site. On 3 August 2020, the Mayor of London decided to take over the application for determination and on 8th December 2020 the Deputy Mayor of London resolved to approve the application subject to the completion of a Section 106 agreement. This is due to be completed in 2021..	
AM73	121	Site allocation Mi1, Infrastructure Requirements	The scale of development/s in this catchment is likely to require upgrades of the water supply and wastewater network infrastructure and sewage treatment infrastructure .	Added to ensure Thames Water infrastructure requirements are made clear for future development of the site.
AM74	123	Site allocation Mi2, Site owner	National Health NHS Property Service (NHSPS)	Factual correction to site owner details.
AM75	126	Site allocation Mi3, Site description	...On the part of the site that faces Cricket Green is a two-storey red brick and wood building, currently in use as a Cricket Pavilion serving the cricket club on Cricket Green. ... The cricket pavilion opened in 1904 built around 1920 and the associated land and building is the only dedicated facility supporting the playing of cricket on Mitcham Cricket Green. ...	Factual correction based on Mitcham Cricket Green Community and Heritage representation
AM76	127	Site allocation Mi3, site allocation	Use of the Burn Bullock building as in non-residential uses...	Grammatical correction
AM77	128	Site allocation Mi3, Impacts Listed Buildings or undesignated heritage assets.	The cricket pavilion opened in 1904 built around 1920 , and associated land / building is the only dedicated facility supporting cricket playing on Mitcham Cricket Green.	Factual correction based on Mitcham Cricket Green Community and Heritage representation
AM78	132	Site allocation Mi5, Impacts Listed Buildings or undesignated heritage assets.	Yes, historic assets within the surrounding area include the Grade II* listed Canons House, the adjacent Grade II* listed wall and the Grade II listed Dovecote	Factual addition to refer to listed structure arising from Mitcham Cricket Green Community and Heritage

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AM79	132	Site allocation Mi5, Infrastructure Requirements	Development proposals for this site, is are expected to provide urban greening on site...	To correct a grammatical error.
AM80	134	Site allocation Mi6, Design and accessibility guidance:	Development proposals must recognise the site's close proximity to Grade II Elm Lodge and structures, Grade II milestone and heritage assets near the site and must consider the setting of heritage assets. <u>326 London Road was added to Merton's Local List in 2020.</u>	Factual addition arising from Mitcham Cricket Green Community and Heritage
	134	Impacts Listed Buildings or undesignated heritage assets.		
AM81	138	Site Allocation Mi8, Site owner	Appleby <u>Centrica Combined Common Investment Fund</u>	Factual correction
AM82	138	Site Allocation Mi8, Site Allocation	Mixed use: <u>Town Centre Type Uses including</u> retail, businesses, food and drink, <u>leisure</u> and community services (health centres, crèches, day nurseries, day centre) on the ground floors, residential on upper floors.	Terminology added for clarity.
AM83	140	Site allocation Mi9, Site description	This site is a 2-3 storey building (fire station) set in a group of buildings, including 3-4 storey Vestry Hall next to the rear of the site (northeast) and the <u>new homes on the former</u> Cricketers pub site, which is currently being redeveloped, next to the <u>adjacent</u> southeast of the site. Next to the northwest of the site is triangular open space known as Lower Green. The site fronts Lower Green Road. Cricket Green (recreational open space) lies to the southeast of the group of buildings, across London Road from Vestry Hall and is close to a <u>Grade II listed</u> war memorial. <u>On 25th November 2021 planning permission was granted for nine homes (reference 20/P0801)</u>	Factual updates for clarity as recommended by Mitcham Cricket Green Community and Heritage
AM84	159	Site allocation Mi16, Existing uses	The site is currently vacant <u>for c 15 years aside from a large gasholder within the northern corner of the site that has permission for demolition</u> having most recently been used as regional offices for National Grid.	Factual updates for clarity - put forward by St William
AM85	161	Site Allocation Mi16, Impacts on Archaeological Priority Area	<u>No, adjacent to</u> Mitcham a Archaeological p <u>Priority zone</u> <u>Area Tier 2</u>	Factual correction
AM86	162	Site allocation Mi17 under Site description	<u>Site description: Former White Hart Public House</u> and <u>land</u> to rear of properties on London Road, part of which is a car park for the White Hart pub. Access from London Road and Broadway Gardens. The playground for Cricket Green school bounds the site	Clarity and accuracy

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			to the northwest. Planning permission 18/P2216 was resolved to be granted for 15 homes and retention of ground floor non-residential on this site on 28th April 2021.	
AM87	163	Site allocation Mi17 under design and accessibility guidance	<i>(removal of * as building is Grade II listed only, as stated later on the same page)</i> Design and accessibility guidance: ... Development will need to improve the condition of Grade II* listed White Hart public house and support a viable use of the White Hart pub.	To improve accuracy
AM88	172	PLACE PROFILE: MORDEN	As part of the Borough's ongoing Merton Merton Character Study SPD 2021 , 415 Merton residents took part in an online public survey, of which 91 people live in Morden. The diagram below highlights how people felt about their neighbourhood based on a series of questions asked. This work was also used to inform the Borough Character Study 2021.	Removal of unnecessary repetition to improve clarity and conciseness.
AM89	173	KEY OBJECTIVES: MORDEN	Diversifying and supporting retailers Supporting an appropriate and diverse mix of retail, office, community and leisure uses, including night time uses.	Grammar correction
AM90	173	KEY OBJECTIVES: MORDEN	Improving public space Prioritise pedestrians and cyclists in the regeneration of public spaces and streets in the Morden Regeneration Zone and the Wider Morden Town Centre Area.	To improve clarity and accuracy on matter, that public space and transport improvements will be sought throughout the Morden Neighbourhood.
AM91	175	CHARACTER: MORDEN	<i>Photograph of mosque updated</i>	To show recently installed façade features.
AM92	176	Morden Policy N5.1 text	This policy supports the rejuvenation regeneration of Morden...	To improve clarity through consistency of the use of the word, 'regeneration'.
AM93	176	Morden Policy N5.1 text	...within the Morden Regeneration Zone (Site Mo1) .	To improve clarity by specifying the area that is being referred

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				to and highlight the link between the policy and the site allocation.
AM94	177	Morden Policy N5.1 text	<p>The development capacity of the Wider Morden Town Centre Area will be significantly increased through a plan-led approach which will:</p> <ul style="list-style-type: none"> • incorporate new homes at higher densities than the surrounding residential streets, with a diverse mix of housing sizes and tenures. • improve and diversify space for shops and businesses. • provide high quality public realm and attractive and useful public spaces and planting. • create healthier streets with better connectivity and permeability for pedestrians and cyclists. • reduce traffic dominance, improve walking, cycling and vehicle links into and around the town centre; and • provide better services and facilities for the people who live, work or study in, or pass through Morden. <p>By focusing regeneration in the Wider Morden Town Centre Area, this plan-led approach will help to enhance the character and distinctiveness of the surrounding suburban Morden Neighbourhood.</p>	Removed to improve clarity by avoiding unnecessary repetition and details of matters addressed elsewhere in the policy or supporting text.
AM95	177, 189, 191, 192, 201, 351	Morden Policy N5.1, part a.	...the Morden Regeneration Zone (Site Mo4 1)...	To signify the Morden Regeneration Zone site allocation's priority within the Morden Neighbourhood, all references to it are to change to Mo1 and the reference number for proposed Site Allocation for the Chaucer Centre, Canterbury Road, is to change to Mo4.
AM96	178	Morden Policy N5.1 part g.	Investigating the feasibility of decentralised energy and district heating which takes account of opportunities within the Morden Regeneration Zone, the Wider Morden Town	Deleted to avoid unnecessary duplication of

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
			Centre Area and potentially the wider Morden Neighbourhood. Suitable futureproofing measures should be implemented where appropriate.	matters that are adequately addressed in draft Local Plan policy CC2.4 b. v.
AM97	178, 188, 202, 203	Morden Policy N5.1, part i.	<p><i>Insert before point i</i></p> <p><u>Surrounding Morden Neighbourhood</u></p> <p><u>In the surrounding Morden Neighbourhood we will:</u></p> <p>Ensuring that development within the Morden neighbourhood (AM97), which surrounds the Wider Morden Town Centre Area, (MM65) conserves and enhances its suburban character of terraced and semi-detached homes and abundant green infrastructure.</p>	To improve clarity by creating a distinction between the aspects of the policy that relate to the regeneration of Morden Town Centre and those that relate to the surrounding Neighbourhood, the use of the same phrase throughout the policy and by improved consistency with the format of the other Neighbourhood policies.
AM98	178	Morden Policy N5.1 part j.	Supporting transport improvements within the Morden Neighbourhood, which surrounds the Wider Morden Town Centre Area (MM65), such as improvements to the existing tram network and improvements that help enable <u>sustainable and</u> active travel <u>choices</u> .	To improve clarity, that trams and other forms of sustainable transport will be supported and to make the policy wording more concise.
AM99	179	Paras 5.1.1-3	5.1.1 Morden's initial growth was fuelled by investment in London's Underground network, with the arrival of the tube in 1926 which resulted in the rapid development of 'Metroland' type residential suburbs in the surrounding area during the following decade.	This background text is not necessary and it is proposed to be deleted to make the supporting text more concise.

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			<p>5.1.2 The attraction of abundant green open spaces, clean air and easy access into central London, made the area a popular destination for families in search of a suburban lifestyle.</p> <p>5.1.3 Almost 100 years later, Morden is changing once again. There is a strong presence of a working age population with a high proportion of families and younger people. People in search of a more suburban lifestyle are heading to Morden due to its leafy suburban nature and excellent connections into central London. Morden's transformation is required to ensure that it continues to meet the needs of the existing and future residents, businesses and users of the area.</p>	
AM100	179	5.1.4	<p>The scale and comprehensive nature of the regeneration within the Morden Regeneration Zone provides the opportunity to reimagine the town centre and to create new character areas and features. It is important that new development celebrates, develops and strengthens this <u>the existing</u> physical character, but without necessarily copying it unimaginatively.</p>	To improve clarity about the expected nature and scale of the regeneration sought within the Morden Regeneration Zone.
AM101	180	5.1.7	...when Transport for London (<u>TfL</u>), a major landowner...	To improve clarity when the acronym is used later in text.
AM102	180	5.1.9	<p>The Strategic Development Framework defines:</p> <p>Why the regeneration of Morden <u>Regeneration Zone</u> Town Centre is necessary and important (the 'Vision').</p>	To improve clarity and accuracy by specifying the area that the text relates to.
AM103	180, 182, 189, 190, 202	5.1.11	The SDF will inform the procurement of a development partner(<u>s</u>) who will help to deliver the regeneration within the Morden Regeneration Zone.	To improve clarity that 'comprehensive development' does not refer to a delivery method with one development partner and one land assembly strategy for the whole Site Mo4.
AM104	181	5.1.12	...is within an Opportunity Area as designated in the London Plan 2021 and identified in Figure 2: Opportunity Area, in Chapter 1B 'Good Growth' . We will work with the GLA to produce an Opportunity Area Planning Framework which will...	To improve clarity, accuracy and constancy with

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
				regards to OAPF matters elsewhere in the Local Plan.
AM105	181	5.1.13	Morden town centre was identified as an opportunity for housing intensification in Merton's 2011 Core Planning Strategy (CS3), with the Sustainability Appraisal recognising positive improvements that could be made to retail provision, the public realm and the capacity of Morden's transport interchange.	This background text is not necessary and it is proposed to be deleted to make the supporting text more concise.
AM106	181	5.1.14	One of the aims of this Local Plan policy is to improve the experience for the current and future users...	To improve clarity and accuracy.
AM107	181, 184, 185	5.1.14	This will be facilitated by improving the quantity, quality and mix of housing offer through intensification optimising residential development at the heart of Morden,...	Improve clarity and consistency with the use of similar wording to that in London Plan policies SD6, D1 D3 and H1.
AM108	181, 202,	5.1.14	...residential development at the heart of Morden, alongside the delivery of a range of associated improvements to the public realm, transport and the Town Centre Type Uses.	To improve clarity and indicate that it is defined in the glossary.
AM109	181	5.1.15	Within the Morden Neighbourhood there is a variety of family sized dwelling homes dwellings, with a limited number of smaller dwellings and flats, particularly within close walking distance to the underground station.	To improve the clarity and consistency of the Plan
AM110	181	5.1.16	...the Morden Regeneration Zone represents an ideal opportunity to provide circa 2,000 residential residential units towards meeting this target,...	To improve clarity and accuracy.
AM111	181-182	5.1.17	Within the Wider Morden Town Centre Area, the provision of adaptable housing will be sought, namely homes that can adapt internally to the changing circumstances of their occupants, which requires well thought out, flexible internal layouts as per the Mayor's Design Guidance. Mixed tenure and a range of dwelling types, along with modern flexible business spaces, will create a mixed community that responds to housing, business and leisure needs and creates a vibrant and diverse community that is robust in times of change and has appropriate protection against decline.	Deleted to avoid unnecessary duplication of matters that are adequately addressed in other Local Plan policies.
AM112	182	5.1.18	As Merton Council and TfL (Transport for London) both own	Delete to remove unnecessary duplication of details

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
				provided above (AM101).
AM113	184	5.1.31	Combined with a reduction in vehicular through traffic, these green spaces can reawaken the garden city principles...	To improve clarity by specifying the type of spaces that this text is referring to.
AM114	184	5.1.32	The introduction of higher density development and tall buildings within in the Wider Morden Town Centre Area and in particular within the (MM65) Morden Regeneration Zone,...	To improve clarity that, along with increased density, tall buildings will also be appropriate within the Morden Regeneration Zone.
AM115	184	5.1.32	The introduction of higher density development and tall buildings (AM114) within in the Wider Morden Town Centre Area and in particular within the (MM65) Morden Regeneration Zone, will optimise residential development and help to meet the need for additional and mixed housing in the area and will promote a more balanced and cohesive community.	See above – Initial AM107 at Page 181 Plan Ref. 5.1.14
AM116	185	5.1.33	Tall buildings that meet the requirements in policy D5 12 .6, ...	To update the policy reference number.
AM117	185	5.1.33	Opportunities exist to use tall buildings to enhance the image of Morden. <u>In appropriate locations, tall buildings can assist with reimagining the town centre and the creation of new character areas and features,</u> creating gateways to the town centre and landmarks in key locations that add character and legibility.	See above – Initial AM100 at Page 179 Plan Ref. 5.1.4
AM118	185	5.1.34	The scale of existing buildings with in the suburban...	To correct a typographical error.
AM119	185	5.1.36	In accordance with policies D5 12 .6 ‘Tall buildings’ and D5 12 .5 Managing heritage assets’, ...	See above – Initial AM116 at Page 185 Plan Ref. 5.1.33
AM120	185, 203	5.1.36	...and where appropriate enhance the local h Heritage a Assets.	See above – Initial AM116 at Page 181 Plan Ref. 5.1.14
AM121	185	5.1.37	Town centres are by definition where a range of different activities come together, which bring in a large number of people to work, live, shop and be entertained. <u>In this policy, when the term ‘town centre’ is used, it is generically referring to the town centre as a location or area but when the term is written as ‘Town Centre’, it is referring to the glossary definition and the area designated as ‘Town Centre’ on the Policies Map and the related matters addressed in Policy 13.5.</u>	To improve clarity and accuracy.

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AM122	186	5.1.37-40	<p>This mix of uses is what makes town centres special however, today it is more important that town centres trade on their strengths and unique identities in a more sustainable manner to compete with, and complement, other town centres. In addition to providing a vibrant range of services, town centres need to supplement and enhance this offer.</p> <p>Analysis of the town centre undertaken by Hawkins Brown for the SDF, indicates that 65% of all businesses in the district centre are small independents, with more than half of all premises being retail shops. Pop up street surveys and discussions with members of the local community indicate that future desired uses in the town centre include night life, restaurants, cafes and cultural events, with a general wish for more diversity and a variety of independent shops.</p> <p>The Morden Regeneration Zone Site Allocation Mo4 includes a large part of the Morden District Centre, as identified in the London Plan. While the existing retail units are heavily utilised, consultation responses have highlighted that the current mix of retail does not meet the needs of the residents. 95% of respondents agreed that there is a need to provide more opportunities in Morden for the community to meet, socialise and make better use of their town centre through provision of attractive, safe and accessible public spaces and community, social, leisure and cultural facilities.</p> <p>96% of respondents also agree that the quantity and quality of commercial, residential and leisure uses should be improved in Morden, with a range of uses which are appropriate for a District Centre.</p>	Deleted to avoid unnecessary duplication of matters that are adequately addressed in other Local Plan policies and to make the supporting text more concise.
AM123	187	5.1.43	...aligning with the Economic Development policy Ee-7C13.1.	See above – Initial AM116 at Page 185 Plan Ref. 5.1.33
AM124	187	5.1.44	As detailed in policy Ee-7C13.5,...	See above – Initial AM116 at Page 185 Plan Ref. 5.1.33
AM125	187	5.1.45	...and will provides modern leisure facilities...	Grammar correction
AM126	187	5.1.45	The regeneration of the town centre provides an opportunity for improved linkages between the transport facilities and the parks <u>s and leisure facilities.</u>	To improve clarity by listing all the potential local facilities that could benefit for improved linkages.
AM127	187	5.1.46	<i>Move paragraph to be before paragraph 5.1.65.</i>	To improve clarity the is moved to be under the 'Delivering

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				the Morden Regeneration Zone' subheading because it relates more to infrastructure delivery matters than town centre matters.
AM128	187	5.1.47-49	<p>In accordance with the London Plan Policy SI2, all major developments, such as that proposed within the Morden Regeneration Zone, are expected to follow the energy hierarchy and associated targets to be net zero carbon. Refer to the Sustainable Design and Construction policies CC8.10 – 15 for further details on reducing energy use, maximising low carbon energy generation and standards on sustainable design and construction.</p> <p>Decentralised energy is produced close to where it will be used and distributed by a network of underground pipes. We continue to explore how local heat and power can be generated and distributed around the borough using district heat networks.</p> <p>Further investigative work will be required alongside the redevelopment of Morden town centre, to ensure that the technical details, viability and phasing is further explored and aligned as part of the comprehensive regeneration. <u>As detailed in Policy CC2.4, the Morden Regeneration Zone has been identified as a district heat network opportunity area and therefore further investigative work will be required as part of the plan-led approach to deliver the comprehensive regeneration within the Morden Regeneration Zone, to fully explore the technical and financial viability of a potential decentralised energy network.</u></p>	To improve clarity by avoiding unnecessary repetition of details in policy CC2.4 and to make the policy wording more concise.
AM129	188	5.1.50	While the central heart of Morden <u>Regeneration Zone</u> has been identified as...	See AM31 at Page 30
AM130	188	5.1.51	...the Northern Line underground service provides that provides a direct link into...	To correct typographical error
AM131	188	5.1.53	There is also a requirement for a covered, secure and high-quality cycle parking hub <u>as part of the delivery of the Morden Regeneration Zone</u> that will better support commuters and travellers to park their bicycles for longer periods.	To improve clarity of the preferred location of the hub.
AM132	189	5.1.57	<u>Delivering the Morden Regeneration Zone (Site Mo1)</u>	See AM31 at Page 30
			There is an opportunity to regenerate <u>a part of</u> Morden town centre,...	
AM133	190	5.1.62	...to deliver the regeneration of <u>the</u> Morden Regeneration Zone in...	To correct typographical error

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM134	190	5.1.64	The quantum and mix of affordable housing to be provided within each phase of development, will be an integral part of a scheme design and will be prepared in accordance with national, London wide and local policy and guidance. A mechanism will be required to ensure that viability is kept under review.	Deleted to avoid unnecessary duplication of matters that are adequately addressed in other Local Plan policies and to make the supporting text more concise.
AM135	193	Site Allocation Mo1, Design and accessibility guidance: text	We will require on site provision in accordance with the infrastructure policies and London Plan. <u>This site is an area</u> —rea identified as being deficient in access to children’s play space for ages 0-4 years.	To correct typographical error
AM136	198-200	Site Allocation Mo3	<i>Site Allocation Mo3 is to be moved from the Morden Neighbourhood chapter to the Mitcham Neighbourhood chapter and inserted as the last site allocation in that chapter. For ease of reference, the reference number ‘Mo3’ it to be retained.</i>	To improve clarity and accuracy, site allocation is moved to the Mitcham Neighbourhood in which it is located however, for ease of reference, the number ‘Mo3’ will be retained. All the site reference numbers will be reviewed with the view of renumbering only at the final stage prior to adoption of the Local Plan. This proposed modification was also previously listed as AM4.22 but this duplication has since been deleted.
AM137	199	Site Allocation Mo3, Design and	On <u>22nd December 2021</u> 20 August 2020 , Merton’s Planning Applications Committee resolved to grant planning permission was granted (19/P4094) for the development of	Factual correction. Text has been

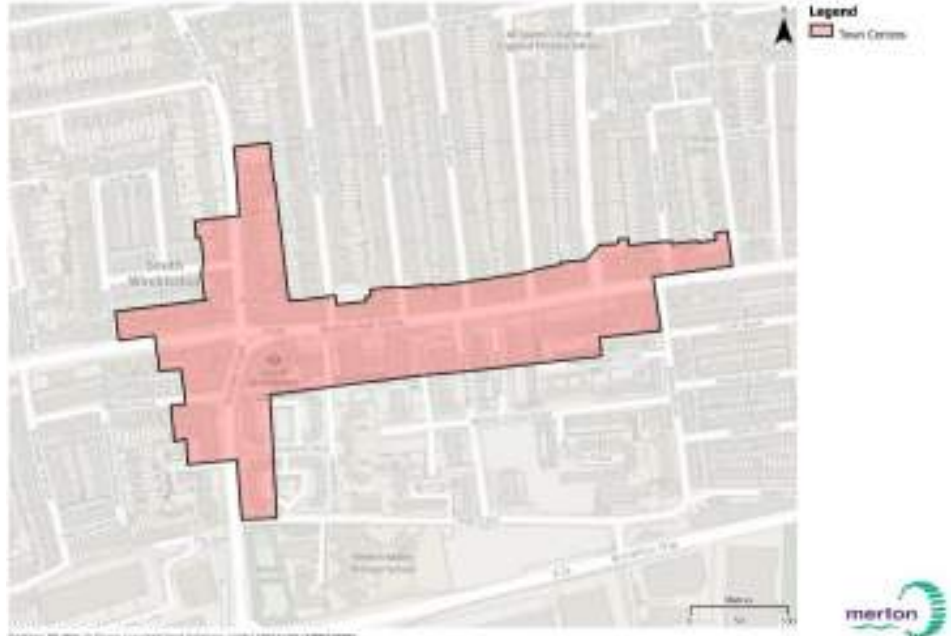
Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
		Accessibility Guidance	77 homes on the site, subject to the completion of a S106 legal agreement and conditions. This application is considered to be of potential strategic importance and therefore, as part of Stage 2 of the referral process, the Mayor of London now has to make a decision to allow the Planning Applications Committee decision to stand, to direct refusal, or to take over the application, thus becoming the local planning authority.	updated to reflect the current status of the planning application for this site. Page number corrected and reference number retained to avoid confusion.
AM138	200	Site Allocation Mo3, Impacts a designated open space	Yes, the site is designated as protected open space and Metropolitan Open Land (MOL). Poulter Park, to the south of the site is also designated as MOL in Sutton's Local Plan. The site is within the Wandle Valley Regional Park and the 400m buffer area.	Factual correction. Text has been updated to reflect the approved planning application, which grants permission for residential development on MOL, resulting in the need for removal of MOL from the Policies Map for this site. Page number corrected and reference number retained to avoid confusion.
AM139	200	Moved Site Allocation Mo3, Public Transport Accessibility Level (PTAL)	PTAL 4, very poor <u>2, poor</u> access to public transport.	Factual correction Page number corrected and reference number


Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
				retained to avoid confusion.
AM140	201	Site Allocation Mo4, Site description	<ul style="list-style-type: none"> • ... • Morden station car park. • <u>Sainsbury's food store with offices above at 34-44 London Road</u> • <u>Other</u> Retail, office, commercial and community uses along London Road, Aberconway Road and Abbotsbury Road. 	To improve clarity and accuracy.
AM141	201	Site Allocation Mo4, Site owner	Multiple landowners including Transport for London, Merton Council, <u>the Verity Trustees Ltd</u> and <u>other</u> private owners.	To improve clarity and accuracy.
AM142	202	Site Allocation Mo4, Morden Regeneration Zone site vision: 3	Transforming the appearance, and user experience <u>and air quality</u> of Morden <u>Town Centre</u> by relocating the bus stands <u>outside the Morden underground station</u> away from their current location and <u>creating to help create</u> healthier streets and a welcoming public space outside the Morden underground station entrance.	To improve clarity and consistency of the wording where these matters are addressed in the text for policy Morden N5.1 b.
AM143	203	Site Allocation Mo4, Design and accessibility guidance	Development proposals need to include a healthy, accessible public realm that will also deliver air quality improvements. Proposals therefore need to provide a high-quality public realm outside the underground station. Proposals needs to include: <ul style="list-style-type: none"> - <u>high-quality public realm outside the underground station</u> - suitable alternative bus standing and stopping facilities; ... 	To improve clarity
AM144	204	Site Allocation Mo4, Infrastructure Requirements	We will require evidence that the developer has engaged with London Underground, <u>to be</u> submitted with any planning application for the site.	To correct a typographical error
AM145	220	Raynes Park Policy N6.1, part f.	In the long term, work with <u>Network Rail</u> Crossrail-2 and the local community to ensure the benefits arising <u>from</u> its investment are realised, that new structures are sensitively designed and compliment the wider residential area and that disruption is kept to a minimum.	Factual accuracy as Crossrail2 is unfunded and won't be delivered within the lifetime of this local plan.
AM146	220, 224,	Raynes Park Policy N6.1, part h,j,l	Optimise land use by providing new homes above shops and other business premises, for example at Wimbledon Chase and Shannon Corner, where these can be sited and designed to minimise air and noise pollution for new residents.	To improve clarity and accuracy, references to the Wimbledon Chase area have been

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				removed from the Raynes Park Policy N6.1 and inserted in the Wimbledon Policy N9.1, as the Wimbledon Society has pointed out in their Stage 3 response, Wimbledon Chase in within the Wimbledon Neighbourhood.
AM147	220	Raynes Park Policy N6.1, part I.	Supporting attractive, accessible local parades and neighbourhoods including step-free access at Motspur Park and Raynes Park Wimbledon Chase stations	See above – Initial AM146 at Page 220 Plan Ref. Policy N6.1, part h.
AM148	224	6.1.12	As set out in the Good Growth chapter of this Local Plan, Wimbledon Chase and Raynes Park and Motspur Park will be supported to be 20-minute neighbourhoods. Wimbledon Chase Neighbourhood Parade is served by a rail station but could benefit from environmental improvements. Transport improvements for the Wimbledon Chase and Motspur Park areas have has already been identified, including provision of better facilities for buses, pedestrians and cyclists, with planting to improve the quality of the environment. We will continue to lobby for step free access to Motspur Park and Raynes Park and Wimbledon Chase train stations so that all residents can make equal and effective use of their local station.	See above – Initial AM146 at Page 220 Plan Ref. Policy N6.1, part h.
AM149	224	6.1.13	The suburban neighbourhoods within the neighbourhoods will be conserved and enhanced by ensuring that new development respects local character and amenity, and where appropriate conserves historic value.	To improve clarity that sites and areas of historic values should be conserved, not all sites.
AM150	224	6.1.14	Outside this Local Plan period, in the long term investment in Crossrail 2 could transform Raynes Park and Motspur Park local town centres However, at this stage it is likely that Crossrail 2 will not be completed much prior to 2040, outside the lifetime of this Local Plan. In their consultation response to this Local Plan, Transport for London confirmed that Crossrail2 safeguarding directions will be revised to safeguard the latest proposed route. At the time of writing (June November 2021) no safeguarding directions exist for the Crossrail2 route for Raynes Park and Motspur Park.	See above – Initial AM145 at Page 220 Plan Ref. N6.1, part f.

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AM151	226	Site allocation RP1, Site owner	National Health Service (NHS).	Factual accuracy and in response to representations
AM152	228	Site Allocation RP2, Site description, point 4	Burlington Road is a Locally Significant Industrial location location Site and is next to a primary school.	To improve accuracy, clarity and consistency.
AM153	232	Site Allocation RP3, Design and accessibility guidance	Development of the site presents s an opportunity to improve the currently overgrown and inaccessible Pyl Brook area on the northern boundary of the site (Pyl Brook) and provide public access for pedestrians and cyclists.	To improve clarify that improvements to the area around Pyl Brook should allow public access following comments from Merton Residents Transport Group.
AM154	233	Site Allocation RP3, Infrastructure Requirements	The site is close to the A3 which forms part of the Transport for London Road Network (LTRN) – no new access or servicing should take place from the A3 advice from TfL.	Repetition deleted.
AM155	233	Site Allocation RP3, Impacts an Archaeological Priority Area	The site is within an Archaeological Priority Zone for West Barnes Farm, a Medieval, probably moated, 'Grange' belonging to Merton Priory No . To the north is a Tier 2 Archaeological Priority Area	Factual correction
AM156	234	Site Allocation RP4	80-86 Bushey Road, Raynes Park, SW20 0JQ-0WJ	Factual correction following request from the site owner.
AM157	234	Site Allocation RP4	The site consists of large-scale retail sheds ranging between two and five storeys in height and open parking areas. and a demolish . Part of the site (the former Thales building) has been demolished. To the west is a new Next at Home store and the A3 'Beverly Way' dual carriageway and to the south is Bushey Road (A298). To the east of the site is West Wimbledon primary school. To the north, on the opposite side of Bodnant Gardens, are two-storey houses. One of the largest brownfield underutilised site, single ownership sites in Merton with significant redevelopment potential.	Correction to unfinished sentence, removal of redundant wording.
AM158	236	Site Allocation RP4,	The site is close to the A3 which forms part of the Transport for London Road Network- no new access or servicing should take place from the A3, advice from TfL.	Delete duplication

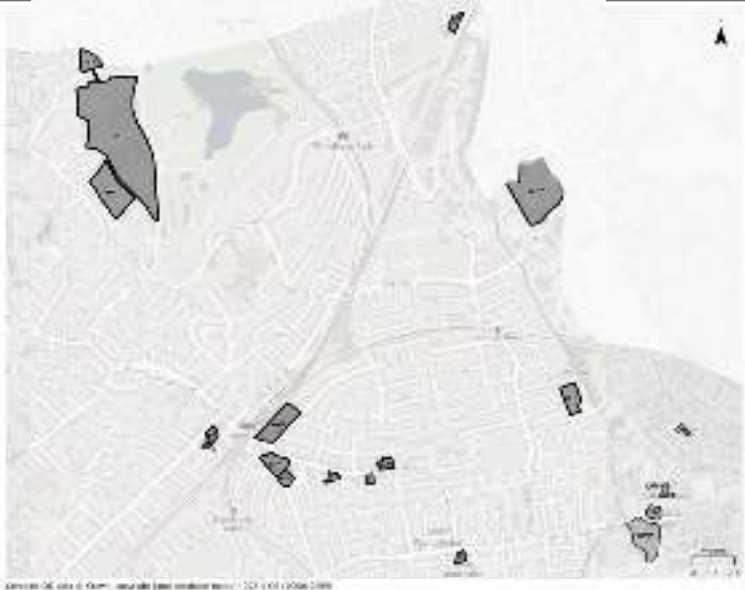
Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
		Infrastructure Requirements		
AM159	236	Site Allocation RP4, Public Transport Accessibility Location (PTAL)	The site ranges from PTAL 1, very poor access to public transport to PTAL 3, moderate access to public transport.	To correct a factual error.
AM160	238	Site Allocation RP5, Site allocation	The site can be found in is designated as open space and contains with-sport and recreation use that are compatible with its open space designation.	To improve clarity.
AM161	243	Site Allocation RP7	Rainbow Industrial Estate, Grand Drive (<i>and throughout allocation on page 243 and 244</i>)	Accuracy: site redeveloped for workshops and has planning permission for a mix of uses
AM162	244	Site Allocation RP7, Design and accessibility guidance	The scheme is now being phased and the business floorspace and kiss and ride have commenced been implemented.	For clarity and accuracy.
AM163	254	Character: South Wimbledon	[Image at the top of page 254 showing the High Path estate regeneration has been replaced.]	For accuracy and to reflect the approved planning application.

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM164	257	map	<p>Local Centre boundary for South Wimbledon:</p> 	<p>Map to be deleted to avoid duplication of the information that is also on the map added as part of the proposed modification to paragraph 7.1.14.</p>

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM165	259	7.1.14	<p>Add sentence at the end of the paragraph</p> <p><u>The map below illustrates the policies map designations: the new Local Centre boundary for South Wimbledon, the site allocation Wi8 South Wimbledon Station (details contained Chapter 07 South Wimbledon) and the High Path estate regeneration boundary as defined in Merton’s Estates Local Boundary 2018.</u></p> 	<p>To replace the map that was deleted from page 257. Replaced for correctness and to make reference to the Site Allocation information for Wi8, for clarity.</p>
AM166	267	Wimbledon Policy N9.1 part e	<p>Respecting views from Wimbledon Hill through the town centre and beyond, with taller developments set at St George’s Road, away from the historic core, located around the station, St George’s Road, Hartfield Road and Broadway East.</p> <p>Views through the Town Centre and beyond from Wimbledon Hill will be respected, with taller developments set away from the historic core, located at the station., St George’s Road and Broadway East.</p>	<p>To improve clarity and address Wimbledon Society Planning Committee representation on the matter.</p> <p>Removal of references to Hartfield Road and Broadway East to improve accuracy.</p>
AM167	268	Wimbledon Policy N9.1, part j.	<p>Securing <u>improvements to public transport and</u> investment in Wimbledon station to improve the passenger experience....</p>	<p>To clarify that improvements to</p>

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				public transport services will be sought alongside improvements to the station.
AM168	268, 269, 275.	Wimbledon Policy 9.1, part m	Supporting environmental improvements and maintaining the day-to-day shopping and other services at Wimbledon Chase and Arthur Road Local Centre;	To improve clarity and accuracy, references to the Wimbledon Chase area have been removed from the Raynes Park Policy N6.1 and inserted in the Wimbledon Policy N9.1, as the Wimbledon Society has pointed out in their Stage 3 response, Wimbledon Chase in within the Wimbledon Neighbourhood.
AM169	268	Wimbledon Policy 9.1, part o	Conserving and enhancing the quality of neighbourhoods within the neighbourhoods through Conservation Area character protection, and by supporting incremental development that respects the character and heritage assets within the area;	Change made for accuracy and clarity. Development in conservation areas does not need to be incremental.
AM170	269	Wimbledon Policy 9.1, new part below q	<u>Supporting accessible local services including step-free access at Haydons Road and Wimbledon Chase stations.</u>	See above – Initial AM168 at Page 268 Plan Ref. Policy 9.1, part m
AM171	271	Wimbledon policy 9.1 para 9.1.12 and 9.1.13	9.1.12. In the future, Crossrail 2 will may be a key driver of change in Wimbledon.	Factual accuracy

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			9.1.13. However, at this stage it is likely that Crossrail 2 is unfunded and will not be completed prior to 2040, outside the lifetime of this Local Plan.	
AM172	273	9.1.24	Wimbledon Village is a Local Centre with a unique and attractive environment: high quality physical fabric and landscaping, protected by Conservation Area designations. It has a rich heritage and period buildings, a golf course, riding trails, book fairs and horse and dog show, with set amongst the backdrop of Wimbledon Common nearby .	For clarity, as recommended by the Wimbledon Society
AM173	275	New para below 9.1.33	<u>Wimbledon Chase Neighbourhood Parade is served by a rail station but could benefit from environmental improvements. Transport improvements for the Wimbledon Chase area have already been identified, including provision of better facilities for buses, pedestrians and cyclists, with planting to improve the quality of the environment. We will continue to lobby for step free access to Wimbledon Chase train station so that all residents can make equal and effective use of their local station.</u>	Related to AM146. To improve clarity and accuracy, references to the Wimbledon Chase area have been removed from the Raynes Park Policy N6.1 and inserted in this paragraph, because Wimbledon Chase is within the Wimbledon Neighbourhood.
AM174	87, 117, 191, 225, 276	SITE ALLOCATIONS, introduction text in each chapter	Site allocations are planning policies which apply to key potential development sites of strategic importance. Site Allocations are needed to ensure that when a strategic site comes forward for redevelopment it integrates well into its surroundings and contributes towards meeting strategic needs for new homes, jobs, public open space, public access routes, transport infrastructure and social infrastructure, such as health or education facilities. Site allocations set out the land uses that must be provided as part of any redevelopment alongside other acceptable land uses that may be provided in addition to the required land uses. Any development proposal for a Site allocations will be determined against planning policies (including the London Plan). <u>Identifying sites for a specific land use or type of development helps give certainty to what is likely to happen in that neighbourhood and helps provide homes, business space, town centre uses, infrastructure, community facilities, sports, parks and open spaces and other types of development to help meet the borough's and London's needs. These sites are contained in the development plan as site allocations.</u>	To improve clarity
AM175	276	Wimbledon, SITE ALLOCATIONS, map	Replace site allocations map with the following map:	For accuracy, to correct a mapping

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				error for Site Allocation Wi3.
AM176	278-317	All Site Allocations: Infrastructure Requirements:	<p>Development proposals for this site must <u>refer to the</u> have regard to Merton's Infrastructure Delivery Plan 2021 <u>and ensure infrastructure requirements have been addressed by the proposal.</u></p> <p><i>For site Wi2 and Wi13 the above sentence is inserted as a new sentence at the start of the Infrastructure Requirements part</i></p>	Wording was reviewed following the Stage 3 Local Plan submission received from HUDU and changes made for clarity on infrastructure requirements for each Site Allocation.
AM177	292	Site Allocation Wi7, Site description	<p>...and pedestrians via Ravensbury Terrace through a site known as Haslemere Industrial Estate, which...</p> <p>...shared with the development at 12a Ravensbury Terrace and through Haslemere industrial estate.</p>	To improve clarity and accuracy.
AM178	293	Site Allocation Wi7, Site description	<p><i>Add this sentence at the end of 'Site description':</i></p> <p><u>In May 2020 a planning application (reference 21/P1780) was submitted for the redevelopment of the site to provide 96 homes and 880 square metres of commercial floorspace. In June 2022 the application was approved by Merton's Planning Application Committee, subject to a Section 106 Agreement.</u></p>	To improve accuracy on the current status of the planning application.

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM179	293	Site Allocation Wi7, Infrastructure requirements	The site is adjacent to rail tracks used by the District South West Main line and land safeguarded for Crossrail2. Transport for London requires that London Underground Infrastructure Protection, Network Rail and the Crossrail2 team should be fully consulted about any works or development proposals that may impact on rail infrastructure.	Factual accuracy
AM180	298	Site Allocation Wi9, Design and accessibility guidance:	Development of the site provide an opportunity for a co-ordinated approach to design and delivery from four sites proposed in this plan: Wi9, Wi10 and Wi13 and Wi14	To improve clarity and accuracy.
AM181	302	Site Allocation Wi10, Design and accessibility guidance:	Opportunity for a co-ordinated approach to design and development delivery with the following site allocations - Wi9, Wi10, and Wi13 and Wi14 as set out in the London Plan.	To improve clarity and accuracy.
AM182	302	Site Allocation Wi10, Impacts an Archaeological Priority Area:	Within the Wimbledon Village Archaeological Priority Zone No	Factual correction
AM183	303	Site Allocation Wi11, Site description:	To the north of the site and on the other side of The Broadway lies South Park Gardens The Broadway Conservation Area with multiple...	To improve clarity and accuracy
AM184	304	Site Allocation Wi11, Site allocation:	A mix of Town Centre Type U uses including retail, cafes and restaurants , pub or drinking establishment, financial and professional services, assembly and leisure, hotels and offices with the re-provision of public realm. The priority for the site should be T town C entre Type U uses. There may be some scope for residential on upper floors facing Hartfield Road where this improves viability.	To improve clarity and accuracy.
AM185	306	Site Allocation Wi12, Site description	Most of the site (stadium, squash and fitness, shop and homes) was completed in 2021/22 is due to complete construction in late 2021 (main planning permission references 14/P4381 and 18/P3354). Planning permission 15/P4798 applies to the portion of the site formerly known as the Volante land fronting Summerstown Road.	To improve accuracy
AM186	310	Site Allocation Wi13, Design and accessibility guidance:	Opportunity for a co-ordinated approach to design and delivery from four sites proposed in this plan: Wi9, Wi10 and Wi13 and Wi14.	To improve clarity and accuracy.
AM187	311	Site Allocation Wi13, Impacts an Archaeological Priority Area:	Within the Wimbledon Village Archaeological Priority Zone No	Factual correction
AM188	318	Site Allocation Wi16,	The developer must consult and engage with the Metropolitan Police Service (MPS) on any development proposals to prevent adverse impacts of future development from	To improve clarity and correct an

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
		Infrastructure requirements	adversely affecting the MPS's operational facilities. The Council will also engage to as seek advice from the MPS during any pre or planning application processes.	incomplete sentence.
AM189	320 onwards	Policy HW10.1 and 10.2	<i>Various spelling, punctuation, grammar corrections</i>	Spelling and grammar corrections
AM190	320	Policy HW10.1 Health (including mental health) and Wellbeing, part a.	Working with strategic partners such as NHS (National Health Service) England, South West London Integrated Care System (ICS) Clinical Commissioning Groups (CCG) and Merton's Health and Wellbeing Boards in improving health and wellbeing tackling health inequalities,...	To improve clarity following representations from the Healthy Urban Development Unit
AM191	320	Policy HW10.1 Health (including mental health) and Wellbeing, part f.	...adopt active aging approaches and improve access to ¹ green infrastructure. <u>¹ Including parks, open spaces, playing fields, woodlands – and also street trees, allotments, private gardens, green roofs</u>	For clarity of what is meant by green infrastructure.
AM192	320	Policy HW10.1 Health (including mental health) and Wellbeing, part h.	Improving the public realm in accordance with, the Transport for London (TfL) Healthy Streets Approach and, Sport England /Public Health England, Active Design principles 10 principles and guides. to To provide improved network of safe and convenient pedestrian and cycle routes that enable healthy and active travel choices, especially in areas identified as Air Quality Focus Areas in Merton's Air Quality Action Plan.	To improve clarity following comments from the Healthy Urban Development Unit and Sport England
AM193	320	Policy HW10.1 Health (including mental health) and Wellbeing, part i.	Ensuring that our neighbourhoods are inclusive and accessible for all (including disabled people²) and encourages social interaction. <u>² Definition of disability under the Equality Act 2010</u>	To improve clarity following comments from Merton Centre for Independent Living
AM194	321	10.1.1	The coronavirus (COVID-19) pandemic has been is described as a watershed moment for inequalities. Covid-19 has put the national focus on inequalities, especially the link between health and income. It has deeply is exposing ing known inequalities and will further no doubt further compound them. The impact on mental health could lead to a longer-term erosion of people's physical health, affecting people who have not previously experienced poor mental health.	To reflect the current situation with Covid 19 and grammar corrections.
AM195	321	10.1.3	<u>During the early months of the</u> The pandemic visits to parks and public green spaces increased across London. The pandemic has exposed the benefit of access to green spaces and nature for physical activity and play, mental wellbeing and mental resilience. Several surveys carried out on people with lung conditions s found that around 20%	To reflect the current situation with Covid 19

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			reported improvement to their conditions. This is contributed contributes to the short-term reductions in levels and exposure of air pollution (for example PM25 and NO2) during lockdown and social distancing measures.	
AM196	321	Heading	Wider determination <u>determinants</u> of health	Factual change.
AM197	322	10.1.8	Planning can play a pivotal role in influencing key health determinants, especially towards improving long-term outcomes and addressing health inequalities. Delivering health outcomes will be important for our recovery following the pandemic. <u>A model developed by Dahlgren and Whitehead highlights the relationship between individual lifestyle behaviours, social networks, working and living conditions, general socioeconomic, cultural and environmental conditions. While the interaction between these different layers and factors can have both positive and protective influences on our lives, they can also undermine health and wellbeing, both for individuals and communities.</u> The determinants of health shown in the diagram below include:	Modification to ensure that the Plan is effective and clear.
AM198	323	10.1.11	Following a call for evidence from the Royal Town Planning Institute (RTPI) in September 2019, this...	Grammar correction
AM199	323	10.1.13	...local authorities should consider opportunities to support for people to live healthy lifestyles including planning ...	Grammar correction
AM200	324	10.1.15	The A 20-minute neighbourhood is about creating attractive, interesting, safe walkable environments.	Grammar correction
AM201	324	10.1.17	Active Design <u>10 principles and guides</u>	Correct title of active design
AM202	324	10.1.17	...including P15.10 <i>Improving Air Quality and Minimising Pollution</i> . It which seeks to ensure that local environmental impacts...	Grammar correction
AM203	324	10.1.19	The aim of Transport for London Healthy Streets Approach is to help create a vibrant, successful city where people can live active, healthy lives. The Healthy Streets Approach seeks to make our neighbourhoods healthier, more sustainable, safer and more connected. The easiest way for most of us to stay active is by walking or cycling as part of our daily travel. Several policies in the Local Plan seek to deliver and have incorporated, the Healthy Streets Approach such as the transport, design and green infrastructure policies . Our Local Plan has embedded Healthy Streets Approach throughout.	Grammar correction
AM204	325	After para 10.1.20	Image added of Sport England active design principles	Improve clarity
AM205	327	10.1.26	A Dementia Friendly borough will consider transport, housing, health services, culture, and social integration through the lens of dementia, with the aim that all those living with dementia in Merton should must be empowered and supported to live well. It is recognised that well-designed local environments can positively have a substantial positive impact on the quality of life and on health and wellbeing. Well-designed and	Improve clarity

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			well-planned environments and buildings can also help also someone living with dementia live well for longer. More importantly, incorporating dementia friendly approaches into development proposals does not just help people living with dementia but is also beneficial to Merton's growing ageing population, people with disabilities and families with small children.	
AM206	327	10.1.27	Dementia friendly design approaches take existing design best practices and either adapt or strengthens them with a focus on the needs of people living with dementia. These approaches aim to create inclusive environments/neighbourhoods will help reduce stigma and supported people living with dementia, other health conditions such as and many other impairments including people with physical and sensory impairments, neurodiverse people (including autism), people with learning disabilities and mental health service users. Inclusive neighbourhoods go beyond providing physical access and creates solutions that work better for everyone; ensuring that everyone can equally, and confidently and independently use buildings, transport and public spaces.	Amended following comments and further engagement with Merton CIL
AM207	327	10.1.28	There are Several practical guides that provide to help developers to incorporate dementia friendly approaches.	Grammar correction
AM208	327	10.1.29	Another useful tool for developers is ' The Place Standard ' toolkit. This tool was developed by the The Scottish Government, NHS (National Health Service) Health Scotland and Architecture and Design Scotland developed this tool . It is used by Many local authorities use it as a framework for consultation on development; however, it can be used by developers to assets assist proposals.	To improve clarity
AM209	329	Policy HW10.2 Delivering healthy places, part a. iii	Encourage opportunities for food growing such as allotments, community gardens and orchards and other innovative food growing spaces as part of development proposals.	Following comments from the Woodland Trust
AM210	329	10.2.3	We will look to create and promote healthy food environment in Merton by increasing the availability of healthy food and limiting unhealthy options. As such, and in In line with Policy DM TC 7.11 when considering new development proposals for fast food, takeaways located 400 metres from the exit and entrance of an existing or proposed school. The council will have regard to...	Grammar amendment
AM211		Carrying out a HIA during the implementation stage is technically possible but it brings a risk of retrofitting health sensitive solutions to the proposal and is likely to generate more development costs, which could adversely affect the financial viability of the development. Please also refer to Policy IN 14.1 (Infrastructure).	To improve clarity
AM212	337	11.1.2	long-standing issues of multiple of deprivation	Accuracy
AM213	337	11.1.5 <i>Throughout the chapter</i>	and affordable homeownership that meet the rent levels and prices set out in figs 4 11.1.1, 4 11.1.2 and 4 11.1.3 or subsequent updates to these. <i>Throughout Chapter 11, all figures starting with the reference number 4. changed to the number 11.</i>	Typographical error correction / renumbering clarification

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AM214	338	11.1.9	We seek 10% of all housing on sites of 10 homes and above to be affordable home ownership (as set out in the NPPF). However, given that the main analysis of affordable need also showed a notable level of need, involving households who cannot afford anything in the market without subsidy, there is no basis to increase the provision of affordable home ownership above the 10% figure. As exceeding this figure would impact the delivery of affordable housing of those in a more acute need.	To improve consistency and clarity.
AM215	340	11.1.18	This tension is acknowledged in the London Plan which states advises at paragraph 4.6.1- that the 2017 SHMA [Strategic Housing Market Assessment] shows London's significant need for low-cost rental housing.	To improve consistency and clarity
AM216	341	11.1.21	The payment in lieu will equate to the difference between the two residual values. Applicants should use the methodology set out in paragraph 11.1.22 below	To improve clarity
AM217	342	Paragraph 11.1.23	<u>In accordance with the NPPF and London Plan Policy H7 (Monitoring of affordable housing)</u> The the information on off-site and cash in lieu delivery is monitored and published annually as part of Merton's annual Infrastructure Funding Statement and Merton's Authority Monitoring Report (AMR).	To be consistent with NPPF and in general conformity with the London Plan
AM218	343	11.1.24	Merton's Authority Monitoring Report 2018 / 2019 indicates that in the past five years the number of conversion schemes of family sized homes to smaller sized homes has increased.	To improve consistency and clarity of the Plan.
AM219	343	11.1.25	Applications for conversion of existing family sized homes dwellings into two or more smaller homes must include the re-provision of at least one family sized home unit . A family sized home unit is defined as having three or more bedrooms.	To improve consistency and clarity of the Plan.
AM220	343	11.1.26	It is considered that the requirement for proposals involving the loss of a family sized home to include the re-provision of a new family sized home strikes a suitable balance between increasing housing density in appropriate areas, but not at the expense of a net loss in much needed existing family sized homes housing or achieving well-designed development that provides acceptable living conditions.	To improve consistency and clarity of the Plan.
AM221	344	11.1.34	All affordable housing provided within the borough will be subject to nomination agreements with Merton's Partner Registered ed Providers to ensure that they are occupied by persons nominated by the council.	To improve clarity
AM222	346	Policy H11.2 Housing provision, part e.	Supporting the redevelopment of poor quality existing housing and proposals to improve the quality of existing homes that does not result in a net loss of residential homes, or net loss of affordable housing homes or residential land or net loss resulting from the change of use of any type of housing to temporary sleeping accommodation on a permanent basis.	To address Clarion Housing Group response and improve clarity. To improve clarity and effectiveness of the Plan

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AM223	346	Policy H11.2 Housing Provision, Part f	Supporting proposals for custom, self-build and community-led housing which optimise the use of land and meet all relevant policy requirements, such as those for affordable housing	To improve clarity of the Plan
AM224	347	11.2.3	Merton's housing target, which is set out in the London Plan 2021, is 9,180 homes for the ten-year period 2019/20 to 2028/29 or 918 homes per annum. This is based on a detailed analysis of land availability and capacity across London that Merton worked <u>on</u> with the GLA and all other London boroughs.	To improve clarity of the Plan
AM225	348	11.2.6	Merton's housing trajectory set out in Figure 11 -4.2.1 is considered an appropriate approach for Merton as it sets out a realistic picture of housing delivery over the Local Plan period.	To improve clarity of the Plan
AM226	350	11.2.11	Assessment of projected housing over the Local Plan period by locality, indicates as set out in Fig. 4 <u>11.2.2</u> 3 that the majority of residential growth and associated infrastructure and social facilities will take place in Morden, Mitcham and Wimbledon which are characterised with good public transport access.	To improve clarity of the Plan.
AM227	351	11.2.13	Mitcham is proposed to accommodate a range of new homes, including major development sites of Eastfields and Ravensbury estates and other such as Benedict's Wharf.	To improve clarity of the Plan
AM228	352	11.2.20	In accordance with government requirements, we maintain a self-build register. As at <u>of</u> June 2021 there were 104 individuals and 9 groups on the part 1 Self-Build Register (meets local connection criteria) and 132 individuals and 1 group on the part 2 Self-Build Register (without a local connection).	To improve clarity of the Plan
AM229	355	Figure 4.3.1 title	Figure 4 <u>11.3.1</u> Size of housing required 2017-2035	Typographical error correction
AM230		Policy H11.5 part xiii	is (AM230) operated directly by a higher education provider or has ... (MM176)	To improve clarity of the Plan
AM231	367	11.6.2	<i>PPTS = assessment of need in Merton based on government's 2015 Planning Policy for Travellers (still in date)</i>	To improve clarity of the Plan
AM232	368	11.6.6	<u>The council will consider the impact on the Local Plan of the Mayor of London's Gypsy and Traveller Accommodation Needs Assessment...</u>	To improve clarity of the Plan
AM233	369	Policy H11.7 Build to rent, part d	The H homes are secured as Build to Rent under a covenant for a minimum period of 15 years.	To improve the Plan's clarity and effectiveness
AM234	378	Policy D12.2 Urban design, part c	That it has Have an appropriate street level presence and roofscape and that creates a positive relationship to neighbouring buildings and spaces, ...	Grammatical amendment.
AM235	379	Policy D12.2 Urban design, part g	Proposals for changes to and enhancement of the highway and public realm shall If proposing changes to the highway and/or public realm, be designed according to	Grammatical amendment.

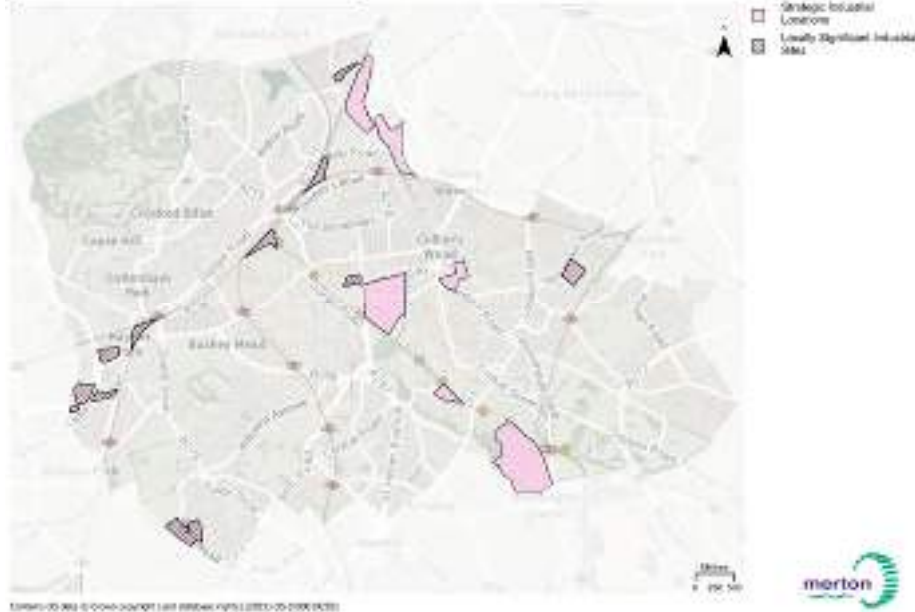
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			best practice, minimising clutter and, depending on their scale and impact, may be subject to a design review process. ...	
AM236	379	Policy D12.2 Urban design, part k	Positively contribute to the amenity of the designated open space or Metropolitan Open Land <u>that is in close proximity</u> if applicable.	Grammatical amendment.
AM237	380	Policy D12.2 Urban design, part n	Ensure it is accessible, inclusive, child friendly and intergenerational. It must enable an active lifestyle by designing walkable and attractive public realm and encouraging active modes of transport <u>in line with the chapter on Health and Wellbeing and Sustainable Travel.</u>	Signpost to relevant policy to improve clarity.
AM238	380	Policy D12.2 Urban design, move part-o to below part-m	Support the council's vision for a net-zero carbon and climate-resilient future by taking a sustainable approach to design and delivery <u>in line with the chapter on Climate Change</u> as set out in the policies on 'Climate Change'.	Grammatical amendment. Moved to new location for clarity and accuracy
AM239	380	Policy D12.2 Urban design, part s	<u>At the earliest stage of planning the public realm, and depending on the location, scale and setting of the development proposed, actively consider measures such as designing out crime, anti-terrorism, dementia friendliness, green and blue infrastructure and features to manage flood risk.</u>	Grammatical amendments.
AM240	383	12.2.5	... Development in these locations should not have an undue harm to the amenity of the open space and the council may require a Visual Impact Assessment to be undertaken and provided as part of a planning application, if deemed necessary to assess the impact. <u>See policy D.12.6. for further details on tall buildings.</u>	To signpost to relevant policy to improve clarity.
AM241	384	New paragraph below 12.2.11	<u>During construction, the public realm may temporarily be effected as agreed with the Council. However, it is unacceptable for development work to permanently damage the public realm, including roads, footways and other infrastructural items. During construction, measures to protect the public realm must be taken. Section 133 of the Highways Act 1980, amended by Section 6 of the London Local Authorities and Transport for London Act 2013, allows councils to make good any damage caused by works on land adjacent to a publicly maintainable footpath or highway and recover the expenses incurred from the landowner, the person carrying out the works or the person on whose behalf the works were carried out. The Council may require photographs to be provided by the site owner to prove the condition of the public realm prior to work commencing.</u>	To address Merton Park Ward Residents Association and to improve clarity
AM242	386	Policy D12.3 Ensuring high quality design for all developments, text	All <u>planning</u> applications shall <u>must</u> be accompanied by a Design and Access Statement (DAS) to visually demonstrate how a <u>the</u> design has developed and to justify an applicant's design decisions.	Grammatical amendment.

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AM243	387	Policy D12.3 Ensuring high quality design for all developments, part g	Protect Ensure new and existing development minimises their impact from visual intrusion, noise, vibrations or pollution so that the living conditions of existing and future occupiers are not unduly diminished.	Amendment to improve clarity of policy wording
AM244	387	Policy D12.3 Ensuring high quality design for all developments, part h	Ensure the highest practical standards of access and inclusion and be accessible to people with disabilities. <u>In residential developments, provide a mix of tenure and unit types with at least 10% of homes that meet Building Regulation Requirement M4(3) for 'wheelchair user dwellings' and all other dwellings meeting Building Regulations Requirement M4(2) 'accessible and adaptable dwellings' as set out in London Plan Policy D7 'Accessible Housing'</u>	Consolidated parts h and I to improve clarity.
AM245	387	Policy D12.3 Ensuring high quality design for all developments, part I	In residential developments, provide a mix of tenure and unit types with at least 10% of homes that meet Building Regulation Requirement M4(3) for 'wheelchair user dwellings' as set out in Policy H11.4	To ensure consistency with Local Plan Policy H11.1 'Housing choice' and London Plan Policy D7 Removed and consolidated into policy D12.3 part h to improve clarity.
AM246	389	Policy D12.3 Ensuring high quality design for all developments, part z	In residential developments, maximise the provision of dual aspect homes. Single aspect homes <u>are strongly discouraged and</u> will only be accepted where they demonstrate they have adequate passive ventilation, daylight and privacy and avoid overheating and are necessary to optimise site capacity through a design led approach, in line with the London Plan.	To provide a clearer position on single aspect homes, following review of the Mitcham Cricket Green Community and Heritage Stage 3 response (email dated 6 September 2021)
AM247	391	12.3.8	For all new houses, the council will seek a minimum garden area of 50 sq.m sqm as a single usable regular shaped amenity space. This requirement may be applied flexibly for higher density developments or constrained sites but this would have to be fully justified in the planning application. For flatted dwellings, a minimum of 5sqm of private outdoor space should be provided for 1-2 person flatted dwellings and an extra 1 sq.m sqm <u>space</u> should be provided for each additional occupant.	Grammatical amendment

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AM248	394	12.3.18	... These include providing sufficient off-street storage and ensuring that bins are accessible and do not obstruct footways, especially for people with health difficulties, including mobility, sensory and mental health mobility or mental health problems that make it difficult to navigate obstacles. Blocking accesses or carriageways on collection days will cause major problems.	To correct grammar errors and address matters raised by HUDU in their Stage 3 response.
AM249	405	12.5.6	scheduled ancient monument	To reflect terminology in the NPPF
AM250	405	12.5.6	<ul style="list-style-type: none"> Buildings in Conservation Areas (designated HA) ... Scheduled ancient monuments (designated HA) 	To reflect terminology in the NPPF
AM251	405	12.5.6	<p>Heritage assets (HA) covered by this policy include:</p> <ul style="list-style-type: none"> Listed buildings (designated HA) Buildings in conservation areas (designated HA) HistoricRegistered parks and gardens (designated HA) Local Historic Parks and Gardens (undesignated HA) Scheduled ancient monuments (designated HA) Archaeological Priority Areas (designated HA) <u>Locally listed buildings, monuments, sites, places, areas, historic parks and gardens or other design landscape (non-designated HA)</u> <p>Any other building, monument, site, area, streetscape or landscape that is positively identified as having a degree of heritage or historic significance</p>	To improve accuracy of the defined non-designated heritage assets, following a review of the Stage 3 response from the Mitcham Cricket Green Community and Heritage (email 06 Sept 2021)
AM252	407	12.5.15	scheduled ancient monument	To reflect terminology in the NPPF
AM253	408	Policy D12.6 Tall buildings, text	Tall buildings in the borough are defined as a minimum of 6 storeys or 18 metres measured from the ground to the floor of the uppermost storey as set out in Policy D9 of the London Plan. Tall buildings in the borough are defined as a minimum of 21m from the ground level to the top of the uppermost storey.	Definition amended to improve clarity, following consideration of the comments received from the GLA.
AM254	408	Policy D12.6 Tall buildings, text	iv. We The council will generally support tall buildings in those locations set out in part 1 of this policy where:	To improve clarity

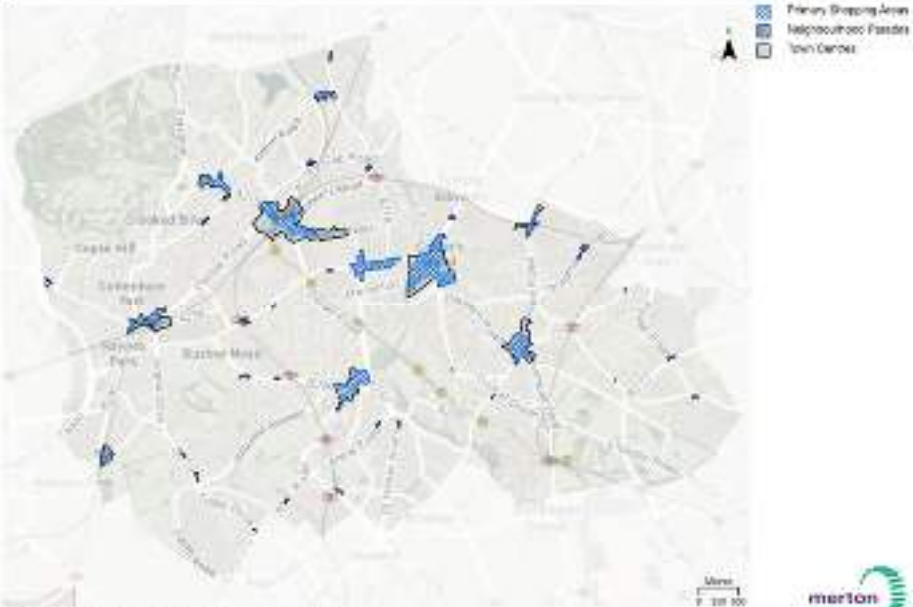
Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM255	409	Policy D12.6 Tall buildings, part k	<ul style="list-style-type: none"> • They're anAn appropriate material pallet that is well detailed and safe is proposed. 	Grammatical amendment
AM256	409	Policy D12.6 Tall buildings, part l	They provide a mix of tenure and home sizes in accordance with this Local Plan's policies on Housing.	Grammatical revision for consistency
AM257	410	Policy D12.6 Tall buildings, part s	A detailed townscape analysis that includes short, mid and long views and analysis of its impact on their setting. In particular their impact on heritage assets such as parks or buildings and open spaces.	Grammatical amendment
AM258	412	Policy D12.7 Advertisements, part b.ii.	Advertisements and signage should be are designed so that their size, scale, type and illumination are unobtrusive, taking into account site context and local character.	Grammatical amendment
AM259	419	Policy D12.10 Dwelling Conversions, part a.	Proposals to convert an existing single family sized (3-bed or more) dwelling home into two or more smaller units of accommodation must incorporate the re- provision of at least one family sized (3-bed or more) dwelling home .	To improve clarity and consistency of the Plan
AM260	419	Policy D12.10 Dwelling Conversions, part b.	Seek to minimise carbon emissions from existing buildings in accordance with the chapter on climate change policies of Climate Change.	Grammatical revision for consistency
AM261	419	12.10.1	Local housing research demonstrates the need for all sizes of new homes in Merton, including family housing sized homes .	To improve clarity and consistency of the Plan
AM262	419	12.10.3	Applications for the conversion of existing family-sized single dwellings sized homes into two or more smaller units must include the re-provision of one family sized unit home .	To improve clarity and consistency of the Plan
AM263	420	12.10.4	To ensure negative effects are mitigated, the council will expect any proposed conversions to retain a family sized dwelling home where one previously existed.	To improve clarity and consistency of the Plan
AM264	422	Policy D12.11 Basements and subterranean design, part f.	Proposals s must not cause loss, damage or adverse impact to trees, shrubs, biodiversity, nature and amenity value.	To improve clarity and grammar.
AM265	433	13.1.11	Therefore, the council has proposed made some amendments to Merton's Strategic Industrial Locations and Locally Significant Industrial Sites Areas which are set out in Policy Ec13.2 to ensure that Merton's SILs and LSISAs are fit for purpose. Merton's SILs and LSISs are set out in Policy Ec13.2.	To improve grammar, clarity, accuracy and consistency.
AM266	441	13.2.8	As stated in the NPPF and NPPG and detailed in the draft policy in this plan on out-of-centre commercial development,...	Factual correction

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason																		
AM267	441	13.2.9	PTAL informs geographical area levels <u>of</u> access to public transport	To improve grammar and clarity.																		
AM268	443	13.2.17	<p>Table of Merton's Strategic Industrial Locations</p> <table border="1"> <thead> <tr> <th>Strategic Industrial Locations</th> <th>Size (hectares)</th> <th>Characteristics</th> </tr> </thead> <tbody> <tr> <td>South Wimbledon Business Area</td> <td>325ha</td> <td>One of the largest, most occupied strategic industrial locations in <u>south west</u> London with highest rental yields. Wide range of different types of industrial type businesses</td> </tr> <tr> <td>Willow Lane</td> <td>414ha</td> <td>Large industrial area with focus on heavy industry, <u>recycling</u> and waste management</td> </tr> <tr> <td><u>Durnsford Road / Weir Road</u></td> <td>420ha</td> <td>Range of different businesses</td> </tr> <tr> <td>Plough Lane</td> <td>145ha</td> <td>Range of businesses</td> </tr> <tr> <td><u>Hallowfield Way / Benedicts Wharf - southern half (amended)</u></td> <td>43.2ha</td> <td>SIL area with frontage to the A24 (west of tram line) being retained as Strategic Industrial Location. Area.</td> </tr> </tbody> </table>	Strategic Industrial Locations	Size (hectares)	Characteristics	South Wimbledon Business Area	325ha	One of the largest, most occupied strategic industrial locations in <u>south west</u> London with highest rental yields. Wide range of different types of industrial type businesses	Willow Lane	414ha	Large industrial area with focus on heavy industry, <u>recycling</u> and waste management	<u>Durnsford Road / Weir Road</u>	420ha	Range of different businesses	Plough Lane	145ha	Range of businesses	<u>Hallowfield Way / Benedicts Wharf - southern half (amended)</u>	43.2ha	SIL area with frontage to the A24 (west of tram line) being retained as Strategic Industrial Location. Area.	Factual correction
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AM269	444	Below table below 13.2.17	<p><i>New map derived directly from Merton's Policies Map, reg19 stage, showing Merton's SILs and LSISs</i></p> <p><u>Industrial areas in Merton</u></p> 	For clarity
AM270	445	13.2.24	<u>Shared</u> , flexible working and co-working business spaces...	For clarity, arising from Reg19 representations
AM271	451	Policy EC13.4	A local employment strategy may be required will for very large development schemes.	Correction
AM272	458	Table of Merton's town centre designations	<i>Moved table up to below para 13.5.3 Table number is Table 13.5a</i>	To improve understanding
AM273	461	13.5.27	In <u>Town Centres</u> temporary planning permission may be granted for meanwhile and temporary uses <u>in</u> vacant shopping frontages until these units are re-occupied by uses that are appropriate to that retail frontage.	Correction – missing word
AM274	461	13.5.30	Neighbourhood <u>Parades</u> complement the local shopping facilities provided in Merton's <u>Town and local Centres</u> and ensure that local convenience shopping facilities are within 5 minutes' walk (400 metres) of residential areas in Merton.	To remove repetition – Town Centres include Major, District and Local Centres already

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason																										
AM275	462-463	13.5.31	<p>Table 13.5b Neighbourhood Parades in Merton</p> <table border="1"> <thead> <tr> <th>Parade Name</th> <th>Units</th> </tr> </thead> <tbody> <tr> <td>Cannon Hill Lane and Martin Way; 141-145 Cannon Hill Lane and 244- 262 Martin Way (Cannon Hill Ward)</td> <td>17</td> </tr> <tr> <td>Central Road: 44a – 60 Central Road, Morden (St. Helier Ward)</td> <td>8</td> </tr> <tr> <td>Chestnut Grove and South Lodge Avenue; 158-174 Chestnut Grove, Pollards Hill and 10-32 South Lodge Avenue, Pollards Hill (Pollards Hill ward)</td> <td>15</td> </tr> <tr> <td>Church Road: 55-59 Church Road, Mitcham (Cricket Green)</td> <td>3</td> </tr> <tr> <td>Coombe Lane, West Wimbledon; 253 – 271 Coombe Lane, Raynes Park and 348-364 Coombe Lane, Raynes Park (Raynes Park and Village wards)</td> <td>17</td> </tr> <tr> <td>Durnsford Road: 373-413 Durnsford Road, SW19, north of Arthur Road town centre (Wimbledon Park ward)</td> <td>23</td> </tr> <tr> <td>Epsom Road: 41b-53 Epsom Road, Morden (St.Helier Lower Morden ward)</td> <td>12-7</td> </tr> <tr> <td>Grand Drive (north): 244A – 264A Grand Drive, Morden (Lower Morden ward)</td> <td>9</td> </tr> <tr> <td>Grand Drive: 300-372 Grand Drive, Lower Morden (Lower Morden ward)</td> <td>14</td> </tr> <tr> <td>Green Lane: 99-137a Green Lane, St. Helier (St. Helier ward)</td> <td>18</td> </tr> <tr> <td>Grove Road: 36-378 Grove Road, Mitcham (Longthornton ward)</td> <td>7</td> </tr> <tr> <td>Haydons Road: 284-298 Haydons Road and 319 – 335 Haydons Road, South Wimbledon (Wimbledon Park and Wandle wards)</td> <td>16</td> </tr> </tbody> </table>	Parade Name	Units	Cannon Hill Lane and Martin Way; 141-145 Cannon Hill Lane and 244- 262 Martin Way (Cannon Hill Ward)	17	Central Road: 44a – 60 Central Road, Morden (St. Helier Ward)	8	Chestnut Grove and South Lodge Avenue; 158-174 Chestnut Grove, Pollards Hill and 10-32 South Lodge Avenue, Pollards Hill (Pollards Hill ward)	15	Church Road: 55-59 Church Road, Mitcham (Cricket Green)	3	Coombe Lane, West Wimbledon; 253 – 271 Coombe Lane, Raynes Park and 348-364 Coombe Lane, Raynes Park (Raynes Park and Village wards)	17	Durnsford Road: 373-413 Durnsford Road, SW19, north of Arthur Road town centre (Wimbledon Park ward)	23	Epsom Road: 41b-53 Epsom Road, Morden (St.Helier Lower Morden ward)	12-7	Grand Drive (north): 244A – 264A Grand Drive, Morden (Lower Morden ward)	9	Grand Drive: 300-372 Grand Drive, Lower Morden (Lower Morden ward)	14	Green Lane: 99-137a Green Lane, St. Helier (St. Helier ward)	18	Grove Road: 36-378 Grove Road, Mitcham (Longthornton ward)	7	Haydons Road: 284-298 Haydons Road and 319 – 335 Haydons Road, South Wimbledon (Wimbledon Park and Wandle wards)	16	<p>For clarity and accuracy.</p> <p>Unit numbers removed as shop units have flexibility under the permitted development regime.</p> <p>A review of the Local Land and Property Gazetteer showed that many of the address numbers with a letter, such as 1a Rothsey Avenue, are for the residential properties above the shops. To be clear, none of the proposed address changes result in boundary changes.</p> <p>Wards references updated following changes the ward boundaries.</p>
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Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
			High Street: 29 -43 High Street and 46 – 76 2 High Street, Colliers Wood (Colliers Wood ward)	48
			Kingston Road: 92 - 112 Kingston Road (Abbey ward)	14-11
			Leopold Road; 1-27 Leopold Road, 2a – 32 Leopold Road and 1a Stratheam Road SW19 (Wimbledon Park and Hillside wards)	26-31
			London Road, Mitcham 323 – 337 London Road CR4	40
			Manor Road and Northborough Road; 211-219 Manor Road and 291a – 307 Northborough Road, Pollards Hill, Mitcham (Longthornton ward)	17-14
			Martin Way: 43-55 Martin Way, Morden (Cannon Hill ward)	7
			The Rush: 1-12 (cons) Merton Park Parade (The Rush), near Wimbledon Chase (Merton Park ward)	42
			Ridgway: 65-89 Ridgway, SW19, Wimbledon (Hillside ward)	14
			St. Helier Avenue: 41-67 St. Helier Avenue (Ravensbury ward)	14
			Streatham Road; 172b - 196 – 172B Streatham Road and 173 – 221 Streatham Road, Streatham (Graveney ward)	31
			Tamworth Lane: 299- 301 Tamworth Lane Mitcham (Longthornton ward)	2
			Tudor Drive: 11-27 Tudor Drive, Morden (Lower Morden ward)	7
			Wimbledon Chase: 288 – 312 Kingston Road, Wimbledon Chase Railway Station and 4A (Rethsey Avenue) – 353- 373 Kingston Road, Wimbledon Chase (Merton Park and Wimbledon Town and Dundonald wards)	20

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM276	463	Below 13.5.34	<p data-bbox="658 140 1765 204"><i>New map inserted, derived directly from Merton's Policies Map, reg19 stage, showing Merton's town centres and neighbourhood parades</i></p> <p data-bbox="658 210 1738 242"><u>Town centres, primary shopping areas and neighbourhood parades in Merton</u></p> 	For clarity

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason																						
AM277	466	Below 13.6.8	<p><i>New table of Merton's primary shopping areas</i></p> <p>Table 13.6 Merton's Primary Shopping Areas – the extent is shown on the Policies Map</p> <table border="1"> <thead> <tr> <th><u>Primary Shopping Area</u></th> <th><u>Designations</u></th> </tr> </thead> <tbody> <tr> <td><u>Arthur Road</u></td> <td><u>Local Town Centre</u></td> </tr> <tr> <td><u>Colliers Wood</u></td> <td><u>District Town Centre</u></td> </tr> <tr> <td><u>North Mitcham</u></td> <td><u>Local Town Centre</u></td> </tr> <tr> <td><u>Mitcham</u></td> <td><u>District Town Centre</u></td> </tr> <tr> <td><u>Morden</u></td> <td><u>District Town Centre</u></td> </tr> <tr> <td><u>Motspur Park</u></td> <td><u>Local Town Centre</u></td> </tr> <tr> <td><u>Raynes Park</u></td> <td><u>Local Town Centre</u></td> </tr> <tr> <td><u>South Wimbledon</u></td> <td><u>Local Town Centre</u></td> </tr> <tr> <td><u>Wimbledon</u></td> <td><u>Major Town Centre</u></td> </tr> <tr> <td><u>Wimbledon Village</u></td> <td><u>Local Town Centre</u></td> </tr> </tbody> </table>	<u>Primary Shopping Area</u>	<u>Designations</u>	<u>Arthur Road</u>	<u>Local Town Centre</u>	<u>Colliers Wood</u>	<u>District Town Centre</u>	<u>North Mitcham</u>	<u>Local Town Centre</u>	<u>Mitcham</u>	<u>District Town Centre</u>	<u>Morden</u>	<u>District Town Centre</u>	<u>Motspur Park</u>	<u>Local Town Centre</u>	<u>Raynes Park</u>	<u>Local Town Centre</u>	<u>South Wimbledon</u>	<u>Local Town Centre</u>	<u>Wimbledon</u>	<u>Major Town Centre</u>	<u>Wimbledon Village</u>	<u>Local Town Centre</u>	For clarity
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AM278	479	Policy TC13.9 Culture, Arts and Tourism development – within policy and at 13.9.5	<p>cultural, arts and tourism</p> <p>In Merton there are a number of arts and cultural uses that the council wishes to protect and enhance including theatres in Wimbledon <u>T</u>own <u>C</u>entre and Merton Abbey Mills, handcrafts, creative industries, and a theatre cultural activities</p>	Spelling mistake, unnecessary words																						
AM279	481 482 483 484	Policy IN14.1 Infrastructure	<p>We support the provision and improvement of <u>i</u>nfrast<u>r</u>ucture across the borough and will work with relevant providers to ensure that the necessary <u>i</u>nfrast<u>r</u>ucture is secured to support growth in the borough over the plan period. We will:</p> <p>a. Expect new development to identify, plan for and provide any necessary <u>i</u>nfrast<u>r</u>ucture and require that, where necessary, <u>i</u>nfrast<u>r</u>ucture should be completed prior to occupation.</p>	To improve clarity and indicate that it is defined in the glossary.																						

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
			<p>c. Encourage dialogue between service providers and developers. Where appropriate opportunities arise, the co-location of services and joint delivery of <u>I</u>nfrastructure by service providers will be supported.</p> <p>d. Support the delivery of high-quality, high-speed and reliable <u>D</u>igital <u>I</u>nfrastructure to enable the expansion of electronic communications networks, which include full fibre broadband connections and next generation mobile technology. Development proposals will be expected to provide digital connectivity infrastructure in accordance with London Plan Policy S16.</p> <p>g. Expect <u>I</u>nfrastructure provision to be in keeping with the council's net zero carbon targets.</p>	
AM280	482	14.1.4	The <u>planned</u> potential and predicted infrastructure requirements for the Local Plan are identified in the Infrastructure Delivery Plan 2021 (IDP).	For accuracy and clarity.
AM281	482	14.1.6	... Further policies on <u>S</u> ocial and <u>C</u> ommunity <u>I</u> nfrastructure and sports and recreation facilities are provided in Policy IN14.2 and IN14.3 and policies on <u>O</u> pen <u>S</u> pace and <u>G</u> reen <u>I</u> nfrastructure are considered in Chapter 15 <u>G</u> reen and <u>B</u> lue <u>I</u> nfrastructure.	To improve clarity and indicate that it is defined in the glossary.
AM282	484	14.1.13	It is important to ensure that the installation of <u>D</u> igital <u>I</u> nfrastructure, together with any necessary enabling works, will not result in unacceptable damage to visual amenity or harm to environmentally sensitive features or locations. Specific design requirements for <u>D</u> igital <u>I</u> nfrastructure are set out in Chapter 12 – Design <u>Places and spaces in a growing borough</u> .	<p>To improve clarity and indicate that it is defined in the glossary.</p> <p>Removal of unnecessary text “-” and correction of text. Change made for accuracy and consistency throughout the Local Plan.</p>
AM283	486	14.1.24	National Grid’s underground electricity transmission cables cross through Colliers Wood and Mitcham. In addition, the National Grid’s high voltage overhead electricity transmission lines run through the borough along the River Wandle through <u>the</u> Colliers	Changes made to reflect recent information from National Grid.

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
			<p>Wood, Wimbledon and Mitcham neighbourhoods. Five Three of the proposed Site Allocations (CW2, CW5, Wi12, Mi1 and Mi16) contain or are within close proximity to the National Grid Infrastructure. Potential developers of sites with overhead lines should be aware that it is National Grid policy to retain existing overhead lines in-situ. The relocation of existing high voltage overhead lines will only be considered for projects of national or regional importance. which has been identified as such by central government.</p>	<p>Updates made to the Site Allocations following National Grid's Stage 3 response and subsequent meeting between officers and National Grid.</p>
AM284	486	14.1.26	<p>Developers must take into account the location and nature of the existing electricity transmission equipment when planning developments. <u>The following guidance should be referenced prior to submitting a planning application: Working near our assets, Linesearch before u dig and Guidelines for development near pylons and high voltage overhead power lines.</u> is outlined in National Grid's "A Sense of Place" guidelines on how to create high quality development near overhead lines.</p>	<p>Changes, made for accuracy and to reflect the most recent information provided by National Grid.</p> <p>Updated guidance was provided by National Grid via their Stage 3 response and a subsequent meeting between officers and National Grid.</p>
AM285	488, 490, 491,	Policy IN14.2 Social and Community Infrastructure	<p>Social and Community Infrastructure</p> <p>Taken as a whole, Ssocial and Ccommunity Iinfrastructure covers a wide variety of uses. These include community and affordable meeting spaces, libraries, places of worship, education, youth services, childcare and early years, health and social care, services for the elderly or disabled, sport, recreation, informal play spaces, emergency services and other criminal justice or community safety facilities. This list is not intended to be exhaustive and other uses can be included as Ssocial and Ccommunity Iinfrastructure.</p> <p>We place a high priority on the provision and improvement of Ssocial and Ccommunity Iinfrastructure. It is essential to support those currently living, working and visiting Merton and to ensure future changes can be accommodated. These places can be the heart of local communities and they are important to ensure residents have a high quality of life. We will:</p>	<p>To improve clarity and indicate that it is defined in the glossary.</p>

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
			<p>a. Support and encourage the most effective use of <u>S</u>social and <u>C</u>community <u>I</u>nfrastructure, to support the changing priorities and needs in the borough.</p> <p>Require any proposals involving the loss of <u>S</u>social and <u>C</u>community <u>I</u>nfrastructure to clearly demonstrate:</p>	
AM286	491	14.2.12	<p>b. Applications proposing a loss will have to demonstrate that the <u>S</u>social and <u>C</u>community <u>I</u>nfrastructure use is no longer viable on the site. For the purpose of Policy <u>IN14.2</u> IN6.2 (b) and (c), a social or community infrastructure use refers to ...</p>	<p>To improve clarity and indicate that it is defined in the glossary.</p> <p>To correct an error in referencing the correct Local Plan policy number.</p>
AM287	496	Policy IN14.3 Sport and Recreation part c.	<p>Support proposals for new, and refurbishment and replacement of existing, sport and recreation facilities on sites that are designated as Open Space in the Policies Map, where the proposal meets Policies O8.2, O8.3 and O8.4 <u>O15.2, O15.3 and O15.4.</u></p>	<p>To correct an error in referencing the correct Local Plan policy numbers.</p>
AM288	502	14.3.28 – 14.3.30	<p>In March 2012November and December 2022, the London boroughs of Croydon, Kingston, Merton and Sutton adopted the South London Waste Plan as part of each borough's Local Plans.</p> <p>The South London Waste Plan <u>(2022-2037)</u> provides the essential infrastructure to support housing growth in south London by safeguarding existing waste treatment sites, identifying sites and areas suitable for new waste facilities and includes planning policies that both ensure that waste arising in the boroughs are managed within the South London Waste Plan area and that new or redeveloped waste treatment facilities have the least impact on nearby uses and the environment.</p> <p>In 2018, the London boroughs of Croydon, Kingston, Merton and Sutton started working on the next version of the South London Waste Plan, making the most of their strong track record and commitment to joint working and helping to deliver the new London Plan's policies and de-risk the delivery of essential infrastructure for south London. The new South London Waste Plan will address waste management needs during the 15-year period from 2021 till 2036.</p>	<p>To improve accuracy regarding the plan period and the now 'adopted' status of the South London Waste Plan (Ref. 14D1).</p>
AM289	504	Policy O15.1 Open Space, Green Infrastructure and Nature	<p>Protecting and enhancing open spaces in the borough including Metropolitan Open Land, <u>Open Space</u> parks, other open spaces and <u>Sites of Recognised Nature Conservation Interest</u> areas of nature conservation to provide high quality environments for all residents;</p>	<p>Following a review of the Glossary and TfL CD Stage 3 submission - this wording has been</p>

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
		Conservation, part a.		changed to reflect the defined terms in the glossary and to ensure continuity with Policies O15.2 and O15.3.
AM290	504, 505, 506, 507, 508, 509, 512, 514, 521, 523, 524, 527, 546	Policy O15.1 Open Space, Green Infrastructure and Nature Conservation, part b,c. – f.	<p>b. Protecting and seeking improvements to walking and cycling routes to and through Open Spaces green spaces;</p> <p>c. Enhancing existing Open Spaces, Green Corridors and the natural environment, providing habitats for biodiversity to flourish and expand;</p> <p>d. Protecting and enhancing the borough's Biodiversity, particularly on Sites-of Recognised Nature Conservation Interest, and supporting the objectives of the Mayor's Environment Strategy;</p> <p>e. Increasing Green-Infrastructure across the borough through Urban Greening;</p> <p>f. Enhancing accessibility to our waterways, including the River Wandle and its banks, for leisure and recreational use, while protecting its Biodiversity value;</p>	To improve clarity and indicate that it is defined in the glossary.
AM291	504	Policy O15.1 Open Space, Green Infrastructure and Nature Conservation, part g. and h.	g. Improving opportunities for our residents and visitors to experience nature; and Promoting healthy lifestyles to encourage physical education and well-being through the use of our leisure centres, schools, open spaces, playing pitches and recreational spaces; and	To correct grammar.
AM292	505	15.1.1	The policies in this chapter should be read alongside the London plan policies on Chapter 8 Green infrastructure and natural environment (Chapter 8) and Policy S5 Sports and recreation facilities (Policy S5) of the London Plan.	Wording was reviewed following the Stage 3 Local Plan submission received from RPWBA.5.10
AM293	507	15.2.5	...MOL will continue to be protected from inappropriate development, in accordance with the London Plan Policy G3 and NPPF paragraph 147 government guidance.	To refer to the correct terms in the London Plan and NPPF.
AM294	508	15.2.9	Improving accessibility to public <u>O</u>pen <u>S</u>pace	To improve clarity and indicate that it is

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
			<p>The Green Infrastructure Study includes an accessibility assessment to analyse areas in the borough that are deficient in access to public open space, play areas and nature conservation, and maps are provided for each. The areas of deficiency in access to public open space are calculated by Greenspace Information for Greater London (GiGL) using their Areas of Deficiency (AoD) data model. Public open space categories are set out in the London Plan table 8.1 and provide a benchmark for the provision of publicly accessible open space, categorising spaces according to their size, facilities and local importance.</p>	<p>defined in the glossary.</p> <p>For clarity, the table reference in the London Plan has been added.</p>
AM295	509	15.2.17	<p>...Allotments and orchards are areas set aside for food growing and are recognised for their contribution to enabling healthy and sustainable lifestyles. ...</p>	<p>To highlight orchards alongside allotments as areas of food growing in the borough.</p> <p>Reviewed and added following a submission from the Woodland Trust.</p>
AM296	511	Policy O15.3 Biodiversity and Access to Nature	<p>Biodiversity and Access to Nature</p> <p>We are committed to protecting and enhancing the natural environment. We aim to protect and enhance Biodiversity, particularly on Sites-of-Recognised Nature Conservation Interest, and to improve accessibility to nature throughout the borough. We will:</p> <ol style="list-style-type: none"> <li data-bbox="651 975 1800 1075">a. Protect all Sites-of-Recognised Nature Conservation Interest against inappropriate development that will adversely affect the nature conservation value of the site, and secure measures that enhance their nature conservation value; <li data-bbox="651 1110 1800 1177">b. Protect and avoid damage to Sites-of-Recognised Nature Conservation Interest, populations of protected species, priority habitats and priority species; <li data-bbox="651 1212 1800 1279">c. Protect Green Corridors from development which may destroy or impair the integrity of the Green Corridor. <li data-bbox="651 1315 1800 1415">d. Require development to contribute to net gains in Biodiversity by incorporating features such as green roofs and walls, soft landscaping, bird and bat bricks and boxes, habitat restoration, tree planting and expansion and improved green links. 	<p>To improve clarity and indicate that it is defined in the glossary.</p> <p>To make the policy stronger and clearer for river and river bank restoration as part of biodiversity net gain.</p> <p>Following advice received from the Environment Agency in their Stage 3 Local Plan submission. Also refer to MM294 relating to part d.</p>

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			<p><u>Where development is adjacent to or includes a watercourse, natural banks and processes should be restored with a 10m buffer, where possible and feasible.</u></p> <p>e. Require the following mitigation hierarchy to be followed, for development where significant harm to Biodiversity is unavoidable, and where the benefits of the development proposal clearly outweigh the impacts on Biodiversity:</p> <ol style="list-style-type: none"> i. Avoid damaging the significant ecological features of the site ii. Minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site iii. Deliver off-site compensation of better Biodiversity value. <p>Expect all development on sites found in an area of deficiency in access to nature to incorporate appropriate Biodiversity elements and habitat features to improve nature conservation, and to improve accessibility to SINC's through site design.</p>	
AM297	513	15.3.10	Protected S pecies, P riority H abitats and P riority S pecies.	To improve clarity and indicate that it is defined in the glossary.
AM298	514	15.3.13	Development proposals must are required to consider the potential impact that lighting, noise or shading may have on biodiversity on and around the site. New proposed lighting should minimise impacts to biodiversity, protected species and priority habitats.	To improve clarity and consistency with wording in part e of policy O.15.3.
AM299	515	15.3.19	... Applicants will be expected to provide details of such features as part of planning applications and should refer to best practice guidance when designing a development, including that prepared by the Chartered Institute of Ecology and Environmental Management (CIEEM) and the British Standard BS 42021 for integral nest boxes.	<p>To make it clear to developers that best practice guidance should be referred to.</p> <p>Wording has been added and hyperlinks have been updated following a review of the submission from Wimbledon Swifts.</p>
AM300	515, 518	15.3.20	Development proposals should prioritise the inclusion of B iodiversity on-site, selecting species for planting that complements that surrounding habitats, maximises benefits to biodiversity and is beneficial to wildlife.	To improve clarity and indicate that it is

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				defined in the glossary.
AM301	524	Policy O15.6 Wandle Valley Regional Park, part d., f. and g.	<p>d. Support the protection and completion of the Wandle Trail.</p> <p>f. Expect all new development within 400m of the Wandle Valley Regional Park to provide green infrastructure elements on site through Urban Greening.</p> <p>g. Work with the Environment Agency, Thames Water, the Greater London Authority, landowners and developers to implement flood risk reduction measures which include Green Infrastructure, that manage river and surface water flooding while delivering wider benefits for water and air quality, people and wildlife.</p>	<p>Wording added for clarity that the council is supportive of protecting the Wandle Trail, in addition to the completion of those parts of the Wandle Trail that are currently unfinished.</p> <p>From the Wandle Valley Regional Park submission.</p> <p>To improve clarity and indicate that it is defined in the glossary.</p>
AM302	525	15.6.6	<ul style="list-style-type: none"> ...In line with the other green infrastructure policies, applicants will be expected to demonstrate that proposed development will not have a significant adverse effect on Protected Species or Priority Species and Priority Habitats. 	To improve clarity and indicate that it is defined in the glossary.
AM303	526	15.6.10	While most sections are in a good condition, there are some missing links and areas that will require future investment and improvement to enable a continuous trail that is fully accessible to all users, at all times of the year. We support the protection and completion of the Wandle Trail, including the identified improvements in access required in the north east of the borough, near Earlsfield....	<p>Wording added for clarity that the council is supportive of protecting the Wandle Trail, in addition to the completion of those parts of the Wandle Trail that are currently unfinished.</p> <p>Links with the</p>

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				change made to policy O15.6(d) From the Wandle Valley Regional Park submission.
AM304	526	15.6.11 15.6.12	<p>15.6.11 The Wandle Trail is an established footpath and cycle way, providing a 12 mile (20 km) strategic green route that offers the enjoyment of a variety of chalk stream heritage, flora and fauna. Predominantly following the River Wandle, the trail runs between East Croydon station to the Thames Path in Wandsworth, crossing through Merton.</p> <p>15.6.12 While most sections are in a good condition, there are some missing links and areas that will require future investment to enable a continuous trail. We support the completion of the Wandle Trail, including the identified improvements in access required in the north east of the borough, near Earlsfield. Any improvements here would need to be agreed with the neighbouring borough of Wandsworth. Investment in the Wandle Trail should respect the character of the river's environs and be designed for pedestrian and cycle access.</p>	Two paragraphs removed due to duplication with paragraphs 15.6.9 and 15.6.10.
AM305	529	Policy F15.7, para 15.7.3	Merton Council has updated the Strategic Flood Risk Assessment (SFRA) in partnership with LB Wandsworth Council and the Environment Agency. The SFRA takes consideration of the updated national climate change allowances. The Level 1 SFRA provides an overview of flood risk issues in Merton from all sources. The Level 2 SFRA assesses the risk to specific site allocations where development is, proposed in areas at risk from flooding. The Level 2 SFRA provides sufficient information to allow the application of part b) of the NPPF Exception Test.	Merton Council - updated for correctness.
AM306	530	15.7.5	Merton's Local Flood Risk Management Strategy identifies Merton's objectives and measures for how we will manage local flood risk, (defined as flooding from surface water, groundwater and ordinary watercourses) and it includes specific requirements with regards to about management of flood risk to and from development. ...	Merton Council amended grammar.
AM307	537	15.8.5	To create job opportunities, deliver homes and essential infrastructure, meet the demands of predicted population growth, enable future economic growth and secure improvements in areas such as Colliers Wood and other sites within the Wandle Valley. It will be necessary to develop on sites within areas at medium to high risk of flooding, subject to meeting the requirements of the Sequential and Exception Tests as set out in the NPPF.	Merton Council, amended grammar.
AM308	537	15.8.7	Developers should agree the scope of the FRA in consultation with the council in their role and as the LPA and LLFA from the earliest stages of project planning and design to	Merton Council, amended grammar.

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			ensure that appropriate flood risk management measures are included as part of the design and layout. Developers should must refer to the EA's guidelines on 'Flood Risk Assessment for Planning applications' or the EA's 'Standing Advice on Flood Risk Assessment' in cases where an FRA is not needed, including for householder applications and minor non-residential extensions. We will consult the EA on all proposals accompanied by an FRA or for any proposal within 20m of a main river or culverting operation.	
AM309	538	15.8.8	FRAs should assess the risk of flooding in the future as a result because of the impact of climate change on river flows and rainfall patterns, taking account of the latest climate change allowances. This will help minimise vulnerability and provide resilience to flooding in the future. FRAs should set out the proposed measures to; manage flood risk over the lifetime of the development. This includes measures to steer development away from ...	Merton Council, amended grammar
AM310	538	15.8.11	...The Sequential Test will not be needed if, it is not a major development and at least one of the following applies: <ul style="list-style-type: none"> It is a Local Plan proposal sites allocation that has, already been sequentially tested, unless the use of the site being proposed is not per the allocations in the Local Plan. ... 	Merton Council, amended grammar.
AM311	539	15.8.13	If, following the application of the sequential test, it is not possible, or consistent with wider sustainability objectives (environmental, social and economic) for development to be in a flood zone with a lower probability of flooding, the Exception Test may have to be applied. The need for the Exception Test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in national planning guidance	Merton Council, amended grammar.
AM312	542	15.9.3	We will seek to direct development away from areas at the highest risk of flooding, or, where development is required in areas at risk of flooding, we will ensure it is safe for the lifetime of the development, without increasing flood risk elsewhere. Development proposals should ensure that they have taken full account of flood risk and sought to utilise sustainable drainage measures	Merton Council, amended grammar.
AM313	543	15.9.5	<ul style="list-style-type: none"> As well as managing flood risk consideration should be, made for how rainwater-harvesting systems can be, used to minimise the use of mains water, as promoted by Policy CC2.6 Sustainable Design Standards. This policy provides details on the Council's water efficiency standards. 	Following comments from Thames Water. Changes provide clarity.
AM314	544	Policy P15.10 Improving Air Quality and Minimising Pollution, part d.	All developments must be at least Air Quality Neutral and we will (MM313) resist development proposals, which would materially increase exceedances of local air pollutants and have an unacceptable impact on amenity or health unless the development mitigates this impact through physical measures and/or financial contributions to implement proposals in the Merton's Local Air Quality Management Plan.	Merton Council, amended grammar.

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AM315	546	Policy P15.10 Improving Air Quality and Minimising Pollution, part l.	New noise generating developments should be appropriately located to minimise their impacts on noise sensitive land uses and noise sensitive developments should be located away from noise priority locations and noise generating land uses.	Removed following comments from Transport for London commercial team to be in the London Plan.
AM316	546	Policy P15.10 Improving Air Quality and Minimising Pollution, part n.	<ul style="list-style-type: none"> ... in line with the Agent of Change principle set in the National Planning Policy Framework and the London Plan <u>policy D13.</u> 	Merton Council added policy reference for London Plan to improve clarity.
AM317	546	Policy P15.10 Improving Air Quality and Minimising Pollution, part q.	<p>q. The potential adverse impacts from lighting arrangements will be controlled by requiring all developments that include proposals for external lighting including illuminated signs and advertisements, security and floodlights and other illuminations to submit details in line with the recommendation of the Institute <u>Institution</u> of Lighting Professionals. Lighting details must show that it:</p> <p>... Lighting details must show that it:</p> <ul style="list-style-type: none"> • <u>Is</u> appropriate for the intended use, • <u>Provides</u> the minimum amount of light necessary to achieve its purpose and designed to minimise the detrimental impact of glare and light spill on the local amenity, nature, biodiversity and highways, • <u>Is</u> energy efficient and <p><u>Provides</u> adequate protection from glare and light spill, particularly to nearby sensitive receptors such as residential properties and <u>Sites of Recognised Interest Areas</u>, including the River Wandle.</p>	<p>Merton Council, amended grammar and terminology to align with the correct term in the Glossary.</p> <p>A factual update on the correct name for the lighting profession organisation (institute to institution).</p>
AM318	547	Policy P15.10 Improving Air Quality and Minimising Pollution, part t.	... Development will not be, permitted unless practicable and effective measures are to be taken to treat, contain or control any contamination.	Merton Council, amended grammar
AM319	547	Policy P15.10 Improving Air Quality and Minimising	ii) Threaten the structural integrity of the building <u>being</u> built, <u>the site</u> or to be, built on or adjoining the site.	Merton Council – amended grammar and clarity provided.

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		Pollution, part v. part ii)		
AM320	547	Policy P15.10 Improving Air Quality and Minimising Pollution, part aa	For major development, applicants should show how they have considered Merton's Air Quality Action Plan, Merton's emerging Air Quality Supplementary Planning Document, Merton's emerging Non-Road Mobile Machinery (NRMM) Practical Guide, Dust Controls and Logistics Planning from the earliest stage in the design and construction method of their development.	Merton Council - for correctness
AM322	548	Policy P15.10 Improving Air Quality and Minimising Pollution, part bb. i.	Its essential construction and demolition sites have regard to follow the Right Waste Right Place guidance and Waste Management Duty of care of practice to ensure construction and demolition waste be managed correctly to prevent pollution and mis-description of waste.	Merton Council - for grammar/correctness
AM321	548	Policy P15.10 Improving Air Quality and Minimising Pollution, part bb. iii.	Vacant development sites should introduce increased security measures such as high security fencing/ concrete bollards and 24-hour security to prevent trespassing and illegal waste operators moving into vacant development sites to deposit large amount of fly tipping and then abandon sites. Justification	Typographical error
AM323	549	Paragraph 15.10.1	NPPF Paragraph 484 186 states that Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement Air Quality Impact Assessments (AQA). All local plan policies in this local plan policies will play a role in reducing and mitigate against the exposure to poor air quality that causes harm to health, including other green infrastructure and health and wellbeing polices. Supported by Merton's Air Quality Action Plan , Climate Change Strategy and action plan , Merton's Health and wellbeing strategy and Merton's Air Quality Supplementary Planning Document (SPD) these documents , support the local plan and outline steps we are taking to improve air quality in the borough.	Merton Council – amended grammar and clarity provided. Correct reference to NPPF.
AM324	549	New paragraphs Below 15.10.2	<u>The Environment Act delivers key aspects of our Clean Air Strategy with the aim of maximising health benefits for all and sits alongside wider government action on air quality. It will deliver cleaner air for all by requiring the government to set targets on air quality, including for fine particulate matter, the most damaging pollutant to human health.</u>	Paragraphs added to provide information on the new Environment Bill given Royal Assent autumn 2021.

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			<p><u>Councils and other relevant public bodies will be required to work together more closely to tackle local air quality issues, and it will be easier for local authorities to enforce restrictions on smoke emissions from domestic burning, which pollutes our towns and cities. In addition, the Act gives the government the power to make vehicle manufacturers recall vehicles if they do not comply with relevant environmental standards, ensuring illegally polluting vehicles are taken off the road quickly.</u></p> <p><u>The Act includes a new legally binding target on species abundance for 2030, which will help to reverse declines of iconic British species like the hedgehog, red squirrel and water vole.</u></p> <p><u>The Environment Act will deliver:</u></p> <ul style="list-style-type: none"> • <u>Long-term targets to improve air quality, biodiversity, water, and waste reduction and resource efficiency</u> • <u>A target on ambient PM2.5 concentrations, the most harmful pollutant to human health</u> • <u>A target to halt the decline of nature by 2030</u> • <u>Environmental Improvement Plans, including interim targets</u> • <u>A cycle of environmental monitoring and reporting</u> • <u>Environmental Principles embedded in domestic policy making</u> • <u>Office for Environmental Protection to uphold environmental law.</u> 	
AM325	549	Delete paragraphs 15.10.3 and 15.10.4	<p>15.10.3 The local plan can influence air quality in several ways, for example through what development is proposed and where, and the provision made for sustainable transport. Consideration of air quality issues at the plan-making stage can ensure a strategic approach to air quality and help secure net improvements in overall air quality where possible. The whole borough has been declared an Air Quality Management Area (AQMA) for last two decades.</p> <p>15.10.14 We seek to tackle poor air quality in an integrated way, the Local Plan together with a wider range of measures set out in Merton’s Air Quality Action Plan, which supports the Government’s Clean Air Strategy (2019), the Mayor of London Environment Strategy (2018) and other legislation</p>	Amendment proposed triggered by MIQs and action taken.
AM326	550	15.10.5	We require that air quality issues to be considered early in the planning process and ...	Merton Council – amended grammar

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AM327	550	15.10.9.	We have adopted the London Plan’s approach to Air Quality Positive and Neutral development. Large master planning and large-scale developments have the potential to include methods to improve local air quality. All other major developments should not make air quality worse and are encouraged to achieve an overall improvement to air quality. The Air Quality Neutral requirement also applies to developments incorporating Solid Biomass Boilers and CHP (Combined Heat and Power) due to the potential impact of these technologies on air quality. When all measures to achieve Air Quality Neutral status have been, exploited, financial contributions to offset the impact of the development on air quality may be, considered as a final intervention. <u>The process and calculation for this are set out in Section 5.2 of the GLA’s Air Quality Neutral Planning Support Document (AQNPSD).</u>	In response to Stage 1 MIQs. For clarity.
AM328	551	15.10.11	... The supporting-emerging Air Quality Supplementary Planning Document (SPD) provides further details on for AQA and what we expect to be, proved within an AQA. ...	Wording updated following the adoption of the Air Quality SPD
AM329	552	15.10.15	...As set out in the Transport Policies, Transport Assessments/Statements will be required for development proposals <u>to properly identify transport impacts and the mitigation measures to address them.</u> so that transport impacts of development proposals can be properly identified and addressed	Merton Council – amended grammar and clarity provided.
AM330	552	15.10.16	... Delivery and servicing trips have been increasing in London, <u>a trend</u> which has been accelerated <u>by the</u> recent rapid market evolution in home delivery ... Freight, servicing and delivery vehicles, particularly heavy goods vehicles are a significant source of noise and air pollution, particularly around commercial and industrial locations. Delivery and servicing trips have been increasing in London which has been accelerated recent rapid market evolution in home delivery for a range of services as a result of the pandemic. However, low carbon alternatives such as electric vans and cargo bike deliveries have also started to appear. Where a development is likely to generate a significant amount of movement by goods or delivery vehicles we will require the development of a Delivery and Servicing Plan in accordance with TfL’s latest guidance. A Delivery and Service <u>Servicing</u> Plan provides a strategy to improve the safety, efficiency and sustainability of delivery and servicing vehicles through a range of interventions including consolidation, low carbon delivery modes and the retiming of movements to avoid peak hours.	Merton Council – amended grammar and clarity provided
AM331		15.10.17	Noise and vibration pollution affect both health and behaviour. Characteristics that cause or increase noise pollution such as poorly located emission sources, street canyons and noise sources should also be designed out wherever possible. The main source of ambient noise in Merton is road traffic. However, other activities such as construction, busy high or night-time activities may also	Merton Council – amended grammar and clarity provided

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			impact on noise levels. Therefore, it is important that new development assists in reducing potential exposure. Development proposals need to consider acoustic design at an early stage of the planning process to ensure occupiers of new and noise sensitive buildings are protected.	
AM332	553	15.10.19	The Agent of Change principle, set out in the London Plan (2020) and the National Planning Policy Framework, ...	Updated for clarity.
AM333	553	15.10.25 and 15.10.26	<p>We will expect new buildings to be designed to minimise light pollution from internal and external lighting. We will use the relevant professional standards as a guide to assessing light impacts such as the InstituteInstitution of Lighting Professionals.</p> <p>Lighting can be important for the accessibility of outdoor sports facilities and can help to improve their use. In new developments, to help provide a healthy and safe environment, it can also be used to enhance the appearance of some buildings. The form of lighting required will depend on the facility and its use, but efforts shouldmust be made to minimise the impact on the surrounding areas, and not to cause a demonstrable harm to the local community, biodiversity or local wildlife. Excessive lighting can have a negative impact on residents' quality of life, adversely affect wildlife, contribute to 'sky glow' and energy waste. Requiring the submission of details of external lighting in line with the recommendations of the InstituteInstitution of Lighting Professionals for approval will allow external lighting and its impacts to be controlled and minimised.</p>	Correct name of the for the lighting professionals institute to institution
AM334	554	15.10.30	Where development be is proposed on a site, that be is known or, is believed to be contaminated, the need to carry out remediation or monitoring and to ensure adequate disposal of contaminated soil will be secured by planning conditions. We will consult and seek advice from Environment Agency when considering applications on contaminated land.	Grammar
AM335	555	15.10.31	The redevelopment of previously developed land (or 'brownfield') sites for beneficial uses, many of which are may be potentially affected by contamination provides an opportunity to deal with the potential risks posed by contamination to human health and the natural environment.	Merton Council, amended grammar.
AM336	556	15.10.40	As part of our commitment to better air quality, we will also ask, through planning conditions, that the current regulations relating to Non-Road Mobile Machinery (NRMM) is applied. be, imposed where necessary.	Merton Council, amended for clarity.

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AM337	557	15.10.44	... It will also be necessary to control the hours of operation for noisy site works and the processes, that would need to be, followed to work outside these hours when and if required.	Merton Council, amended grammar.
AM338	559	Strategic Policy T16.1 Sustainable Travel, part a.	Plan spatial development in accordance with the transport principles for good growth and the “20 minute neighbourhood” approach, to create complete, compact and connected communities that facilitate walking, cycling and the use of public transport and reduce the need to travel by car.	For clarity
AM339	559	Strategic Policy T16.1 Sustainable Travel, part e.	Seek to manage vehicle use and parking to improve road safety outcomes and reduce traffic dominance and minimise impact on the transport network.	For clarity
AM340	562	16.1.8	Evidence indicates that the decrease in car journeys during the initial lockdown period coincided with a significant drop in local air pollution ...However, there are also indications that traffic volumes have grown again to above pre-pandemic levels, which has the potential to further towards exacerbate the transport challenges of local road congestion and air pollution.	Grammar
AM341	562	16.1.9	Any long-term transition to more remote working patterns could have a significant positive impact on travel patterns by supporting local services, reducing commuting distances and encouraging more locally based active travel journeys.	Grammar
AM342	564	17.2.4	<u>Merton has and will continue to develop cycle and pedestrian routes and facilities as set out in detail in our transport strategy. Existing</u> pedestrian facilities including footpaths, lighting and crossings are generally provided to a high standard and well maintained. The <u>existing cycle network</u> has some sections of marked and <u>fully</u> segregated <u>and off-carriageway cycle lanes</u> routes as well as routes on quieter roads <u>and through low traffic neighbourhoods.</u> <u>There are cross boundary</u> provides links to neighbouring boroughs, including the cycleways and into Central London via the Cycleway from Colliers Wood <u>and from Raynes Park to New Malden.</u>	Supporting text amended and to provide clarity.
AM343	565	17.2.7-8	We have adopted TfL’s healthy streets approach, which puts people’s health at the centre of how streets and public spaces are designed, managed and used. Developments will be expected to demonstrate how their proposals will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance. New streets respect and link to the local neighbourhood they serve provide good connections to community facilities and shops promote improved travel choice by creating an attractive, permeable, well designed and balanced environment. Most public transport journeys start or finish on foot or by cycle, and half of all walking in London is done to or from public transport stations or stops. The Healthy Streets Approach will deliver integrated improvements to the public transport network and	Paragraphs removed as content adequately covered in amended and new paragraphs 16.2.5-16.2.7.

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			streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.	
AM344	565	17.2.9	Low traffic neighbourhoods are local streets where through traffic is restricted to reduce car dominance and create safe and pleasant street environments that enable cycling and walking. Merton already has in place successful and long-standing low traffic neighbourhoods and streets in several areas of the borough particularly around Colliers Wood and South Wimbledon. As part of the Healthy Streets Approach, new development will be expected to adopt the principles of low traffic neighbourhoods and filtered permeability into the site layouts and to integrate with any existing schemes.	Paragraphs removed as content adequately covered in amended and new paragraphs 17.2.5-17.2.7.
AM345	566	17.2.10	To enable more people to take up or continue to cycle it is important that a sufficient quantity of high-quality cycle parking is provided within new developments in accordance with the higher-level requirements set out in the London Plan. Cycle parking must be easy to access in a convenient location within a development, at ground level wherever possible. The facilities must be secure, covered and be suitable for people of all ages and abilities, including those who might experience difficulties in lifting a bike or need a specialist cycle. <u>Further guidance and requirements in relation to the design of cycle parking facilities is provided in Chapter 8 of the London Cycling Design Standards.</u> Development proposals should must provide full layout drawings prior to the determination of application, demonstrating that it is possible and easy to manoeuvre bicycles both to and within the proposed cycle parking facilities. In places of employment, supporting facilities should must be provided including changing rooms, maintenance facilities, lockers and shower facilities (at least one per ten long-stay spaces).	Wording strengthened and reference added to London Cycling Design Standards.
AM346	566	17.2.11	Given the contribution of cycling to sustainable travel, we will generally be supportive bicycle storage units or boxes in front gardens provided they do not impact on residential amenity and are designed in sensitive materials as set out in the Design Policy ies D12.3t and paragraphs 12.3.17-18.	Amendment to add reference to design policy number.
AM347	568	17.3.1	It is important that development proposals fully and carefully assess the projected impacts on the capacity of the transport network at the local, network-wide and strategic level and in relation to all modes of transport. Development proposals will therefore be required to submit either a transport statement where transport impacts are limited or a full transport assessment where the development would be expected to have a significant or strategic transport impact. <u>The transport assessment or statement should be developed in accordance with the latest transport assessment guidance provided by TfL.</u>	
AM348	572	17.4.1	Vehicles take up a lot of street space and high levels of car ownership and use have resulted in many of the borough's roads becoming congested and dominated by parked cars. Reducing levels of car ownership can free up space on both development sites and on the highway for other more efficient and sustainable uses. We will therefore	Wording added and amended to ensure consistency with and provide clarity about

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			support and apply the approach set out in the London Plan of restricting car parking provision to restrain car use and will apply the London Plan maximum car parking standards for all use classes as set out in London Plan <u>Policies T6 and T6.1-T6.5.</u>	the London Plan requirements for car free development, in response to comments from TfL, Merton Residents Transport Group and Merton Cycling Campaign and Inspectors MIQs
AM349	572	17.4 2	We will expect and support car free development for all development proposals in locations that will be well connected by public transport including <u>all locations with a PTAL rating of 5- 6.</u> Car free development may also be considered or required in other locations on a case-by-case basis where it can be adequately demonstrated that sufficient sustainable travel choices will be available including where funded improvements to public transport are put in place to raise the Public Transport Accessibility Level (PTAL). with developments elsewhere <u>Developments in less accessible locations with a low PTAL rating should</u> designed to provide the minimum necessary <u>amount of parking in accordance with London Plan standards</u> ('car-lite').	See AM348 at page 572
AM350	573	Subheading above 17.4.8	<u>Parking management and design</u>	Amendment to sub heading for clarity
AM351	573	17.4.8	As people take decisions about whether to own a car and what type of car to purchase, having a comprehensive and coherent parking management approach and pricing structure in place is essential. Where <u>any</u> communal car parking facilities are provided a Parking Design and Management Plan should be submitted in accordance with TfL guidance and will be secured through planning condition or appropriate legal agreements. <u>Proposals for the management and allocation of parking provision should align with Merton's strategic approach for managing parking including through emissions-based appropriate parking charges. Specifically, as set out in London Plan Policy T6.1B residential communal parking spaces should not be bought outright but leased on a regular basis (maximum annually). Employee, retail, destination and public shopper parking should be allocated and/ or charged for appropriately. Parking charges should ideally be varied to reflect vehicle emissions with low emissions vehicles such as EVs being charged a lower rate.</u>	Paragraph amended to incorporate some wording from paragraph 17.4.9. Amended wording for clarity with reference to London Plan and to remove reference to TfL guidance not published yet and emissions based charging scheme which has not been proceeded with.

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM352	574	17.4.11	To reduce levels of car ownership in new development from the outset, we will require residential developments to implement measures to support car club use, including car club membership packages for at least 3 years. For larger developments we may seek on-site dedicated car club bays, particularly in areas of lower public transport accessibility and where there is a lack of existing car club provision in the vicinity. Car club spaces should be included within the maximum parking provision as set out in the London Plan and not in addition to it. Car club bays should be convenient, accessible by different operating models/operators and be made publicly available at all times for use by neighbouring residents 24/7. Car Club operators should be part of a nationally recognised Accredited Scheme. CoMoUK provide further guidance on car club requirements for new development.	Amended wording for clarity in relation to requirement.
AM353	574	17.4.14	... The International Council on Clean Transport (ICCT) estimates that the total number of EVs in London will increase by a factor of 30 by 2035 and has assessed that the demand for EV charge points in Merton will increase rapidly during this time and will require Demand will be met through a mix of charging infrastructure solutions to serve the different needs of users-including slow, fast and rapid chargers. and lamp column socket slow chargers in residential areas.	Text added to clarify that requirements are in accordance with the London Plan.
AM354	577	17.5.5	The Mayor's Transport Strategy states that Crossrail 2 is an infrastructure scheme of national importance which will connect existing national rail lines in Surrey with tunnels from Wimbledon, so will have a significant impact on the borough. The route will would increase London's overall rail capacity by 10 per cent and will also reduce demand on the busiest section of the Northern line Morden branch by around 20 per cent.	Wording amended for clarity.
AM355	577	17.5.6	An agreement between the Government and TfL in late 2020 has put the scheme development in good order and prioritised safeguarding to protect the latest proposed route from future development until such time as the scheme can be further progressed.	Amendment for clarity to better reflect current emerging situation in relation to CR2 delivery.
AM356	578	17.5.7	However, none of the sections of route needed to deliver Crossrail 2, south of Wimbledon Town Centre and the onward connection onto the South West Main Line, are formally safeguarded and some of the site allocations within Raynes Park potentially conflict with sites needed to deliver the route.	Wording amended for clarity.
AM357	579-580	17.5.16	Cycle and Pedestrian Networks The Policies Map shows Merton's indicative cycle route network to be developed during the plan period. The network will include a mix of types of infrastructure that could include fully segregated or off-carriageway cycle lanes and facilities, routes on quiet residential roads and traffic free routes. Some sections already have high quality cycle facilities in place and routes on the quieter roads will require minimal intervention.	Paragraph amended and moved to 16.2.6 where it fits better as justification text for policy T16.2 active travel.

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
			<p>However, some routes will require significant development or further improvement to achieve the standard required. In particular, some of the town centres including Wimbledon and Morden are dominated by heavily trafficked road systems, which create a barrier to cycling and walking, and will require significant improvements to the road layouts and public realm. Where the proposed cycle network includes pedestrian links where cycling is currently prohibited and cyclists are required to dismount, we will assess whether the route can be enhanced to safely accommodate cyclists including consideration of a “share with care” approach where separate facilities are not feasible. We will conduct further work to produce cycling and walking strategies by 2023 which will set out more detailed proposals for cycle and pedestrian route development over the plan period and will be published on Merton Council’s website. Developers should consult the council at an early stage to discuss any requirements in relation to the cycle or pedestrian network.</p>	
AM358	580	17.5.17	<p>The table below sets out the key transport schemes identified in the Mayor’s Transport Strategy and London Plan Policy T3 that are relevant to Merton and are required to will deliver an enhanced or expanded travel network and to accommodate growth sustainably. Additionally, a number of locally important proposals are shown....</p>	Wording amended for clarity
AM359	580	Table 16.1 Indicative list of transport schemes Scheme TN1	<p>Strategic infrastructure proposal for new underground rail line running across London between Wimbledon and New Southgate/Tottenham Hale with potential ground level links to the wider rail network. <u>Currently unfunded and will not be completed in the lifetime of this Local Plan. Safeguarding retained</u> - for the current status and safeguarding of land see https://crossrail2.co.uk</p>	Amendment for clarity to better reflect current situation in relation to CR2 scheme delivery.
AM360	581	Table 16.1 Scheme TN2	<p><u>A study has been conducted by Network Rail that includes a proposal to increase the frequency of trains on the Wimbledon loop as a primary recommendation. Although no decision has been made or funding allocated at this stage, this could potentially be implemented by the late 2020s/early 2030s subject to post-COVID recovery and service specification.</u></p>	For clarity in response to the Inspectors Preliminary Matters
AM361	581	Table 16.1 Scheme TN3	<p><u>A proposed upgrade to the District Line that will increase frequencies to up to 16 trains per hour on the Wimbledon Branch is expected to be delivered by 2024</u></p>	For clarity in response to the Inspectors Preliminary Matters
AM362	581	Table 16.1 Indicative list of transport schemes Scheme TN4	<p>Improved station accessibility for all users <u>at all rail stations that do not have step free access</u>. Includes Motspur Park in feasibility /design stage (funded).</p> <p>Proposals to safeguard Wimbledon Chase Station redevelopment to ensure step free access can be delivered in the future.</p>	Wording amended for clarity

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM363	581	Table 16.1 Indicative list of transport schemes Scheme TN5	Proposal for a new tram route (unfunded) between Sutton and Colliers Wood. <u>Currently unfunded and unlikely to be completed in the lifetime of this Local Plan.</u> See https://consultations.tfl.gov.uk/trams/sutton-link	Amendment for clarity to better reflect current situation in relation to Sutton Link Tram scheme delivery.
AM364	581	Table 16.1 Indicative list of transport schemes Scheme TN6	<u>The TfL proposal for twin tracking does not currently have funding allocated, but if funding is secured the current anticipated timescale for delivery is beyond 2031.</u>	For clarity on status of scheme in response to the Inspectors Preliminary Matters
AM365	581	Table 16.1 Indicative list of transport schemes Scheme TN7	Potential new Tram stop at Willow Lane to enhance public transport access to Willow Lane Industrial Estate. <u>This scheme does not form part of TfL's plans and has no allocated funding, so would only be progressed during the plan period as part of appropriate enabling development and in collaboration with TfL.</u> Street running spur extension from Morden Road tram stop. Delivery will require reallocation of road space and local widening secured through negotiation with landowners as opportunities arise. <u>This scheme has no TfL funding currently allocated, but if funding is secured, timescales are anticipated to be beyond 2031.</u>	See above - initial AM363 at Page 581 Plan Ref. Table 16.1, TN6
AM366	581	Table 16.1 Indicative list of transport schemes Scheme TN8	Service enhancements to meet existing and future demand, accessible bus stops and bus stop improvements, bus priority schemes, decarbonisation of the bus fleet and exploration of demand-responsive bus services. <u>This is an ongoing annual programme which will be funded directly by TfL with potential S106 developer contributions towards specific service improvements linked to development proposals.</u>	See above - initial AM363 at Page 581 Plan Ref. Table 16.1, TN6
AM367	581	Table 16.1 Indicative list of transport schemes Scheme TN9	<u>This major scheme will require a significant amount of funding from a combination of sources including TfL and/or Government grants, Strategic Community Infrastructure Levy funding and enabling development contributions. As set out the in Future Wimbledon SPD anticipated delivery timescales are from 2025 to 2040.</u>	See above - initial AM363 at Page 581 Plan Ref. Table 16.1, TN6
AM368	581	Table 16.1 Indicative list of transport schemes Scheme TN10	<u>This major scheme will require a significant amount of funding from TfL and enabling development schemes with an anticipated delivery timescale of late 2020s.</u>	See above - initial AM363 at Page 581 Plan Ref. Table 16.1, TN6

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM369	581	Table 16.1 Indicative list of transport schemes Scheme TN11	Improvements to the walking network including routes, lighting and crossing facilities <u>including the “missing link” along the Wandle Trail near Earlsfield (Wimbledon Park to Wandsworth).</u>	Wording amended to include reference to the missing link along the Wandle Trail, in response to comments from Wandle Valley Forum.
AM370	581	Table 16.1 Indicative list of AM transport schemes Scheme TN12	Development of a strategic network of cycle routes, including new feeder routes to the Cycle Superhighway <u>and including the “missing link” along the Wandle Trail near Earlsfield (Wimbledon Park to Wandsworth)</u>	Wording amended to include reference to the missing link along the Wandle Trail, in response to comments from Wandle Valley Forum.
AM371	582	Table 16.1 Indicative list of transport schemes Scheme TN13	<u>Merton will develop a cycling strategy by the end of 2023 which will set out more detailed proposals for cycle parking provision. Schemes will be implemented on an ongoing annual basis over the Local Plan period. The programme will be funded by a combination of funding for transport schemes allocated to the borough by TfL and/or Government grants, Strategic Community Infrastructure Levy funding and S106 developer contributions towards specific schemes linked to development proposals. Developers of key schemes in strategic locations may also be required to include cycle parking hubs within their development proposals.</u>	For clarity on status of scheme in response to the Inspectors Preliminary Matters
AM372	582	Table 16.1 Indicative list of transport schemes Scheme TN14	<u>Merton will develop a EV strategy by the end of 2022 which will set out more detailed proposals for the provision of EV charging infrastructure. Schemes will be implemented on an ongoing basis over the plan period, including through the provision of charging infrastructure secured through development proposals. The programme will be funded by a combination TfL and/or Government grants and developer and operator funded provision</u>	For clarity on status of scheme in response to the Inspectors Preliminary Matters
AM373	585-602	Appendix - Open Space	<i>The column heading has been amended for all of the following tables “Metropolitan Open Land”, “Open Space – Allotments and Farms”, “Open Space – Churchyards and Cemeteries”, “Open Space – Education”, “Open Space – all other open spaces”, “Sites of Specific Scientific Interest (European Sites)”, “Sites of Metropolitan Importance for Nature Conservation”, “Sites of Borough (Grade 1) Importance for Nature Conservation”, “Sites of Borough (Grade 2) Importance for Nature Conservation”, “Sites of Local Importance for Nature Conservation”, “Local Nature Reserves” and “Green Corridors”. Refer to Appendix 2.</i>	For the terminology to remain consistent with the Neighbourhood maps as defined on the Policies Map 2021 and used throughout the Local Plan.

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
			<u>NeighbourhoodArea</u>	In response to the Stage 3 Local Plan submission received from John Innes Society.
AM374	585-602	Appendix – Open Space	<p><i>A number of factual errors have been corrected in the following tables “Metropolitan Open Land”, “Open Space – Allotments and Farms”, “Open Space – Education”, “Open Space – all other open spaces”, “Sites of Borough (Grade 1) Importance for Nature Conservation”, “Sites of Borough (Grade 2) Importance for Nature Conservation”, “Sites of Local Importance for Nature Conservation” and “Green Corridors”.</i></p> <p><i>Refer to the Appendix 2 for details of factual corrections.</i></p>	These factual corrections have been made to the Site Names and Sub-Areas and to ensure that these tables align with the Policy Maps that have been consulted on through the Local Plan process. There are no changes to the Policies Map designations as a result of these text changes and therefore these are minor modifications.

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AM375	603	Appendix – Conservation Areas	<table border="1"> <thead> <tr> <th>Code</th> <th>Name</th> <th>Area (ha)</th> <th>Code</th> <th>Name</th> <th>Area (ha)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Lambton Road</td> <td>7.65<u>8.42</u></td> <td>15</td> <td>South Park Gardens</td> <td>13.60<u>48</u></td> </tr> <tr> <td>2</td> <td>Dennis Park Crescent</td> <td>2.80<u>6.89</u></td> <td>16</td> <td>Wimbledon North</td> <td>137.8<u>30</u></td> </tr> <tr> <td>3</td> <td>Drax Avenue</td> <td>8.58<u>61</u></td> <td>17</td> <td>Upper Morden</td> <td>89.20<u>52</u></td> </tr> <tr> <td>4</td> <td>Dunmore Road</td> <td>1.70<u>54</u></td> <td>18</td> <td>Vineyard Hill Road</td> <td>6.80<u>6</u></td> </tr> <tr> <td>5</td> <td>Bathgate Road</td> <td>11.45<u>9</u></td> <td>19</td> <td>Mitcham Cricket Green (including the Canons)</td> <td>52.00<u>55.81 (8.4)</u></td> </tr> <tr> <td>6</td> <td>Bertram Cottages</td> <td>4.00<u>0.60</u></td> <td>20</td> <td>Westcoombe Avenue</td> <td>1.7<u>0</u></td> </tr> <tr> <td>7</td> <td>The Broadway</td> <td>2.00<u>2.93</u></td> <td>21</td> <td>John Innes- Merton Park</td> <td>30.40<u>1.67</u></td> </tr> <tr> <td>8</td> <td>Copse Hill</td> <td>19.72<u>9</u></td> <td>22</td> <td>Merton Hall Road</td> <td>6.28<u>30</u></td> </tr> <tr> <td>9</td> <td>Wimbledon Windmill</td> <td>1.02<u>1</u></td> <td>23</td> <td>Wool Road</td> <td>13.12<u>6</u></td> </tr> <tr> <td>10</td> <td>Wimbledon Village</td> <td>6.60<u>7.28</u></td> <td>24</td> <td>Wimbledon West</td> <td>114.30<u>71</u></td> </tr> <tr> <td>11</td> <td>John Innes- Wilton Crescent</td> <td>10.37<u>41</u></td> <td>25</td> <td>Wandle Valley</td> <td>93.00<u>101.07</u></td> </tr> <tr> <td>12</td> <td>Wimbledon Hill Road</td> <td>11.23<u>7</u></td> <td>26</td> <td>Durham Road</td> <td>3.40<u>92</u></td> </tr> <tr> <td>13</td> <td>Pelham Road</td> <td>1.50<u>47</u></td> <td>27</td> <td>Kenilworth Avenue</td> <td>2.58<u>7</u></td> </tr> <tr> <td>14</td> <td>Wimbledon Chase</td> <td>3.25<u>6</u></td> <td>28</td> <td>Leopold Road</td> <td>0.65<u>3</u></td> </tr> <tr> <td></td> <td></td> <td></td> <td>29</td> <td>The Canons</td> <td>8.4</td> </tr> </tbody> </table>	Code	Name	Area (ha)	Code	Name	Area (ha)	1	Lambton Road	7.65 <u>8.42</u>	15	South Park Gardens	13.60 <u>48</u>	2	Dennis Park Crescent	2.80 <u>6.89</u>	16	Wimbledon North	137.8 <u>30</u>	3	Drax Avenue	8.58 <u>61</u>	17	Upper Morden	89.20 <u>52</u>	4	Dunmore Road	1.70 <u>54</u>	18	Vineyard Hill Road	6.80 <u>6</u>	5	Bathgate Road	11.45 <u>9</u>	19	Mitcham Cricket Green (including the Canons)	52.00 <u>55.81 (8.4)</u>	6	Bertram Cottages	4.00 <u>0.60</u>	20	Westcoombe Avenue	1.7 <u>0</u>	7	The Broadway	2.00 <u>2.93</u>	21	John Innes- Merton Park	30.40 <u>1.67</u>	8	Copse Hill	19.72 <u>9</u>	22	Merton Hall Road	6.28 <u>30</u>	9	Wimbledon Windmill	1.02 <u>1</u>	23	Wool Road	13.12 <u>6</u>	10	Wimbledon Village	6.60 <u>7.28</u>	24	Wimbledon West	114.30 <u>71</u>	11	John Innes- Wilton Crescent	10.37 <u>41</u>	25	Wandle Valley	93.00 <u>101.07</u>	12	Wimbledon Hill Road	11.23 <u>7</u>	26	Durham Road	3.40 <u>92</u>	13	Pelham Road	1.50 <u>47</u>	27	Kenilworth Avenue	2.58 <u>7</u>	14	Wimbledon Chase	3.25 <u>6</u>	28	Leopold Road	0.65 <u>3</u>				29	The Canons	8.4	Factual corrections to improve accuracy (no boundary changes are proposed). Addresses matters raised in Mitcham Cricket Green Community and Heritage (MCGCH) response to Stage 3.
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AM378	618	Appendix - List of Buildings of Special Architectural or Historic Interest	<table border="1"> <thead> <tr> <th>Property</th> <th>Street/ Road Name</th> <th>Grade</th> </tr> </thead> <tbody> <tr> <td>Drinking Fountain & Castle Cattle/ Horse Trough</td> <td>Parkside, SW19</td> <td>II</td> </tr> </tbody> </table>	Property	Street/ Road Name	Grade	Drinking Fountain & Castle Cattle / Horse Trough	Parkside, SW19	II	Spelling correction
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AM379	627	Appendix - Archaeological priority zones and ancient monuments	<p>Archaeological Ppriority Areas zones and ancient monuments</p> <p>Archaeological Priority ZoneAreas and Scheduled Ancient Monuments have been defined by the Historic England, Greater London Archaeological Advisory Service. Merton has 20 areas designated as Archaeology Priority ZonesAreas (APZAs) arranged under a number of archaeological themes Tiers. Full details of the council's supplementary guidance note on Archaeology can be viewed via: https://www.merton.gov.uk/planning-and-buildings/regeneration-urban-design/archaeology/archaeological-priority-zones <u>Details about the Tier system and the APAs listed below can be viewed via: https://historicengland.org.uk/content/docs/planning/apa-merton-pdf/</u></p> <p>Archaeological Priority ZonesAreas (APZAs)</p> <ul style="list-style-type: none"> ● Wandle Valley Alluvium ● Beverly Brook Valley Alluvium ● Wimbledon Common ● Mitcham Common ● Merton Village ● Wimbledon Village ● Mitcham Village ● Morden Village ● Cannon Hill ● Lower Morden ● West Barnes Farm ● Stane Street ● Wandle/ Copper Mill Lane ● Wandle/ Colliers Wood ● Wandle/ Mitcham ● Mill Corner ● Merton Place ● Wimbledon Park House ● Morden Hall and Park 	To improve clarity by using the same terminology as that used by Historic England and in the London Plan, and by providing the most up to date information.						

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

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM380	633	Appendix - Employment opportunities for Merton	Policy EC13.4 'local employment opportunities' sets out...	Policy reference correction to improve clarity and accuracy.
AM381	636-665	Appendix - Glossary	<p><i>The following defined terms have been amended as shown and where they are used within definitions, they have been amended accordingly:</i></p> <p>Affordable Hhousing Brownfield ILand Communal hHeating sSystems Dual aAspect dDwelling Edge-of-Ccentre Family hHousing Floorspace gGross Floorspace (nNet –(for retail purposes), Out-of-eCentre, Public rRealm Secondary hHeat Service rRetailing Town eCentre Town eCentre tType uUses Whole iLife-cycle Carbon (WLC)</p>	To improve clarity and consistency with other defined terms in the Glossary.
AM382	636	Appendix – Glossary	Archaeological Priority ZoneArea	To improve clarity by using the same terminology as that used by Historic England and in the London Plan.
AM383	637	Appendix – Glossary	Blue infrastructure refers to urban infrastructure relating to water- comprising of a network of rivers, water spaces, plus the green elements of the built environment, such as street trees, green roofs and Sustainable Drainage Systems, all of which provide a wide range of benefits and services. Blue infrastructure is commonly associated with green infrastructure in the urban setting and may be referred to as blue-green infrastructure when in combination.	Expanded the definition and linking with others.
AM384	641	New glossary term after Density	<u>Design Code</u> <u>A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area. For further information see</u>	To improve clarity

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
			<p>the National Model Design Code at www.gov.uk/government/publications/national-model-design-code</p> <p><u>Design Guide</u> A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority. For further information see the National Design Guide at www.gov.uk/government/publications/national-design-guide</p>	
AM385	645	Appendix - Glossary	<p>Family Sized Housing Home A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms. As set out in London Plan 2021 paragraph 4.2.8, a family sized home is defined as having three or more bedrooms.</p>	To improve the clarity and consistency of the Plan
AM386	652	Appendix – Glossary, new defined term to be insert after ‘Major Centre’	<p><u>Major Development</u> For a full definition, see Part 1 of The Town and Country Planning (Development Management Procedure) (England) Order 2015. Generally, major developments are:</p> <ul style="list-style-type: none"> • <u>Development of dwellings where 10 or more dwellings are to be provided, or the site area is 0.5 hectares or more;</u> • <u>Development of other uses, where the floor space is 1,000 square metres or more, or the site area is 1 hectare or more.</u> 	To improve clarity.
AM387	653	Appendix – Glossary, new defined term to be insert after ‘Nature Conservation’	<p><u>Neighbourhood</u> There are six Neighbourhoods in the borough, which are Colliers Wood, Mitcham, Morden, Raynes Park, South Wimbledon and Wimbledon. These are illustrated on the Policies Map. It should be noted these six Neighbourhoods are described as ‘borough area’ or ‘sub-areas’ in the Merton Borough Character Study SPD, but for the purposes of the Local Plan, they are referred to as Neighbourhoods.</p>	To improve clarity by specifying that the capitalised form of the word refers to a specific area indicated on the Policies Map.
AM388	657	Appendix - Glossary	<p><u>Public Open Space</u> Parks and similar land for public use, whether provided by the Council, or privately, where access for the public is secured by virtue of legal arrangements.</p>	Following review of the policies in Chapter 15, this definition is not required.
AM389	660	Appendix - Glossary	<p><u>Scheduled Ancient Monument</u> Scheduled Ancient Monuments are identified by the Secretary of State for Culture, Media and Sport under the Ancient Monuments and Archaeological Areas Act 1979. They are monuments of National importance to which statutory protection is afforded</p>	Following review of the policies in Chapter 12, this definition was revised to be aligned

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
				with terminology used in the NPPF
AM390	660	Appendix – Glossary	<u>SGN</u> <u>The British gas distribution company which owns and operates significant gas infrastructure within the borough.</u>	To improve clarity of this term in the Plan.
AM391	660	Appendix – Glossary, new defined term to be insert after ‘Site of Importance for Nature Conservation (SINC)’	<u>Sites of Recognised Nature Conservation Interest</u> <u>All sites that are designated on the Merton Policies Map as: Sites of Special Scientific Interest (SSSI), Metropolitan, Borough or Local Sites of Importance for Nature Conservation (SINC) and Local Nature Reserves (LNR).</u>	Following review of the policies in Chapter 15, this definition is required to be added to the Glossary. It is also included in para 15.3.3, but is referenced in other policies. This change has been made to improve clarity. Green Corridor removed from the definition as they are not designated for their habitat value but to provide relatively continuous areas of open space that allow animals and plants to be found further into the built-up area, than would otherwise be the case.

Mod Ref.	Page	Plan Ref.	Proposed Changes	Reason
AM392	Throug hout	Throughout	<u>Factual update to the Ward for the site allocations</u>	Following the Boundary Review a number of the Wards in Merton have changed. The site allocations have been factually updated to reflect the new Ward boundaries.

Appendix 2

Open space

These open spaces are illustrated on the Policies Map.

Metropolitan Open Land (MOL)

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

Open Space - Allotments and Farms

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

Open Space - Churchyards and Cemeteries

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

Open Space – Education

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

Site	Name	Area <u>Neighbourhood</u>
S013	Haslemere Primary School	Mitcham
S014	Cricket Green School	Mitcham
S015	Harris Primary Academy (former Garden Primary School)	Mitcham
S016	Malmesbury Primary School	Morden
S017	Merton Abbey Primary and Harris Wimbledon Academy	South Wimbledon Colliers Wood
S018	Benedict Academy Primary School	Mitcham
S020	Stanford Primary School	Mitcham
S021	Priory Church Of England	Wimbledon
S022	Beecholme School	Mitcham
S023	Wimbledon College Sports	Raynes Park
S024	Goals Wimbledon	Raynes Park
S025	St John Fisher School	Raynes Park
S027	Kings College School Sports Ground	Raynes Park
S028	Aragon Primary	Morden
S029	Hatfield Primary School	Morden
S030	Poplar School	Morden
S031	Rutlish High School	Morden Wimbledon
S032	Harris Academy Merton	Mitcham
S033	St Marks Church of England Academy	Mitcham
S035	Holy Trinity Primary School	Wimbledon
S036	St Thomas Of Canterbury	Mitcham
S037	Liberty Primary School	Mitcham
S038	St Teresa's Primary	Morden
S039	Bishop Gilpin, Lake Road	Wimbledon
S040	Garfield School, Garfield Road	Colliers Wood
S041	Lonesome Primary, Grove Road	Mitcham

Site	Name	Area <u>Neighbourhood</u>
S042	Morden Primary School, London Road	Morden
S043	West Wimbledon Primary	Raynes Park
S044	Emmanuel School Playing Fields	Raynes Park
S045	St Matthew's Church of England Primary School (former Oberon Playing Fields)	Raynes Park
S046	Wimbledon Park Primary School	Wimbledon
S048	Wimbledon College Prep Donhead	Wimbledon
S049	The Norwegian School Playing Fields	Raynes Park
S050	The former Blossom House School Playing Fields, The Drive	Wimbledon
S051	Hollymount School Playing Fields	Wimbledon
S052	Ursuline High School	Raynes Park
S053	Melrose School	Mitcham
S054	St Marks Primary School	Mitcham
S055	Perseid Upper <u>School</u> Playing Fields (formerly St Anns)	Morden
S056	Joseph Hood Primary School	Wimbledon
S057	Merton College	Morden
S058	Sacred Heart Catholic Primary School	Raynes Park
S059	Links Primary School Playing Fields	Mitcham
S060	Gorringe Park Primary School Playing Fields, Sandy Lane	Mitcham
S061	Singlegate Primary School	Colliers Wood
S062	Pelham Primary School, Russell Road	Wimbledon
S063	Merton Park Primary School, Church Lane	Morden
S064	All Saints C of E Primary School, East Road	Colliers Wood
S065	St Marys RC Primary School	Wimbledon
S066	SS Peter and Paul RC Primary, Cricket Green	Mitcham

Open space - All other open spaces

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

Site	Name	Area <u>Neighbourhood</u>
M025	Vestry Hall Green	Mitcham
M026	Rowan Road Rec	Mitcham
M027	Church Lane Playing Fields	Wimbledon <u>Morden</u>
M028	Lynmouth Gardens	Morden
M029	Deer Park Gardens	Mitcham
M030	Lewis Road Rec	Mitcham
M031	Moreton Green	Morden
M032	Miles Road Open Space	Mitcham
M033	Upper Green (also known as Fair Green)	Mitcham
M034	All Saints Rec	Colliers Wood
M035	Nelson Gardens	Colliers Wood
M036	Margin Drive Open Space	Wimbledon
M037	Vectis Gardens	Mitcham
M038	Poplar Court Open Space	Wimbledon
M039	Rock Terrace Rec	Mitcham
M040	Oakleigh Way Recreation Ground	Mitcham
M043	Crooked Billet Open Space	Wimbledon
M044	Wimbledon Common (excluding Royal Wimbledon Golf Course)	Wimbledon
M046	Raynes Park Sports Ground	Raynes Park
M047	Cannon Hill Common	<u>Morden</u> Raynes Park
M048	Sir Joseph Hood Memorial Playing fields	Raynes Park
M049	King Georges Field	Morden
M050	Morden Park	Morden
M051	Mostyn Gardens	Morden
M052	John Innes Recreation Ground	Morden
M053	Ravensbury Park	Mitcham

Site	Name	Area <u>Neighbourhood</u>
M054	Cricket Green	Mitcham
M055	Police Green	Mitcham
M056	Mitcham Common	Mitcham
M057	Mitcham Sports Ground	Mitcham
M058	The Canons	Mitcham
M059	Pollards Hill Open Space	Mitcham
M060	Long Bolstead Rec	Mitcham
M061	Tamworth Farm Rec	Mitcham
M062	Abbey Rec	<u>South</u> Wimbledon
M063	Garfield Road Rec	Wimbledon <u>Colliers Wood</u>
M064	Land Adjacent River Wandle	Colliers Wood
M066	Morden Recreation Ground	Morden
M067	Edenvale Play Area	Mitcham
M068	Wandle Meadow Nature Park	Colliers Wood
M069	St Mary's Church yard and field , Merton Park	Morden
M070	Robinhood Close Open Space	Mitcham
M071	Watermeads	Morden
M072	Joseph Hood Recreation Ground	Morden
M074	Merton & Sutton Joint Cemetery Surrounds	Morden
M075	St Mary's Chuchyard and field	Wimbledon
M076	Rowan Park	Mitcham
M077	Wimbledon Park	Wimbledon
M078	Land adjacent to River Wandle, <u>Weir Road</u>	Wimbledon
M078	Seymour Road Park	Wimbledon
M079	Alfreton Close Corner Park	Wimbledon
M080	Welford Park and Path	Wimbledon

Site	Name	Area <u>Neighbourhood</u>
<u>M081</u>	<u>Gap Road Park</u>	<u>Wimbledon</u>
M082	Herbert Road Park	Wimbledon
M083	St Mark's Church	Wimbledon
M084	Edge Hill Court North	Wimbledon
M085	Edge Hill Court South	Wimbledon
M086	All Saints Road Open Space	Wimbledon
M087	Bushey Court Park	Raynes Park
M088	Three Kings Piece <u>Pond and</u> Open Space	Mitcham
M089	Marlowe Square Open Space	Mitcham
M090	Recreation Way Open Space	Mitcham
M091	Crossway Open Space	Raynes Park
M092	Trafalgar Garden	Colliers Wood
M093	Hamilton Gardens Open Space	Colliers Wood
M094	Hardy Gardens Open Space	Colliers Wood
M095	Caesars Walk Open Space	Mitcham
M096	Central Ward Residents Club	Morden
M097	Haynt Walk Open Space	<u>Morden</u> Raynes Park
M098	Botsford Road Open Space	<u>Morden</u> Wimbledon
M099	Trenchard Court Haig Homes Open Space, Green Lane	Morden
M100	The Precincts Haig Homes Open Space, Green Lane	Morden
M101	St Helier Avenue Open Space	Morden
M102	Home Park Road Open Space	Wimbledon
M0103	Hertford Way Open Space	Mitcham
M0104	Wimbledon War Memorial	Wimbledon
M0105	Dennis Park Crescent Open Space	Wimbledon
<u>M0106</u>	<u>Stanford Road Play Space</u>	<u>Mitcham</u>

Site	Name	Area <u>Neighbourhood</u>
<u>M0107</u>	<u>Land rear of Stanford Primary School</u>	<u>Mitcham</u>
<u>M0108</u>	<u>Seymour Road Park</u>	<u>Wimbledon</u>
P001a	Natwest Sports Ground	Mitcham
<u>P001b</u>	<u>Chilmark Road Open Space</u>	<u>Mitcham</u>
P002	Raynes Park Playing Fields	<u>Morden</u> Raynes Park
P004	Raynes Park High School Sports Ground	Raynes Park
P005	Malden Golf Course	Raynes Park
P006	LESSA Sports Ground, Meadowview Road	Raynes Park
P007	Playing Field Wimbledon College	Raynes Park
P008	The Old Rutlishians Sports Club	Morden
P009	West Side Lawn Tennis Club	Wimbledon
P010	Queensmere Road Tennis Courts	Wimbledon
P012	Wilton Grove Tennis Club	Wimbledon
P014	Raynes Park <u>Lawn Tennis Club</u> Residents Open Space	Raynes Park
P015	<u>West</u> Wimbledon Bowling Club	Wimbledon <u>Raynes Park</u>
P016	Merton Hall Bowling Green	Wimbledon
P017	Royal Wimbledon Golf Club, Camp Road	Wimbledon
P018	Morley Park	Raynes Park
P020	<u>Old Wimbledonians Sports Ground</u> Civil Service Sports Ground	Raynes Park
P021	Beverley Park Golf Range	Raynes Park
P022	Prince Georges Fields	Morden
P023	Messines Playing Fields	Morden
P024	Old Tenisonians Sports Ground	Raynes Park
P025	Morden <u>Park</u> Playing Fields	Morden
P026	Cranleigh Lawn Tennis Club	Morden

Site	Name	Area <u>Neighbourhood</u>
P027	Nursery Road Playing Fields	<u>South</u> Wimbledon
P028	<u>Tooting</u> Mitcham & Mitcham Imperial Sports Ground	<u>Mitcham</u> Morden
P030	Westminster City School Playing Fields	Mitcham
P033	<u>Kings College School</u> Morden Sports Ground	Raynes Park
P034	The David Lloyd Club	Raynes Park
P035	All England Lawn Tennis Club	Wimbledon
P036	Former St Catherine's Playing Fields	Raynes Park
P037	BMX track	Mitcham
P038	Southey Bowling Club	Raynes Park
<u>P039</u>	<u>Goals Wimbledon</u>	<u>Raynes Park</u>
W001	George Hill Open Space and Pyl Brook Nature Reserve	Morden
W002	Priory Wall Open Space Walk, Priory Road	Colliers Wood
W003	Land Along Wandle River	Wimbledon
W004	River Wandle riverside walk (also known as Bennett's Hole).	Mitcham
W005	Land Adjacent River Wandle	<u>South Wimbledon</u> Colliers Wood
W006	Merton Park Green Walk	<u>South Wimbledon</u> Morden
W007	Rookwood Open Space, Rookwood Avenue	Raynes Park

Nature Conservation

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

Sites of Special Scientific Interest ('European Sites')

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

Sites of Metropolitan Importance for Nature Conservation

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

Sites of Borough (Grade 1) Importance for Nature Conservation

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

11	Morden Park	Morden
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Sites of Borough (Grade 2) Importance for Nature Conservation

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

Sites of Local Importance for Nature Conservation

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

Local Nature Reserves

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

Green Corridors

These Green Corridors are illustrated on the Policies Map.

Green Corridors

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