

MERTON COUNCIL
futureMerton



Local Development Framework Core Planning Strategy

Adopted July 2011

www.merton.gov.uk/ldf



Foreword from Councillor

1 Foreword from Councillor	3
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Introduction and Background

2 Introduction and Purpose	5
3 Consultation and Sustainability Appraisal	7

Merton's Vision & Objectives

4 What makes Merton a unique place?	9
5 Issues and Opportunities	17
6 Key Drivers and Evidence Base	22
7 Spatial Vision	28
8 Key Diagram	32
9 Strategic Objectives	33

Spatial Strategy Policies

10 Sub-Areas	37
11 Colliers Wood and South Wimbledon Sub-Area - Policy 1	40
12 Mitcham Sub-Area - Policy 2	51
13 Morden Sub-Area - Policy 3	58
14 Raynes Park Sub-Area - Policy 4	64
15 Wandle Valley Sub-Area - Policy 5	70
16 Wimbledon Sub-Area - Policy 6	76
17 Centres - Policy 7	84
18 Housing - Policies 8-10	95
19 Infrastructure - Policy 11	113

Contents

20 Economic Development - Policy 12	121
21 Open Space, Nature Conservation, Leisure and Culture - Policy 13	131
22 Design - Policy 14	144
23 Climate Change - Policy 15	157
24 Flood Risk Management - Policy 16	165
25 Waste Management - Policy 17	170
26 Transport - Policies 18-20	173

Delivery, Implementation and Monitoring

27 Delivery and Implementation	188
28 Monitoring	221
28.1 Monitoring Framework	223

Appendices

29 Evidence Base	240
30 Strategic Objectives and Core Strategy Policies Matrix	242
31 UDP Policies replaced by the Core Planning Strategy	248
32 Glossary of terms	254

1 Foreword from Councillor

Foreword to Merton's Core Planning Strategy - submission version

As we plan for our future as individuals, so we must plan for our future as a borough. That is what this document is all about. Put together following wide public consultation by a dedicated team of officers and considered in detail by councillors, it endeavours to reflect the aspirations that we have as a local community and how they will be realised in the space that we have available.



Long-term vision

The Core Planning Strategy is the big picture - an overarching strategy which offers all of us a 15-year vision as to how the borough will evolve. Its contents will guide everyone involved in the borough's future as to how they deliver specific projects in different parts of the borough, ensuring continuity and consistency in quality and outlook.

Merton – our borough, our home

An important aspect to the development of this strategy was the invaluable input we received from residents and community groups who were keen to have a hand in shaping their borough's future. Our consultations drew many comments and ideas which we have tried to include in the final version. This is our borough, and we want to make it a place that we all want to call home.

Ensuring green space for all

We are lucky to live in a green and beautiful place. So close to the opportunities that central London offers, we can also enjoy wide open spaces on our door step. Access to these beauty spots such as Mitcham Common, Wimbledon Common, Morden Park and Colliers Wood Recreation Ground to name but a few, is important for everyone. We recognise that many people do not have their own garden, but we appreciate the importance of green space to everyone's well-being. We want to protect our natural green spaces, and this Core Planning Strategy is one way of formalising this commitment.

Encouraging investment

As with anywhere with an exciting future to look forward to, Merton is somewhere people want to live and enjoy. Through quality planning and the long-term vision our Core Planning Strategy offers, we want to see Merton evolve as a borough which will encourage entrepreneurship in local businesses and nurture home-grown talent. This means that we need to plan for new homes, business space and medical facilities for a growing population. We also have a growing population of young people, and are committed to a programme of school expansions in order to ensure our children are taught in a good environment and have the best life chances.

1 Foreword from Councillor

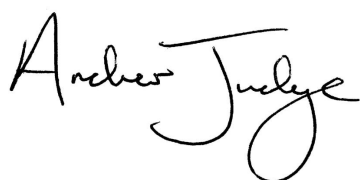
Well designed and top quality buildings, streets and public spaces will ensure a built environment we can all be proud of for generations to come and make Merton a place in which businesses and future generations will want to invest. Looking after the qualities we have will ensure an economically vibrant future for Merton.

Addressing climate change

Over the coming years, starting right now, we have to address climate change and its causes. Intelligent and quality planning can make a difference to our impact on the environment. Using renewable energy, offering residents practical help to make their homes more energy efficient, discouraging people from selling off garden space for development and encouraging residents to keep their lawns rather than concrete over them are just some of the positive ways we can influence the direction of the borough and make Merton a cleaner, greener place. Overall, we want to take the lead as a borough community and set an example for others to follow.

Making aspirations reality

The Core Planning Strategy is our way of ensuring our aspirations for a Merton that offers a good quality of life to all its residents through responsible planning, becomes a reality. This is the council's commitment to consistent quality and a shared vision as to the direction of how the borough will develop and the kind of exciting place it will undoubtedly continue to be.

A handwritten signature in black ink that reads "Andrew Judge". The signature is written in a cursive style with a large, looped 'J' at the end.

Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration, July 2010.

2 Introduction and Purpose

2.1 The Local Development Framework (LDF) is a new form of development plan and will replace the Unitary Development Plan (UDP). It will provide a wider spatial planning framework and will seek to provide guidance for Merton's Community Plan. The LDF will look forward 15 years and will set out strategies and policies for the development and use of land as well as broader spatial matters. It will consist of a number of separate documents setting out different types of planning guidance.

2.2 The Core Strategy is the key policy document in Merton's LDF setting out the spatial strategy for the borough and the key elements of the planning framework. It brings together other strategies that cover Merton - such as the Neighbourhood Renewal Strategy, Open Space Strategy and the NHS "Better healthcare, closer to home" strategy to provide a co-ordinated long term spatial vision and means to deliver that vision.

2.3 The Core Strategy will be supported by other Development Plan Documents (DPDs) which will provide more guidance on specific details. All other local policy documents have to be in line with Merton's Core Strategy. Some examples of other documents are the Joint Waste DPD (also known as the South London Waste Plan) and Morden Area Action Plan. A list of the documents Merton intends to produce can be found in the project plan for the LDF, known as Merton's Local Development Scheme, which is available on Merton Council's website via <http://www.merton.gov.uk>. The Core Strategy and other subsequent LDF documents should be read as a whole. Proposals should be considered against all relevant policies.

2.4 The Core Strategy will replace elements of Merton's Unitary Development Plan 2003. Over the next few years, all of the policies set out in Merton's UDP 2003 will be replaced by policies within Merton's LDF documents, including the Core Strategy, Joint Waste DPD and more Morden Area Action Plan. The development plan for the borough will be Merton's LDF and the Mayor's London Plan.

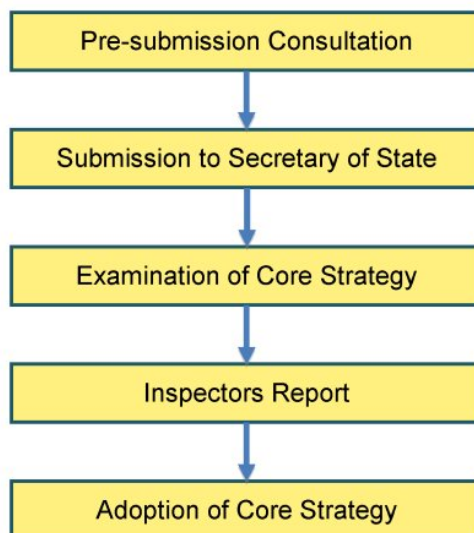
2.5 All maps and illustrations within this Core Strategy have been produced at a point in time. Whilst every effort has been made to provide clear and current data on our maps, the data is reviewed over time and is to be used for illustrative purposes only. More detailed and up-to-date maps to inform site development proposals should be sourced from Merton Council's most recently adopted Proposals Map, or in the case of flood risk, from the Environment Agency website.

Merton's final Core Strategy - pre-submission representations

2.6 Between 9th August and 30 September 2010 we published Merton's Core Strategy to allow representations relating to issues of soundness to be made and taken account at the independent Examination. Any representations received were forwarded to the Planning Inspector, together with Merton Council's response to the representation, for consideration at the Examination. The diagram below illustrates the examination process.

2 Introduction and Purpose

Figure 2.1 Core Strategy Examination Process



FutureMerton Team

Spatial Planning Policy

Civic Centre

London Road

Morden

SM4 5DX

2.7 Merton's Core Planning Strategy should be read as a whole. Any lists or criteria set out within the document should be considered equally and are not in priority order unless explicitly stated.

3 Consultation and Sustainability Appraisal

Consultation

3.1 Before starting to prepare the LDF, we considered what Merton's communities had already told us through other recent public consultations – including those on the preparation of the Community Plan (2006-15). This helped to establish a starting point of community priorities and concerns that could be examined further through the LDF.

3.2 Community involvement on any document in Merton's LDF is carried out in accordance with Merton's Statement of Community Involvement. Several communities had been identified who had previously not responded well to planning related consultations and their engagement has been actively sought. Since preparation began in 2005 there have been five stages of consultation on the Core Strategy as illustrated below.

Figure 3.1 Core Strategy Consultation



3.3 The results of all the previous consultations, government guidance and other evidence were used to feed into the preparation of this document, refer to 6 'Key Drivers and Evidence Base'.

3.4 As part of Merton's Spatial Options Consultation in 2006/2007, we identified three different spatial options for consultation. The three options include:

1. Targeting growth in highly accessible parts of Merton and minimise change elsewhere.
2. Managing change across the borough on suitable sites.
3. Targeting regeneration in key areas and tackling imbalances between different parts of Merton (*preferred option*).

3 Consultation and Sustainability Appraisal

3.5 The Preferred Option chosen from consultation was Option 3 although there was considerable support for aspects of Option 1. In producing the final Core Strategy we have progressed with Spatial Option 3, while also taking into account the considerable support for Option 1. The Preferred Spatial Strategy has 3 main strands:

1. To **protect** what is good and valued: our historic environment, green spaces and neighbourhoods;
2. To **regenerate** those areas most in need of improvement and investment, especially in the east of the borough;
3. To **rebalance** the borough and contribute to the Community Plan aim to 'bridge the gap' between the east and western areas.

Sustainability Appraisal

3.6 A Sustainability Appraisal (SA) has been undertaken at each stage in the preparation of the Core Strategy and has assisted in the shaping of the document. The findings of the Appraisal will ensure that the policies will facilitate sustainable development throughout Merton.

3.7 The SA is a method for checking that the policies in the plan have an acceptable impact in the social, environmental and economic development of Merton, while also identifying potential negative impacts and proposing mitigating measures for such impacts when alternatives are not viable.

3.8 The process of appraisal is intended to influence the development of the LDF as policies are developed, which justifies the need for a new SA to be carried out for each stage of the LDF production. The SA should inform the drafting of the issues and options for the development of a borough, influence the choice of the preferred strategy and shape the development of the policies that will try to implement the preferred strategy.

3.9 Detailed information on how the SA has influenced each one of the policies now proposed in this document has been included as part of each policy chapter and it is also detailed in the Core Strategy Pre-Representations Stage Sustainability Appraisal Report 2010.

4 What makes Merton a unique place?

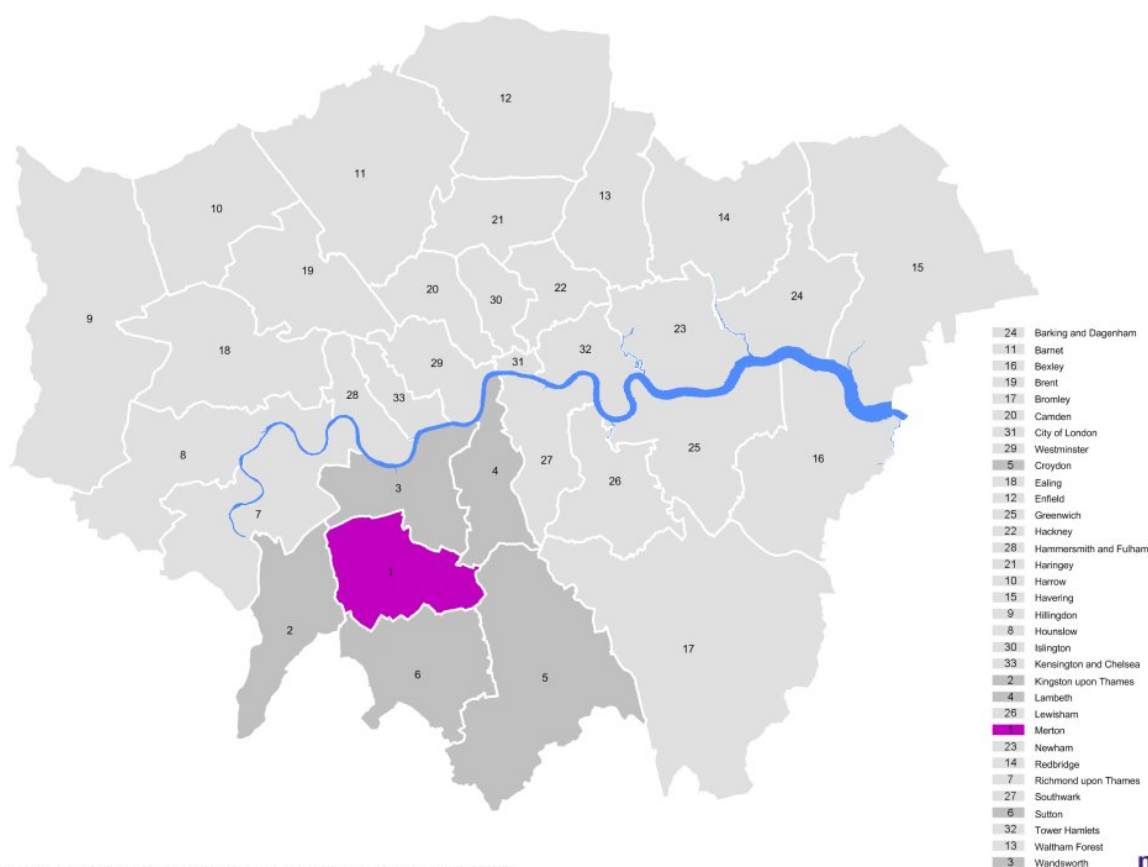


4.1 Merton is an outer London borough, situated in south west London, in the heart of the Wandle Valley. Merton is predominantly residential in character (42% of the area) but with great variations in social mix and density of development from east to west and north to south.

4.2 Although it is one of the smallest London boroughs with an area of 37 square kilometres, it contains several distinct districts including Colliers

Wood, Mitcham, Morden and Wimbledon, and some impressive open spaces including Mitcham and Wimbledon Commons. There are a number of smaller local centres scattered across the borough at Arthur Road, Motspur Park, North Mitcham, Raynes Park and Wimbledon Village that each have their own distinct character.

Figure 4.1 Merton's location



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4 What makes Merton a unique place?

4.3 Due to its location, the borough has always benefited from its proximity and good connections to central London, while also being able to maintain a more suburban feel than neighbouring inner London boroughs.

4.4 The most urban parts of the borough are located to the north, adjoining the border with Wandsworth. During the late nineteenth and early twentieth centuries London's suburbs expanded around older village settlements at Mitcham, Merton Abbey, Morden and Wimbledon with the growth of the rail network to London.

4.5 The northern parts of the borough are characterised by tightly packed streets of late Victorian or Edwardian terraced housing around North Mitcham, Colliers Wood, South Wimbledon and Wimbledon Park, and larger detached or semi-detached homes around Wimbledon.

4.6 1930's suburbia characterises large parts of the south and east of Merton: lower density semi-detached houses or short terraces with gardens, in tree lined roads with wide grass verges, which merges with neighbouring boroughs of Sutton and Croydon to the south.

4.7 Merton's historic environment is an important element of the character, cultural heritage and identity of the borough. There are a high number of Conservation Areas in the western parts of the borough surrounding Wimbledon, and a fairly even distribution of statutorily listed buildings and other heritage sites throughout Merton. This is supplemented by a list of local buildings of historic, architectural or townscape value, historic parks and gardens and scheduled ancient monuments which help to complete the key elements of Merton's historic environment.

4.8 Merton is one of the greenest boroughs in London, with extensive parks, green and wild spaces that offer recreation, relief, contrast and structure to the borough's built environment. 18% of the borough's area is open space, compared to a 10% London average. A significant part of the borough's open space provision corresponds to Wimbledon and Mitcham Commons, which are extremely valuable for the borough in terms of nature conservation and are a popular leisure attraction for residents and visitors from outside the borough.

4.9 The Wandle Valley runs through south London from Croydon to the mouth of the Wandle at the Thames in Wandsworth. It has long been the focus of industrial activity, which peaked in the nineteenth century, and still links modern business and industrial estates at Willow Lane, Morden Road and Durnsford Road with Merton's industrial heritage at Abbey Mills. The river, and the Wandle Trail along its banks, acts as a green corridor for wildlife and offers walking, cycling and other recreational opportunities. Plans for a regional park are being drawn up to cover the entire Wandle Corridor including Mitcham Common. Refer to the map of Merton's key features below.

4.10 Merton Priory was founded as an Augustinian priory in the 12th Century, is a site of great historical significance and is central to Merton's history. Located in the Wandle Valley Conservation Area, the priory was where the basis of common law in England for centuries

and seen by many as the forerunner for modern parliament was signed. Although little survives today of the priory, it existed for over 400 years, and is now protected as a scheduled ancient monument.

4.11 Public Transport Accessibility Levels (PTAL) vary across the borough and significant areas in the south east and south west of the borough have the lowest accessibility levels in Merton. As illustrated in the PTAL Analysis in Fig 4.3, the higher PTAL levels are concentrated around the town centres and transport interchanges of Wimbledon, Morden, Colliers Wood, Mitcham Town Centre and Raynes Park. *Key Features of Merton illustration to be updated*

4 What makes Merton a unique place?

Figure 4.2 Key Features of Merton - map to be updated

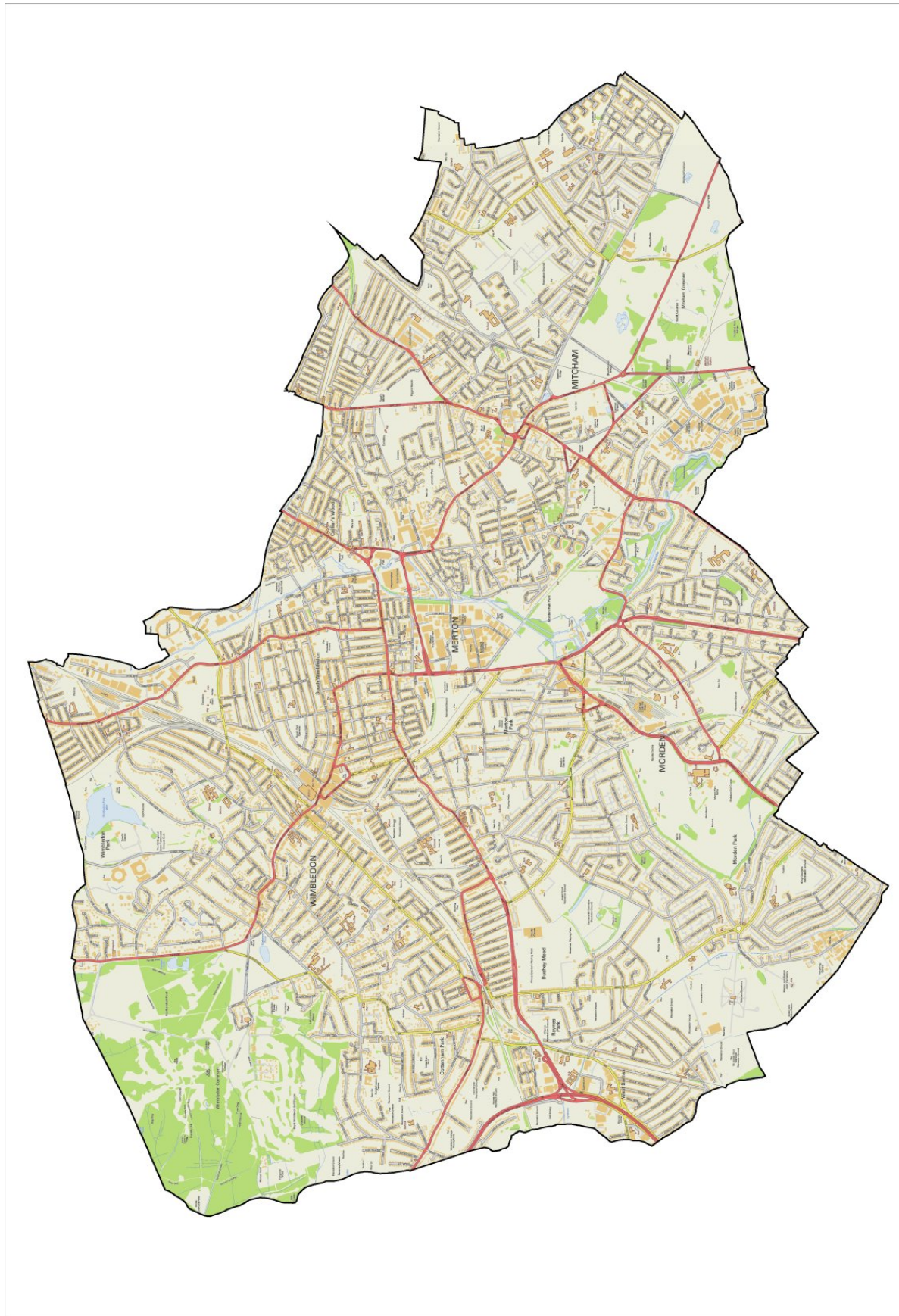
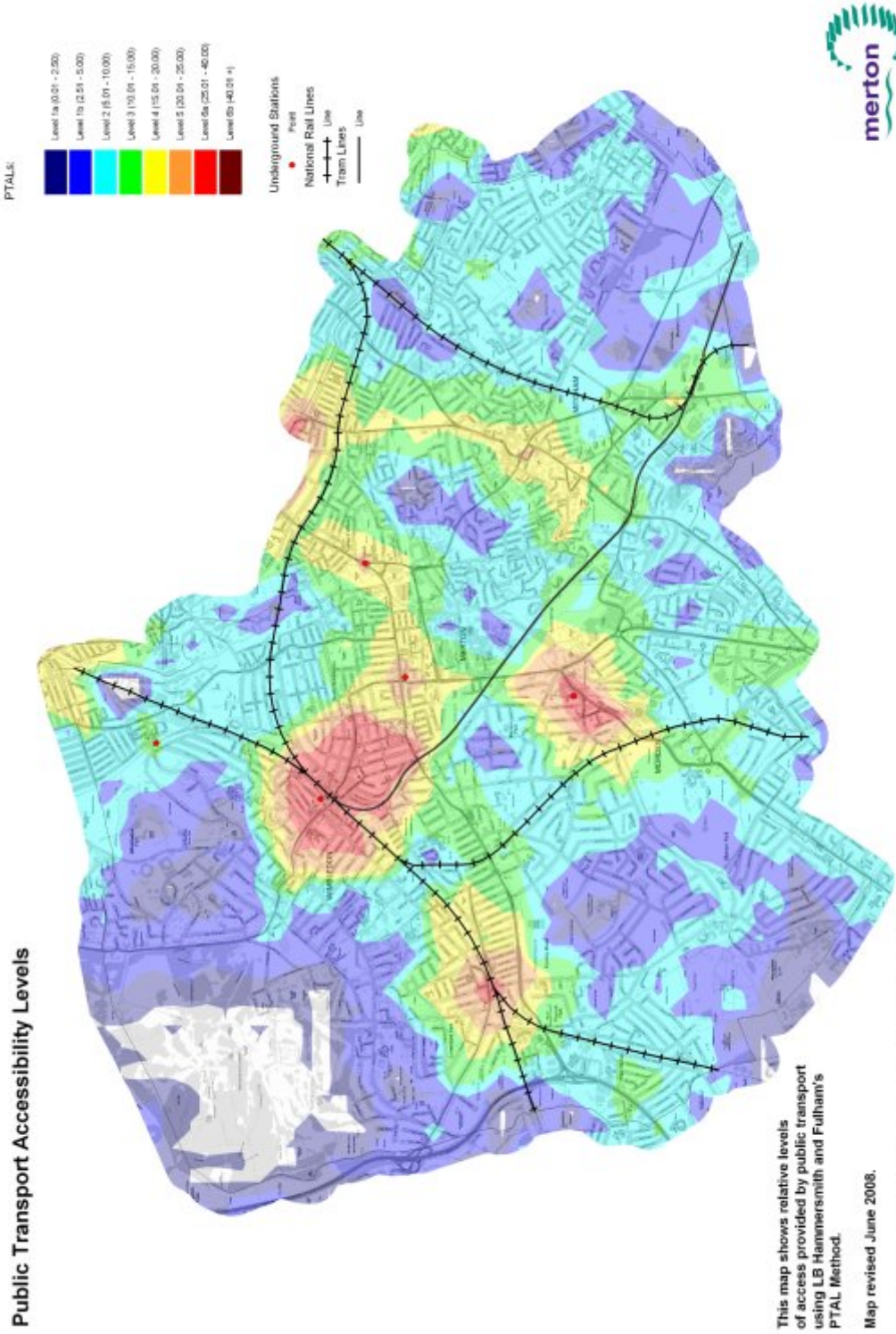


Figure 4.3 Merton Public Transport Accessibility Levels



4 What makes Merton a unique place?

4.12 The borough is one of the safest in London, consistently in the top four lowest crime rates across the capital. Despite this, fear of crime remains high, as one of the main concerns for residents.

4.13 According to the 2001 Census, Merton had a total population of about 187,900 in 78,884 households and an average household size of 2.38 people.

4.14 For the purpose of the Core Strategy we have referred to the Greater London Authority (GLA) borough level population projections known as 2008 Round Demographic Projection. These projections are based on the mid-year estimates for 2001 and incorporate annual birth and deaths as used in the estimates between mid 2001 and mid 2007. They also incorporate data from the 2001 Census on migration flow. Borough level projections are linked to housing capacity based upon data provided by the boroughs and the 2004 London Housing Capacity Study. The GLA produce two Rounds of population projections: 'High' and 'Low'.

4.15 The 'Low' is entirely driven by the increase in homes as seen annually since mid 2001 from data collected at borough level by the London Development Database, the London Housing Capacity Study and the boroughs.

4.16 The second projection, 'High', is prepared to determine the impact on London of the ONS 2006-based population projection for England. Apart from following the trends in fertility rates and improved survival, the projection assumes that each London borough's average 2002-07 proportions of England's gross international migration inflow and outflow will continue.

4.17 The international migration inflow and outflow is based on a number of sources, the main being the International Passenger Survey (IPS) which interviews 6,000 people per year and estimates movement to and from the Republic of Ireland and those who seek asylum. However, the IPS does not provide good estimates of where migrants arriving in the UK go to live. Other concerns are that estimates for London tend to be under estimated. Another source for the IPS is the introduction of National Insurance numbers given to overseas nationals; this has proven to be a useful way of monitoring the flow especially the flow of EU accession states. However, it should be noted that the full dataset relates to calendar years for the UK.

4.18 The projections also reflect the Department of Communities and Local Government's (CLG) 2004 based household projections in the borough. Trends in marital status and household representative rates have been used to link population change with the planned growth in homes. As 'Low' projections relates to how much development takes place in the borough, it is therefore practical to use 'Low' projection for detailed analysis and planning at the borough and ward levels. Therefore, population data used in Merton's Core Strategy are the 'Low' projections provided by the GLA. 'High' projections are best used for long term planning for example in transport infrastructure.

4.19 According to the GLA (PLP Low) the number of people living in Merton is expected to increase over the next 16 years from approximately 192,000 by around 3% to about 198,700 in 2026. This increase is attributed to the BAME (Black, Asian and Minority Ethnic). This is due to the younger age structure of the BAME populations and mainly a function of relatively fewer deaths.

4.20 However, over the past five years birth rates in Merton, and London-wide, have jumped, putting unexpected pressure on early years services. According to the GLA, births in outer London have increased by approximately 10% between 2005 and 2009; Merton specifically has seen an 18% increase in births during this time. Partly as a result of this natural increase, the Office of National Statistics estimates Merton's population to have already reached 206,400 by mid 2009. If this spike continues, it may create the need for more school places and eventually more homes and other supporting services to cope with a larger population.

4.21 Merton's population is fairly youthful with around half in the 15-45 year old age group. Merton has a similar ethnic mix when compared with the rest of outer London. This is reflected in Merton status as the 23rd most diverse local authority in the UK. Merton's diverse population is 71% White ethnic groups, 16% from the Asian ethnic groups and 13% from the Black ethnic groups. Projections (GLA, Round 2009 low) show that by 2016, BAME groups will represent a third of Merton's population, an increase of 7% since the 2001 Census.

4.22 Merton's ethnic increases are mirrored by the London-wide picture. GLA projection period (2006-2031) shows all individual BAME groups are projected to grow by 1.05 million. This would mean that 39% of London's population is projected to be from BAME groups, compared to 32% in 2006 and 29% in 2001. However, it is clear that while there is noteworthy increase in London's BAME population between 2001 and 2031 the growth rate is not accelerating radically when viewed as a proportion of London's total population.

4.23 Though Merton is located in Greater London, one of the most economically dynamic and richest regions in Europe, there is a great diversity and significant differences in the composition of communities throughout the borough. Multiple problems related to poor economic prospects, low educational attainment, poor health and lower incomes are more frequent in eastern wards of the borough such as Figges Marsh, Cricket Green, Pollards Hill, Lavender Fields and St. Helier.

4.24 These socio-economic problems are compounded by environmental and infrastructure differences; there is more limited access to public transport and open spaces in eastern parts of Merton and the quality of shopping and leisure facilities are also relatively poor compared with western wards. These deprived areas extend into parts of neighbouring boroughs at Croydon, Lambeth and Sutton.

4.25 Merton is already working with its partners in government, the private sector and the voluntary sector to address these inequalities, including via initiatives through Merton's Community Plan, and Merton's Neighbourhood Renewal Action Plans. Regional actions, such as the opening of the new train station at Mitcham Eastfields and the creation of the Wandle Valley Regional Park, are also signs of progress towards regeneration of the area.

4 What makes Merton a unique place?

4.26 While parts of east Merton suffer from pockets of deprivation and poor public realm, a higher proportion of people in western wards are employed, more are working in higher skilled (and therefore higher earning) professions and educational attainment is also higher in Wimbledon. More of the public realm in western parts of Merton is protected by Conservation Areas due to its historic significance.

4.27 The Wimbledon district attracts more visitors and commercial interest, in part due to the global recognition of the Wimbledon 'brand' through the All England Lawn Tennis Championships held annually at the grounds near Wimbledon Park.

5 Issues and Opportunities



5.1 From the policy drivers, previous consultation and an understanding of what makes Merton a unique place, it is clear the borough faces a number of challenges. The key issues that need to be addressed in the LDF to direct change are:

Addressing inequality

5.2 The inequalities identified in Merton in terms of access to jobs and services, including housing choices, healthy lifestyles and learning opportunities, need to be reduced.

5.3 Bringing together a joined up approach with physical regeneration and other measures outside of planning will help do this. Regeneration of Mitcham and Morden will increase opportunities, improve people's quality of life, including housing choice, economic vitality, health facilities and the quality of the environment in the east of the borough. Wimbledon is Merton's greatest economic asset, having excellent transport links, surrounded by attractive homes, open space and facilities and a unique globally recognised "brand".

5.4 The challenge for the Core Strategy is to improve housing choice and access to jobs and services in the east of the borough, while also allowing the economic success of the western areas of the borough percolate into the east. Focusing on the Wandle Valley corridor by creating a more coherent centre for Colliers Wood with a greater range and mix of uses, and enhancing the economic position of Greater Wimbledon will have benefits for the whole borough.

Addressing the impacts of climate change

5.5 It is recognised that changes in lifestyle and the nature of development are necessary in order to combat the impacts of climate change. Predictions show that summers are likely to be drier and hotter with water shortages occurring more frequently. We are already feeling the effects of increased incidences of extreme weather conditions with flooding or drought affecting property and people and the consequent increase in energy and insurance bills, and effects on health.

5.6 The challenge for the Core Strategy will be to devise ways to ensure that the carbon footprint of existing and new development is reduced and to build new developments in a way that adapts to the inevitable changes to the climate. This will require a comprehensive approach which targets issues of flooding, waste, infrastructure, open space, design and transport.

Ensuring competitive centres and economy

5.7 Prior to the recession, projections had indicated modest economic growth for the borough. Tackling the skills shortage and improving job opportunities is especially important for deprived areas including those in the east, as well as addressing unemployment and educational attainment.

5.8 Centres across the borough play a vital role in providing shops and services, catering for the needs of our residents, workers and visitors. While Morden and Mitcham are in need of regeneration, Wimbledon is the borough's most important economic asset and it needs to maintain its status as one of south west London's Major Centres. The issue is how to retain and attract spending in the local economy, where places are seen as destinations, and to get the greatest benefit from the globally recognised Wimbledon "brand".

5.9 The challenge for the Core Strategy is maximising the value from existing employment sites and supporting existing and new businesses across the borough, bringing together a joined up approach with other measures beyond planning such as those set out in Merton's Economic Development Strategy. We are also taking the opportunity to ensure the out-of-centre shopping at Colliers Wood is restructured to create an attractive, vibrant town centre.

5.10 Whilst at the current time the economic downturn is causing uncertainty, this underlines the need for a resilient local economy that is diverse and well positioned to compete with other areas.

5.11 The Core Strategy needs to take into account the impact of the downturn, particularly in forming realistic expectations about what may happen in the short-term, but also to remain focused on setting a positive, long-term framework, to shape places and support regeneration. Future LDF documents can be produced to respond to market conditions within the framework set by the Core Strategy.

Accommodating new development sustainably

5.12 There are clear drivers from national and regional guidance to deliver sustainable communities. Sustainable development must be at the heart of processes and developments. The challenge for the Core Strategy is to take a balanced approach to bring together all the elements required for sustainable neighbourhoods across the borough that will improve the quality of life for residents, workers and visitors.

5.13 National and regional guidance directs higher density development to areas of highest public transport accessibility. There is a need to improve inclusive access and feelings of safety and security. Targets for new and affordable homes need to be met, within the constraints of conserving and enhancing the existing quality and character of the borough's suburban areas, the historic environment and the wealth of green spaces while providing the necessary services and infrastructure. New development must meet the highest design and environmental standards.

5.14 As an outer London borough, the car plays an important role but the road network is under pressure. It is important to ensure that facilities, services and jobs can be accessed locally to reduce the need for car travel. A crucial element is improved connectivity; parts of the borough require improvements to public transport and facilities for pedestrians and cyclists to make local journeys easier. The challenge for the Core Strategy is to improve transport choices and create opportunities to reduce the dominance of the private car to deter growth in the levels of traffic congestion.

Providing for Merton's changing population

5.15 Merton has a young and diverse population that can help improve the borough's economic activity and convey its inherent cultural strengths through the delivery of high quality places of character and identity. Merton's older population is also increasing, which helps create stable communities. This diversity also gives rise to specific needs such as accommodating larger households and specialist homes, providing a changing range of community and cultural facilities and the need for more school places.

5.16 The opportunity is for the Core Strategy to set out a clear, forward thinking infrastructure delivery plan. Some of these issues are not unique to Merton and are being driven by wider factors. Addressing inequality, a growing school population and the impacts of climate change are the critical challenges for the borough where resources need to be focused to enable change.

The Credit Crunch and Regeneration

5.17 Throughout the time of Core Strategy drafting between 2008-2010, the UK has been emerging from recession. It is widely recognised that the inability to secure credit has had implications way beyond financial services industry. A report published in January 2009 by the Communities and Local Government (Credit Crunch and Regeneration: impacts and implications) clearly illustrates that, although all aspects of regeneration are suffering, developments in marginal areas - economically and geographically - will be most affected.

5.18 Ongoing contact with the development industry shows a mixed picture. The private housing sector has been worst hit, although the public sector is enjoying an unexpected bonus as prices for land, projects and developments fall, creating opportunities for provision of public sector housing and infrastructure.

5.19 Although it is recognised that place-making is a long term process, the uncertainty caused by the recession in terms of available finance for development schemes is currently affecting when development schemes are being completed in their entirety.

5.20 The recession's duration and recovery rate is unknown; in the early years of Merton's Core Strategy this may affect the delivery timing of projects for the LDF (as set out in Section 27 'Delivery and Implementation'). However, as Merton's Core Strategy is not reliant on any

5 Issues and Opportunities

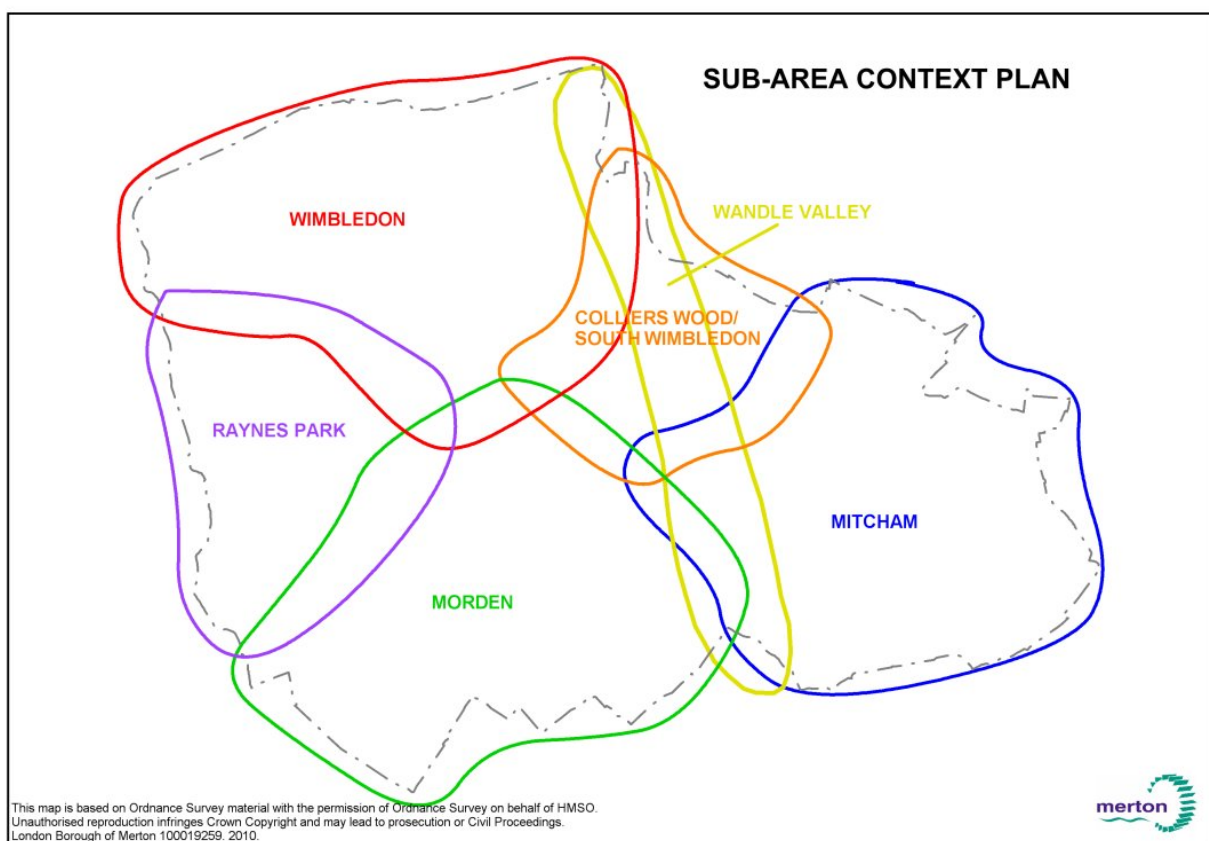
single major infrastructure project or development to successfully deliver its vision and objectives, it is considered that potential delays will not fundamentally affect the delivery of the Core Strategy.

Sub-areas

5.21 The Core Strategy sets out a spatial vision for Merton that responds to local challenges and opportunities. To achieve this we have divided the borough up into six sub-areas that have been developed from an analysis of social and physical characteristics, to create a vision focused on the area and objectives that can be further developed within the LDF.

5.22 The sub-areas of Colliers Wood and South Wimbledon, Mitcham, Morden, Raynes Park and Wimbledon are based around town centres and highly accessible nodes within the borough. The Wandle Valley is the strategic fulcrum where the east and west of Merton intersect. Refer to the spatial illustration of the sub-areas in the figure below.

Figure 5.1



5.23 Each of these areas requires a coordinated approach to guide improvements or maintain already valued local assets to create or maintain sustainable neighbourhoods, directing regeneration or enhancement, as set out in the sub-area policies.

5.24 While the Core Strategy sets out the overarching vision and objectives for each sub-area, it will be for other plans to set out the detailed guidance to take these forward, which in turn will need to be accompanied by their own delivery and monitoring framework. Partnership working is vital to delivering the sub-area polices.

6 Key Drivers and Evidence Base

6.1 In preparing the Core Strategy we have had regard to the national and regional framework, with which local policies have to be in conformity. There are ambitions that are common to most, if not all, places in England and Wales for example, reducing air, noise and light pollution; they are not repeated here.

Local Context

6.2 Merton's Sustainable Community Strategy (SCS) is also known as Merton's Community Plan and throughout this document will be referred to as the Community Plan.

6.3 The Merton Partnership brings together all the organisations that provide services or are involved in public life in the borough. To improve quality of life in Merton, Merton Partnership are working together to produce and deliver Merton's Community Plan. The issues raised by residents, businesses and others in the borough in drawing up the Community Plan were used to inform the LDF to make sure both plans support each other.

6.4 The Community Plan (2009-19) is delivered through Merton Partnership, which has the following vision for the borough in 2019:

"We want Merton to be a great place to live and call home, where citizens are also neighbours and take responsibility for improving their own lives and neighbourhoods."

6.5 This vision is delivered through the Community Plan's five strategic themes:

- Sustainable communities and transport – covering housing, the environment, the economy and transport
- Safer and stronger communities
- Healthier communities
- Older people
- Children and young people

6.6 In addition, a number of cross-cutting themes were recognised including sustainability, celebrating diversity and promoting social cohesion, and the impact of culture and leisure. One of the main priorities for the LDF from the Community Plan is to tackle imbalances between different parts of Merton, which requires area based solutions towards improving quality of life.

6.7 The Local Area Agreement (LAA) is the delivery plan for the Community Plan. Merton's second LAA covers a three-year period, from 2008-2011 and is refreshed annually. Merton's LAA aims to narrow the inequalities between the east and the west of the borough.

6.8 In 2007 after listening to our residents and businesses, we developed the Mission for Merton. This resulted in the mission statement below, which links with the Community Plan vision:

"Our mission is to make Merton a great place to call home, where the council provides opportunity for individuals and families to prosper in south west London. We will enable local people to fulfil their ambition by providing educational opportunity and good value services in a safe and sustainable suburb.

The council will bind Merton's distinct communities together with a common sense of belief in safe neighbourhoods, social progress and educational opportunity, bridging the gap between inequalities that exist in the borough."

6.9 Merton's Neighbourhood Renewal Strategy 2005–10 aims to bridge the gap between disadvantaged areas and more affluent parts of the borough, improving the quality of life for all residents. The development of Neighbourhood Action Plans in identified disadvantaged areas refocuses mainstream funding to reshape core services, providing long-term solutions to meet residents' needs.

6.10 "A New Future: An Economic Prospectus for Merton" London Borough Merton Economic Development Strategy (2010) addresses longer term issues relating to Merton's economy, to develop a more diversified and sustainable economic base for Merton. Its four objectives are:

- To improve the average levels of productivity, gross value added and hence pay for jobs in Merton
- To build on Merton's strengths in location, attractiveness, brand value and expertise to promote its economy
- To promote economic resilience in Merton through a diverse local economic base which does not rely too heavily on any one sector for its continued success
- To ensure that activity is delivered in a way that supports other values and objectives, notably addressing deprivation in the east of the borough and protecting built heritage and the environment

6.11 Merton's Economic Development Strategy recognises that Wimbledon town centre is by far Merton's most significant economic location and, therefore, primary economic driver. One of the key pillars of the strategy is to build on Wimbledon's considerable strengths by expanding its economic scope thereby allowing as much of the borough as possible to benefit from Wimbledon's reputation and brand.

6.12 Whilst seeking to maximise Merton's greatest economic strength is entirely logical, it is important to stress that the rationale for doing so is to harness its economic growth (and the employment opportunities that would be anticipated to flow) for the benefit of the borough's residents as a whole, with particular reference to the more deprived areas of the borough and through interventions specifically designed to facilitate that linkage.

6.13 A wide range of other local research has informed the preparation of the Core Strategy. Some of these have been prepared in partnership with other stakeholders and take account of sub-regional issues. These are summarised alongside the relevant spatial policies, and in 29 'Evidence Base'.

Regional Context

6.14 The London Plan Consolidated with Alterations since 2004 (published February 2008) is the adopted Regional Spatial Strategy for London. In October 2009, a new draft replacement London Plan was published for public consultation (known as the draft London Plan 2009). The timetables for preparing Merton's Core Strategy and the draft London Plan mean that Merton's Core Strategy is likely to be towards the end of its examination as the replacement London Plan is formally published as the new Spatial Development Strategy for London.

6.15 Merton's LDF needs to be in general conformity with the adopted London Plan unless local evidence indicates otherwise; the development plan for Merton is composed of both Merton's LDF and the London Plan. Policies and guidance contained in both plans must be considered when determining planning applications and development proposals for Merton.

6.16 In preparing Merton's Core Strategy, we have had main regard to the adopted London Plan 2008, and the draft London Plan 2009 as a material consideration. In general, there are many similarities to the approach across the two plans. Where there are obvious differences in approach or in detail between the adopted and draft London Plans, we have had regard to local evidence where this is relevant, robust and up-to-date.

6.17 The objectives of the adopted London Plan 2008 are:

1. *To accommodate London's growth within its boundaries without encroaching on open spaces.*
2. *To make London a healthier and better city for people to live in.*
3. *To make London a more prosperous city with strong, and diverse long term economic growth.*
4. *To promote social inclusion and tackle deprivation and discrimination.*
5. *To improve London's accessibility.*
6. *To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city.*

6.18 The objectives of the draft London Plan 2009 are, ensuring that London is:

1. *A city that meets the challenges of economic and population growth.*
2. *An internationally competitive and successful city.*
3. *A city of diverse, strong, secure and accessible neighbourhoods.*
4. *A city that delights the senses.*
5. *A city that becomes a world leader in improving the environment.*
6. *A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities.*

6.19 There are differences in the approach and detail between the adopted 2008 and draft 2009 London Plans on housing matters. A wealth of up-to-date local evidence on the potential locations, volume, and delivery of new homes in Merton supports an approach that is in closer conformity with the draft London Plan (2009). Merton's approach to providing its share of London's new homes is set out in Chapter 18 'Housing - Policies 8-10'.

6.20 The London Plan (2008), aims to increase London's supply of housing by 30,500 additional homes per year (Policy 3A.1). The London Plan (2008) stipulates that 3,700 new homes are to be provided in Merton over the period 2007/08 to 2016/17. This translates to an annual monitoring target of 370 new homes.

6.21 The draft London Plan (2009) aims to increase housing supply across London to 33,400 additional homes (Policy 3.3). The draft London Plan (2009) stipulates that 3,200 new homes are to be provided in Merton over the period 2011 -2021. This translates to an annual monitoring target of 320 new homes.

6.22 In addition, the London Plan (2008) sets a strategic target for affordable housing provision that 50% of provision should be affordable (Policy 3A.9). However, the London Plan (2008) recognises that housing targets should be sensitive to the economic and social circumstances of London and Policy 3A.10 states that in assessing schemes the individual circumstances of the site should be considered and targets be applied flexibly.

6.23 In the draft London Plan (2009), the Mayor seeks to maximise affordable housing provision and seek an average of at least 13,200 more affordable homes per year in London over the plan period. (Policy 3.12). However, draft London Plan (2009) states that boroughs should set an overall target in LDF's for the amount of affordable housing provision needed over the plan period. The London Plan (2008) and draft London Plan (2009) encourages boroughs to exceed their targets subject to local circumstances and economic viability.

6.24 Evidence for, or relevant to Merton, includes the London Strategic Housing Land Availability Assessment and Housing Capacity Study 2009, the South West Strategic Housing Market Assessment (2010 - Final Draft), Merton's Strategic Housing Market Assessment (2010 - in progress) and Merton's Affordable Housing Viability Assessment (2010). The large body of housing evidence for Merton supports the borough's capacity to deliver 320 homes per year, 40% of which could be affordable.

6.25 Both of the London Plans support a 'polycentric' approach to the development of the metropolitan area, prioritising town centres as appropriate locations for employment, housing, community and civic services and facilities. The London Plan's (2008) town centre classification designates Wimbledon as a Major Centre and Morden and Mitcham as District Centres. Core Strategy Chapter Colliers Wood and South Wimbledon Sub-Area - Policy 1 asks the Mayor to recognise and help plan for Colliers Wood as a town centre. Chapter Centres - Policy 11 in the Core Strategy demonstrates how the borough's centres will be promoted and developed for Wimbledon, Morden, Mitcham, Colliers Wood, and Raynes Park, and local centres such as Wimbledon Village and North Mitcham.

Sub-regional context: Merton in south west London

6.26 Both the 2008 adopted and the 2009 draft London Plans set out a number of issues relevant to Merton, in its location as an outer London borough in south west London.

6.27 Both London Plans propose a designated "Area for Intensification" (Afi) around Colliers Wood and South Wimbledon and which seeks to provide a minimum of 1,300 homes between 2001 and 2026 alongside between 500-2,000 jobs (adopted 2008 London Plan Policy 5E.3; draft 2009 London Plan 2.13).

6.28 This designation has been rolled forward regardless of the conflict with more recent evidence, including the Strategic Flood Risk Assessment 2008. Covering the catchment of the river Wandle from Croydon to Wandsworth, it clearly shows that much of the proposed Afi area is in the functional floodplain, including Colliers Wood town centre.

6.29 The housing target set by the London Plans' Afi has already been met whilst the employment target (jobs) remains unmet. As set out in Chapter 11 Colliers Wood and South Wimbledon Sub-Area - Policy 1 Merton Council's view is that designation of Colliers Wood as a District Centre in the emerging London Plan will help increase employment in the area. However this only relates to Colliers Wood town centre as the existing strong retail presence and high public transport accessibility acts as a catalyst for attracting additional investment which could help overcome environmental constraints.

6.30 As the rest of the Afi to the north of Colliers Wood town centre offers limited to no viable opportunities for intensification, we are not pursuing this approach. We are however exploring development opportunities in Morden town centre and around South Wimbledon which also benefit from existing good transport access and other attributes such as Morden Hall Park.

6.31 The Mayor's Sub-Regional Development Framework for South London sets out the key strategic priorities for the sub-region, which are to plan for expected population and employment growth, enhance the quality of the natural and built environment within south London, and to have a more clear and defined strategy for the economic development of the whole of the region. This Framework, although still relevant, may be replaced with a more up-to-date implementation strategy to which Merton's Core Strategy will have to be in general conformity with.

6.32 The sub-region includes 14% of London's industrial land, including four Strategic Industrial Locations in Merton. These locations have been identified as part of London's reservoir of strategic industrial capacity. Chapter Economic Development - Policy 12 in the Core Strategy demonstrates how these will be managed with an approach consistent with the London Plan. Together with the South London Joint Waste DPD, Chapter Waste Management - Policy 17 demonstrates how the borough will become self-sufficient in waste management.

6.33 The Wandle Valley, which runs through the centre of Merton, has been the focus for much of south London's industry since the nineteenth century. The river Wandle is also an important asset for biodiversity and leisure and is associated with a number of green spaces and heritage assets. Chapter Wandle Valley Sub-Area - Policy 5 sets out how south London boroughs are linking these green spaces through the Wandle Valley Regional Park.

6.34 The Outer London Commission was created in 2008 to advise the Mayor of London on the role of the London boroughs in supporting London's overall economy. Previously economic and development planning has focused on central London, with outer boroughs playing a supporting role. We are working with neighbouring boroughs via the South London Partnership to promote and strengthen south London's internal economy, and its connections with other parts of London and the wider south east.

National Context

6.35 National policies on planning matters are set out in various Planning Policy Guidance Notes (PPGs) and Statements (PPSs) produced by government, alongside companion guidance and best practice advice.

7 Spatial Vision



Merton's Core Strategy Spatial Vision

In 2026, Merton will be a leader in addressing the challenges of climate change. Imbalances will have been tackled between different parts of Merton, while protecting what is good and valued.

We will do this by:

- a. Reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively;
- b. Improving the overall environment of Mitcham District Centre and surrounds by supporting businesses and enterprise, enhancing the public realm, and a more sustainable mix of new homes, including family housing;
- c. Regenerating Morden District Centre to provide improved quality and quantity of commercial, residential and leisure uses in an attractive suburban setting;
- d. Creating a thriving, attractive and coherent District Centre at Colliers Wood, addressing flood risk comprehensively and facilitating an improved range of town centre uses;
- e. Ensuring Wimbledon town centre continues to develop and maintain its position, offering excellent cultural, shopping and business facilities;
- f. Conserving and enhancing Merton's green character and historic environment;
- g. Promoting a diverse and resilient local economic base, supporting Wimbledon as the borough's Major Centre and building on Merton's strengths in location, attractiveness, brand value and expertise;
- h. Maintaining and improving Local Centres at Arthur Road, North Mitcham, Motspur Park, Raynes Park and Wimbledon Village, and Neighbourhood Parades, and improving the public realm throughout the borough;
- i. Supporting local community life through education and employment opportunities, cultural and sporting assets, community services, healthcare, recreational activities and other infrastructure that meets local needs;
- j. Influencing the way in which new development responds to the challenge of climate change and by increasing the production of local renewable and low carbon "decentralised" energy;

- k. Recognising Merton's valued suburban and urban character when providing a mix of new homes, including family homes;
- l. Making Merton an easy place to get to and around by walking, cycling, public transport and road;
- m. Reducing the impacts of flooding, waste disposal, travel congestion, energy costs and utilities infrastructure.

5 Year Vision

7.1 Merton will continue to push the boundaries on sustainability. Planning policies combined with new building control regulations will help reduce our carbon footprint, and the Wandle Valley Low Carbon Zone will be an exemplar in practically demonstrating how this can be achieved in Merton.

7.2 By 2016 all development proposals will make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

7.3 The council will have established a local ESCo (Energy Services Company) offering greater opportunities for connection to decentralised energy for both new developments and existing buildings.

7.4 The benefits of the Cycle Super Highway will be seen in encouraging active transport. We will also be exploring the potential of decentralised energy facilities in the borough, and will deliver new recycling facilities in South London, informed by the South London Waste Plan. Flood risk in the borough will be reduced through better use of urban drainage systems and flood mitigation measures, including along the Wandle River in places such as Colliers Wood.

7.5 By 2016, a masterplan for Morden town centre will set out the design aspirations, scope for development, growth and investment in Morden, including new homes, a revitalised retail and leisure offer and improved public spaces and better transport interchange facilities. New homes and business will have located in accessible areas such as Colliers Wood and South Wimbledon, and we will be working with partners to create a coherent and well-designed town centre at Colliers Wood.

7.6 New homes will be progressing on key sites in and around Mitcham. Increased employment opportunities will be available in the east of the borough through interventions from the Economic Development Strategy. There will be momentum behind the Wimbledon "brand", attracting more inward investment including higher value businesses, following on from the success of the Olympics in 2012, and through improvements to the public realm.

7 Spatial Vision

7.7 Merton's residents will be healthier through the provision of new leisure facilities including a new swimming pool in the Morden area, new green gyms in local parks. Enhancement of local policing facilities will improve community safety. Public spaces and local character will be improved across the borough; for example in Raynes Park the initiatives started in the Local Centre Enhancement Plan will be supported and enhanced through the new planning policies. Young people will have a better start in life through new college places for 16-18 year olds, improvements to existing education facilities and more primary school provision within walking distance of children's homes where there is a projected shortage of school places.

10 Year Vision

7.8 In 2021 we will be producing less waste, and it will be managed more sustainably and locally which will help to reduce road congestion and lessen the environmental impact. In addition, residents, commuters and visitors to Merton will be able to benefit from improved walking and cycling links along green corridors and open spaces connecting the Wandle Valley Regional Park. Decentralised renewable and low carbon networks will have begun across Merton. New development will also be meeting environmental standards, minimising energy use and costs across Merton. These improvements will play a part in improving quality of life in Merton.



7.9 Mitcham will deliver well designed, more sustainable mix of new homes. Trade will increase for local businesses from the new residents; a healthier and more diverse local economy will also be supported by town centre management and measures to reduce road congestion. There will be visible changes in Morden town centre with the presence of new homes and infrastructure and an improved local environment that will provide support for local businesses. Local Centres in Merton will be maintained for day-to-day shopping and other services and will see continuous environmental improvements.

7.10 Colliers Wood planning framework will be in place, resulting in an attractive town centre with a good range of facilities and services, comprehensive flood mitigation measures and improved public realm. The framework will ensure that links are made with heritage assets to encourage local distinctiveness, including raising awareness and improving the interpretation of Merton Priory Chapter House. In other locations across Merton the historic environment will be conserved and enhanced, ensuring that new development complements the borough's distinct local character through high quality sustainable design.

15 years and beyond

7.11 By 2026, Merton will be a great place to call home, live, work and visit, where imbalances have been tackled between different parts of Merton, while protecting what is good and valued.

7.12 Merton will have reduced its carbon emissions to 60% below 1990 levels. 25% of heat and power used in Merton will be generated through the use of decentralised energy networks, which will have become established in every neighbourhood.

7.13 Mitcham will have benefited from improved quality and mix of homes, new health and leisure facilities including the Wilson Hospital, and will be an attractive location for people to live and visit with a vibrant community. More local spending power in the area will support thriving local businesses, generate more jobs and make Mitcham more economically resilient, bridging the gap between the east and the west of the borough.

7.14 Colliers Wood will be a thriving, attractive District Centre with new jobs and homes and a range of town centre uses that will help to bridge the gap between the east and the west of the borough. Good transport links and heritage assets will make Colliers Wood a key location within the Wandle Valley Regional Park.

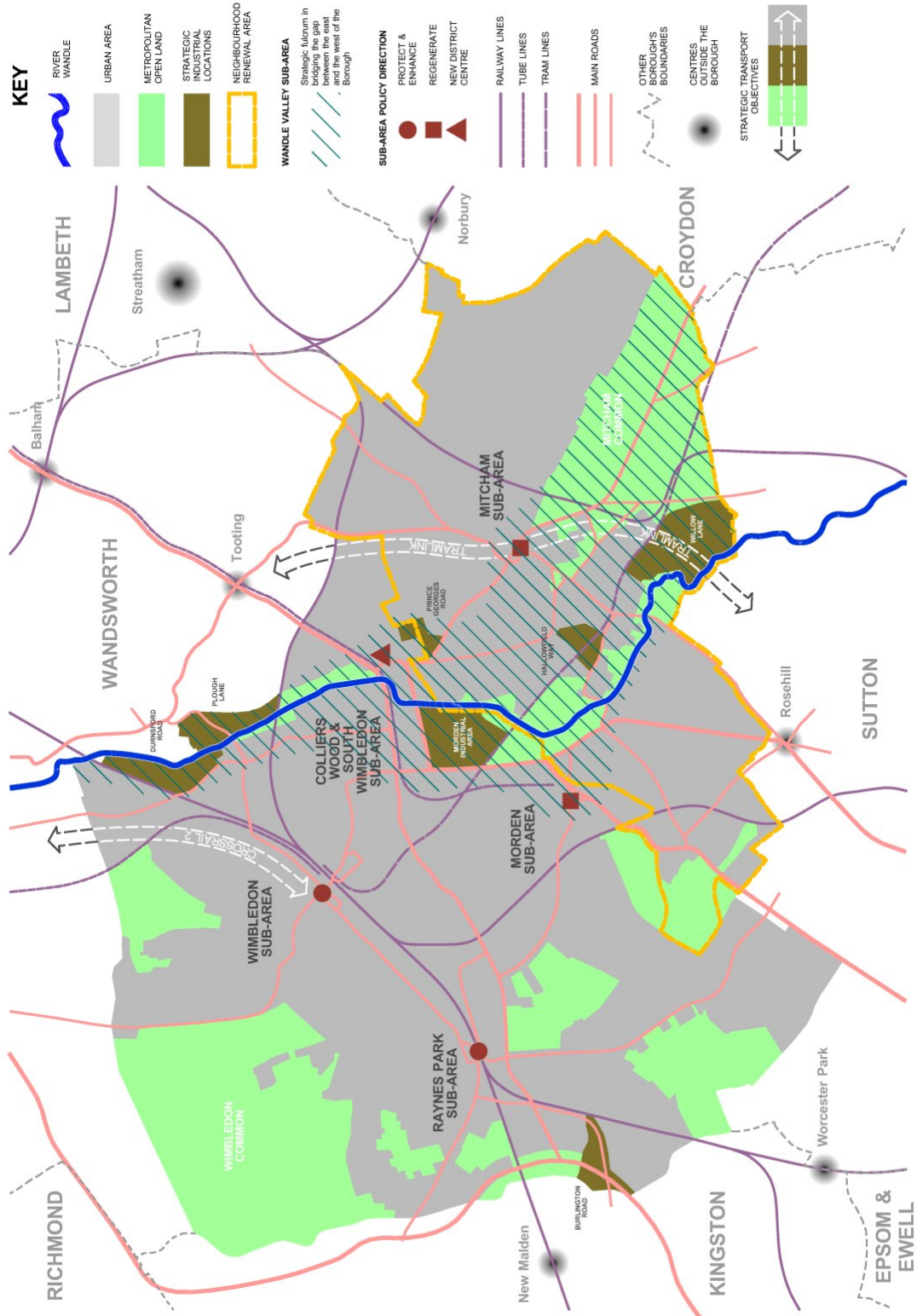
7.15 Morden town centre will be a destination in the borough, not just a place people pass through. Increased growth in the centre will see high quality new homes, and development that generates a renewed character, while capitalising on the benefits of Morden including excellent transport links, nearby parks and new leisure facilities.

7.16 Wimbledon will be a thriving Major Centre and sub-regional destination with an increase in jobs including creative, business and professional services, culture and tourism supported by visitor attractions and high quality hotels. Boundaries between the east and the west of the borough will become more blurred as communities across the borough benefit from more employment opportunities in Greater Wimbledon. The development of key sites within Wimbledon town centre will have progressed, maintaining links with local heritage assets. We will be exploring Crossrail 2 opportunities with partners across Greater London.

8 Key Diagram

8 Key Diagram

Figure 8.1 Key Diagram



9 Strategic Objectives



9.1 Merton's strategic objectives have been guided by Merton's Sustainable Community Strategy (Community Plan), the adopted London Plan (2008) and the draft London Plan (2009). The similarities between the overarching objectives from the published and draft London Plans are such that Merton's Core Strategy is in general conformity with both.

9.2 Merton's strategic objectives and the principles by which we will achieve them are listed below:

Strategic Objective 1

To make Merton a municipal leader in improving the environment, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively.

We will achieve this by:

- a. Reducing carbon emissions from new development;
- b. Supporting development of sustainable energy infrastructure to produce energy more efficiently;
- c. Applying the waste hierarchy and by exploiting the opportunities to utilise energy from waste;
- d. Promoting the retrofit of greater improved energy performance to existing buildings and greater connections with renewable and decentralised energy;
- e. Reducing reliance on private motorised transport and promoting sustainable public transport, cycling and walking.

Strategic Objective 2

To promote social cohesion and tackle deprivation by reducing inequalities.

We will achieve this by:

- a. Promoting socially mixed, sustainable, vibrant, safe and healthy communities especially where there are areas of deprivation;
- b. Meeting the varied needs of the local community and creating an attractive, thriving and safe borough;

9 Strategic Objectives

- c. Regenerating Morden, Mitcham and Colliers Wood and South Wimbledon;
- d. Maintaining Wimbledon as the borough's Major Centre and supporting attractive Local Centres and Neighbourhood Parades which reflect local character.

Strategic Objective 3

To provide new homes and infrastructure within Merton's town centres and residential areas, through physical regeneration and effective use of space.

We will achieve this by:

- a. Delivering higher density new homes and associated infrastructure and social facilities that respect and enhance the local character of the area, in places with good public transport access;
- b. Supporting incremental growth in residential areas across the borough taking into account public transport accessibility, character and infrastructure;
- c. Protecting areas of the borough for uses other than residential;
- d. Delivering community services and infrastructure to support new homes through new development and the effective use of space.

Strategic Objective 4

To make Merton more prosperous with strong and diverse long term economic growth.

We will achieve this by:

- a. Ensuring that Merton's town centres (Wimbledon, Mitcham, Morden, Colliers Wood, ⁰ its local centres (Arthur Road, Motspur Park, North Mitcham, Raynes Park, Wimbledon Village) and local shopping parades are attractive and accessible to local residents and workers;
- b. Supporting a diverse local economy and promoting a commercially viable, thriving mix of premises, including retail, business and industrial uses that increase jobs and services available to local people;
- c. Maximising opportunities for employment and local businesses focusing on Merton's town centres and main employment areas along the Wandle Valley.

Subject to its designation post 2011 as a District Centre, in accordance with Chapter 17 Centres - Policy 7

Strategic Objective 5

To make Merton a healthier and better place for people to live and work in or visit.

We will achieve this by:

- a. Improving public health and well-being including working in partnership to deliver health facilities and promote healthy lifestyles;
- b. Providing a choice and mix of housing to meet the needs of all sectors of the community;
- c. Enhancing the learning environment to improve access to education, training and jobs;
- d. Improving access to nature and leisure facilities including opportunities for sport, play and relaxation;
- e. Promoting cultural and heritage activities;
- f. Creating safe, attractive and accessible places.

Strategic Objective 6

To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place.

We will achieve this by:

- a. Mitigating and adapting to the local, regional, national and global challenges of climate change as they affect Merton and encouraging development to achieve the lowest possible impact;
- b. Applying the waste hierarchy where waste is minimised, re-used and recycled, and residual waste is disposed of sustainably in the right location using the most appropriate means;
- c. Enhancing existing open spaces and the natural environment, providing adequate habitats for biodiversity to flourish and expand;
- d. Providing the local community with a new regional park in the Wandle Valley.

Strategic Objective 7

To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys.

We will achieve this by:

9 Strategic Objectives

- a. Promoting smarter travel choices for people who live or work in and visit the borough;
- b. Developing improvements to the public highway that balance the needs of all road users;
- c. Promoting road safety to encourage responsible behaviour by all users of the public highway.

Strategic Objective 8

To promote a high quality urban and suburban environment in Merton where development is well designed and contributes to the function and character of the borough.

We will achieve this by:

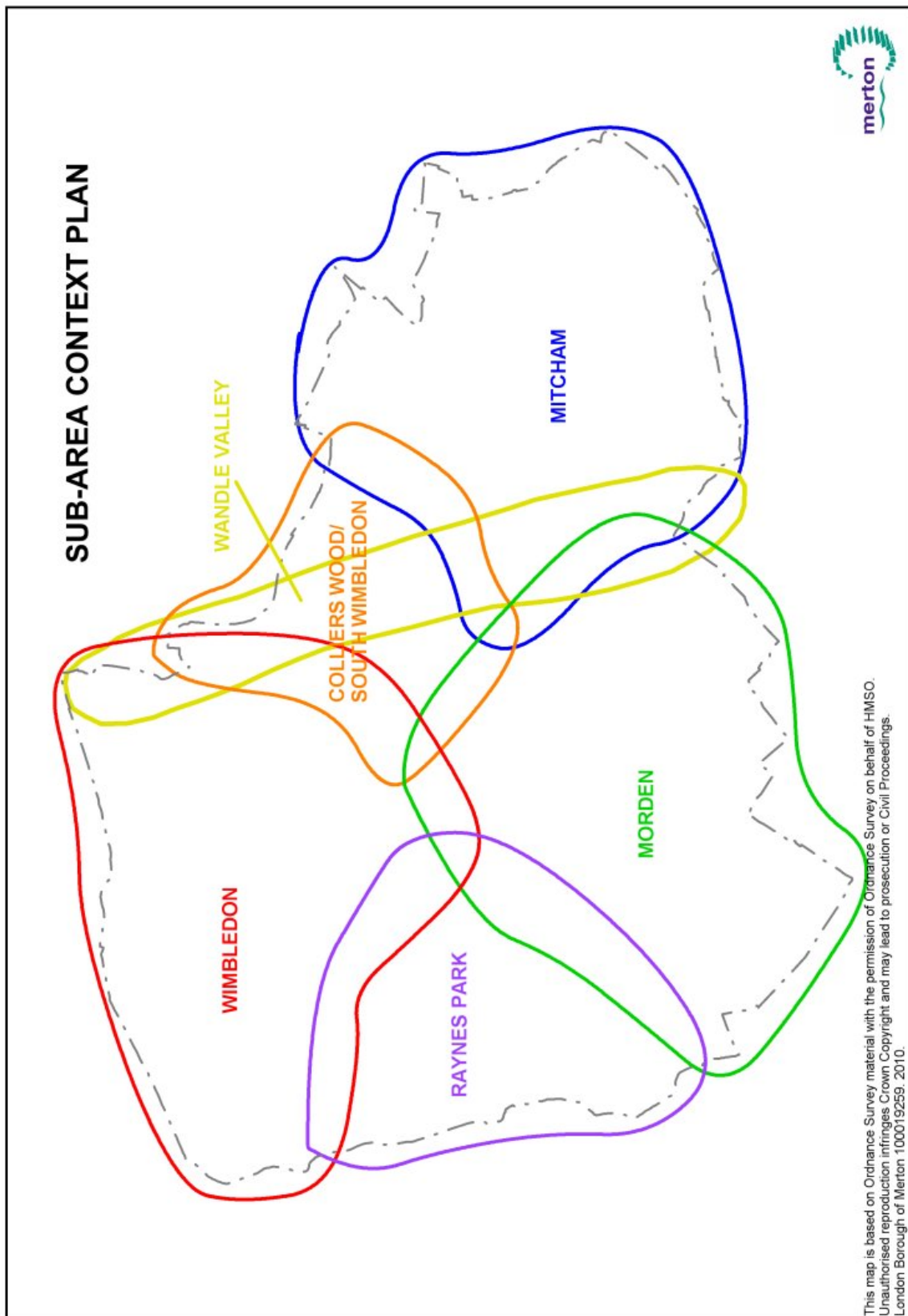
- a. Conserving and enhancing the historic environment;
- b. Applying high quality design standards to all new development;
- c. Enhancing the public realm.

9.3 All the Core Strategy policies relate and contribute to the delivery of more than one of the strategic objectives as set out in Appendix 2. For each thematic and sub-area policy, reference is confined to the most relevant strategic objective per policy.

10 Sub-Areas

10.1 The Core Strategy sets out six sub-areas which are Chapters 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1', 12 'Mitcham Sub-Area - Policy 2', 13 'Morden Sub-Area - Policy 3', 14 'Raynes Park Sub-Area - Policy 4', 15 'Wandle Valley Sub-Area - Policy 5' and 16 'Wimbledon Sub-Area - Policy 6'.

Figure 10.1 Sub area context plan



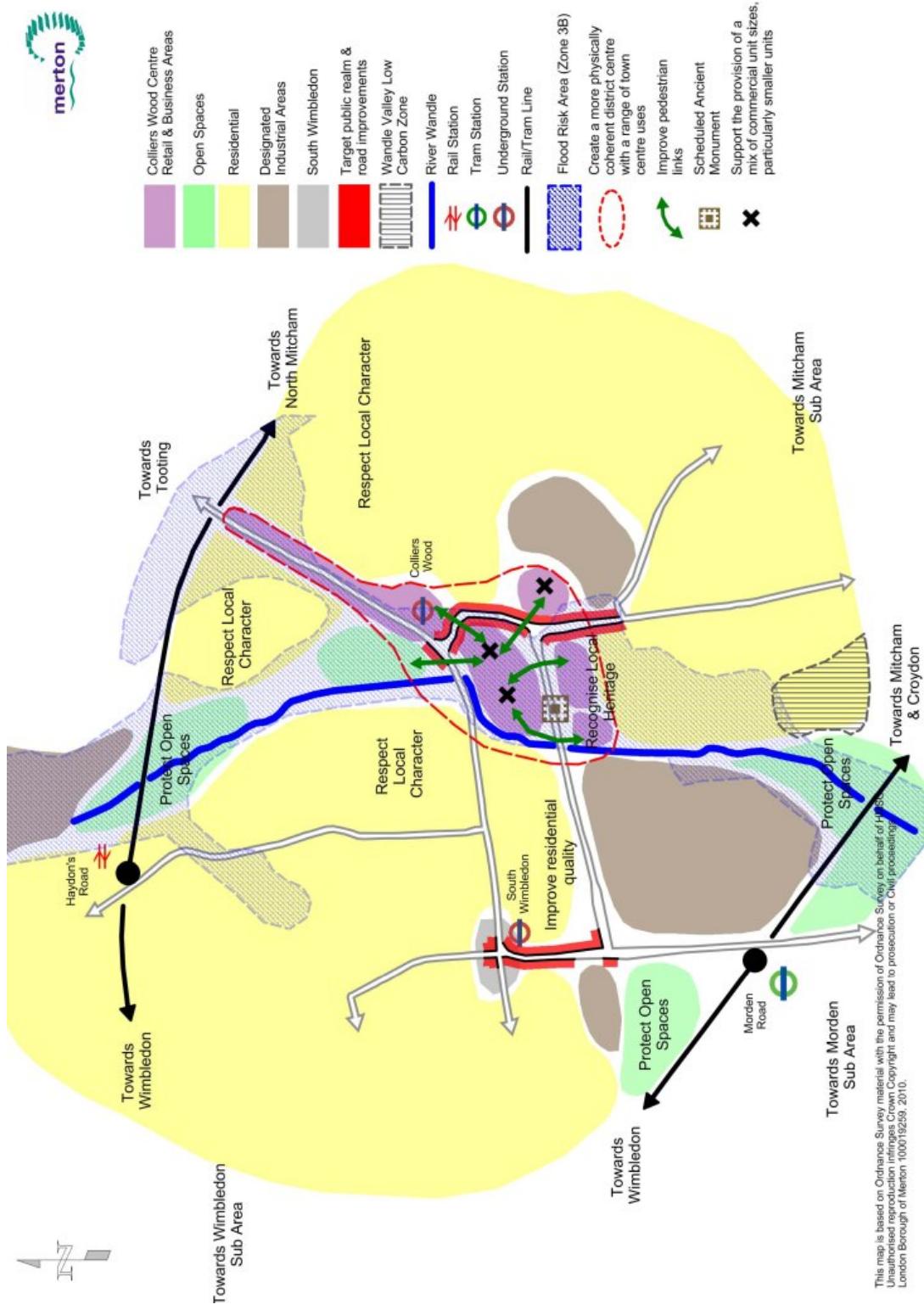
10.2 Each of these areas requires a coordinated or comprehensive approach to guide improvements or maintain already valued local assets to create or maintain sustainable neighbourhoods, directing regeneration or enhancement, as set out in the sub-area policies. Each area has been considered from an analysis of social and physical characteristics, to create a vision focused on the area and objectives that can be further developed within the LDF.

10.3 While the Core Strategy sets out the overarching vision and objectives for each sub-area, it will be for other plans to set out the detailed guidance to take these forward, where site allocations are necessary, which in turn will need to be accompanied by their own delivery and monitoring framework. Vital to delivering the sub-area policies is partnership working, both across the council and with external partnerships.

11 Colliers Wood and South Wimbledon Sub-Area - Policy 1

11 Colliers Wood and South Wimbledon Sub-Area - Policy 1

Figure 11.1 Colliers Wood Sub Area



Strategic Objective

11.1 Strategic Objective 4: To make Merton more prosperous with strong and diverse long term economic growth.

Policy CS 1

Colliers Wood

To create a thriving and attractive District Centre at Colliers Wood.

We will do this by:

- a. Seeking the designation of Colliers Wood as a District Centre in the London Plan hierarchy following the adoption of a masterplan to manage development in Colliers Wood town centre;
- b. Encouraging a mix of unit sizes and an improved range of town centre uses within Colliers Wood centre, especially financial and business services, restaurants, cafés and community facilities, commensurate with its retail offer as a District Centre;
- c. Requiring development to help create coherent spaces of high quality design, reconfiguring the centre to create a focus and making the environment more attractive to town centre users, especially pedestrians;
- d. Supporting improvements to the transport infrastructure that will help to reduce road congestion and improve the public realm;
- e. Working with the Environment Agency and, the GLA and developers to reduce flood risk and to explore viable and appropriate flood mitigation measures complementary with improving the public realm particularly for pedestrians and cyclists;
- f. Raising awareness of heritage assets including Merton Priory and Wandle Valley Conservation Area, conserving and enhancing archaeological sites and recognising their positive contribution to regeneration and new development.

Surrounding area of Colliers Wood including South Wimbledon

- g. Supporting development which helps to improve the quality of local housing, traffic flow and the public realm, especially in the South Wimbledon area;
- h. Supporting improvements to the transport infrastructure that will help to reduce road congestion and improve the public realm, particularly for pedestrians and cyclist;
- i. Working with the Environment Agency to reduce flood risk and to explore viable and appropriate flood mitigation measures complementary with improving the public realm;
- j. Supporting improvements to South Wimbledon Business Area.

11 Colliers Wood and South Wimbledon Sub-Area - Policy 1

SA/SEA Implications

The inclusion of Colliers Wood as a District Centre, elevating its previous status from an urban centre, supports the creation of a more self sufficient neighbourhood and the improvement of transport infrastructure such that people can make more sustainable choices.

Chapter 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1' will rely on Chapter 19 'Infrastructure - Policy 11', Chapter 21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13', Chapter 22 'Design - Policy 14', 23 'Climate Change - Policy 15' and Chapter 24 'Flood Risk Management - Policy 16' to ensure a green infrastructure approach is centre to project level proposals. This would emphasise that the provision of open/green space will need to be delivered through the process of planning the layout of development and design to include the integration of multi-functional green spaces which address climate change, energy, flooding, walking and cycling and link to initiatives proposed through Chapter 15 'Wandle Valley Sub-Area - Policy 5'.

Justification

11.2 Colliers Wood, as a town centre, has many unique assets including Merton Priory, the Wandle Park and a vibrant market at Merton Abbey Mills. The town centre is situated along the river Wandle, linked by the Wandle Trail and is at the heart of the emerging Wandle Valley Regional Park. It has excellent public transport and road links. Colliers Wood tube station has a Public Transport Accessibility Level (PTAL) of between 4 and 5 and is sited on the A24 road which will form part of the Mayor of London's Cycle Super Highway.

11.3 Although Colliers Wood centre is easy to get to by road and public transport, it is not a pedestrian friendly environment. Much of the area is dominated by large out-of-centre car based retail type developments with poor pedestrian links between the main high streets and the retail parks. The busy roads, such as the A24 gyratory, suffer from severe traffic congestion and act as a barrier to pedestrian movement. A large number of out-of-centre retail sheds already exist in Colliers Wood which include; the Tandem Centre, the Priory Retail Park and the site formerly known as the Sava Centre.

11.4 Features such as the Brown and Root Tower, the large out-of-centre retail sheds, the uneven building lines and roofscapes, and disrupted street frontages along Colliers Wood High Street results in an area which lacks visual amenity. Electricity pylons, which are visually obtrusive, cross the whole of the Colliers Wood and South Wimbledon Sub-Area. The area is characterised by different 'islands' that are largely separated by the existing road network and the retail outlets surface car parks. These islands contribute to a physically incoherent centre which is not pedestrian friendly.

District Centre

11.5 Despite many constraints, what is clear from research and consultation results, is that the opportunity exists in Colliers Wood town centre for quite significant transformational change.

11.6 Merton's adopted UDP (2003) designates Colliers Wood as an 'Urban Centre'; this is a designation not recognised in national or regional policy. As set out in Chapter 17 'Centres - Policy 7', due to the size and scale of the existing convenience and comparison retail offer and the large quantity of multiple retailers the centre attracts, it is the council's intention to bring Colliers Wood into the London Plan's retail hierarchy by designating the centre as a District Centre. As well as helping to manage growth in this area, designation as a District Centre will contribute to meeting the Colliers Wood and South Wimbledon Area for Intensification (Afl) objectives as set out in the London Plan.

11.7 We will prepare and adopt a masterplan setting out how the designation of Colliers Wood as a District Centre will be implemented and delivered. The adoption of the masterplan by 2012 will precede the District Centre designation; Colliers Wood will only attain its District Centre designation on adoption of the masterplan.

11.8 The adoption of the masterplan will assist in effectively managing both the type and size of development that will come forward throughout the lifetime of this plan, ensuring that proposals are commensurate with size and scale of the centre's status within the retail hierarchy.

11.9 This reclassification of Colliers Wood from an "Urban Centre" to a District Centre will support the development of Colliers Wood from an out-of-centre retail park into a well designed District Centre attracting a broader range of service retail to complement the existing retail offer in the centre. Colliers Wood centre competes directly with other town centres in the borough, in particular Wimbledon town centre. We are keen to ensure that further development in Colliers Wood does not undermine the status of Wimbledon's role as a Major Centre in the London Plan's retail hierarchy and as the main shopping, cultural and evening destination for Merton.

11.10 As clarified in Chapter 17 'Centres - Policy 7', it is therefore not the council's intention to significantly increase the quantity of retail offer but to encourage the provision of a wider range of town centre uses, in particular to attract financial and business services, restaurants, cafés and community facilities to the area to meet the everyday needs of local residents.

11.11 The council supports a mix of unit sizes, particularly smaller units in Colliers Wood. The provision of smaller units will then allow for and perhaps encourage a wider range of town centre type uses including banks, cafés and cultural facilities to locate in Colliers Wood. It would also help facilitate transport improvements priorities particularly reduction of road congestion and improvements to pedestrian links around the centre - which are vital to improving the public realm in accordance with Chapter 22 'Design - Policy 14' and Chapter 26 'Transport - Policies 18-20'.

11.12 In line with Chapter 22 'Design - Policy 14', there is a need to take forward a co-ordinated approach to develop Colliers Wood as a District Centre; to guide major sites and development opportunities in order to provide a more coherent, attractive and more permeable

11 Colliers Wood and South Wimbledon Sub-Area - Policy 1

town centre. The council will require development to help provide more focus to the town centre and create coherent spaces of high quality design; including the development of tall buildings where they are compatible with the existing setting and the wider context. The Brown and Root Tower which is currently in a dilapidated condition, dominates Colliers Wood skyline. The site currently has planning approval for mixed use redevelopment including the refurbishment of the Tower, and once implemented will result in a well designed building which has the potential to contribute to improving the character of the area.

11.13 Colliers Wood town centre may be an appropriate location to accommodate higher density development including tall buildings. The Brown and Root Tower should remain the pinnacle building in the centre in terms of height. This can then form the basis for a coherent group of buildings that relate well to each other in terms of scale, massing, form and architecture. Locations that may be sensitive to tall buildings include the historic environments of the Wandle Park, Merton Abbey Mills, Merton Priory and the setting of Listed Buildings 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. Guidance on tall buildings is contained in Chapter 22 'Design - Policy 14' and in the Tall Buildings Background Paper (2010).

11.14 In accordance with Chapter 23 'Climate Change - Policy 15' and Chapter 17 'Centres - Policy 7', all major developments will be expected to explore the possibility of establishing a District Heat and Power Network where viable.

11.15 The heritage of the Wandle Valley is a particularly important part of the history of the borough and an important element of Merton's identity. In accordance with Chapter 22 'Design - Policy 14', regeneration and development proposals in Colliers Wood and its surrounds should strengthen the character and local distinctiveness of the area by playing a positive role in relation to the heritage assets, which include Merton Priory and the Wandle Valley Conservation Area.

11.16 As also referred to in Chapter 15 'Wandle Valley Sub-Area - Policy 5' masterplanning and development in Colliers Wood and South Wimbledon will need to respect the heritage values and close physical relationship with the Wandle Valley Conservation Area and in particular Merton Priory and Merton Abbey Mills.

11.17 Currently, Colliers Wood and the surrounding sub-area are not considered attractive to the office market which is supported by the council's research and evidence highlighting that the few larger offices found in the area are generally vacant for long periods of time. Creation of an attractive, permeable environment in central Colliers Wood with a better street layout, a greater mix and a wider range of non-retail uses could make Colliers Wood a more desirable destination for office based businesses, in turn increasing the employment potential of the centre.

11.18 As detailed in Chapter 20 'Economic Development - Policy 12', the council supports the improvement to the quality of office development in Colliers Wood, appropriate to its status as a District Centre with Wimbledon, as a Major Centre, remaining the borough's main location for major office development.

Area for Intensification (Afl)

11.19 The Colliers Wood and South Wimbledon Afl was originally designated in the London Plan adopted in 2004. This designation has been rolled forward in both the London Plan adopted in 2008 and the more recent draft London Plan (2009). This is regardless of the conflict with evidence since the original designation including the Strategic Flood Risk Assessment (2009) covering the river Wandle from Croydon to Wandsworth which clearly shows that much of the proposed Afl area is in the functional floodplain, including parts of Colliers Wood town centre which limits the opportunity for intensification as proposed by the Afl designation.

11.20 The designation of Colliers Wood as a District Centre will help increase employment in the area. However this only relates to Colliers Wood centre as the existing strong retail presence and high public transport accessibility acts as a potential catalyst for attracting additional investment which could help overcome environmental constraints.

11.21 In the period 2001-2008 approximately 1,360 net new homes were built, exceeding the published and draft London Plan (2009) targets of 1,300 additional new homes for the Colliers Wood and South Wimbledon Afl. As detailed in the Policy 7 Housing Provision, it is intended for Colliers Wood and South Wimbledon Sub-Area to provide between 500 and 600 additional new homes throughout the plan period. However, this is subject to environmental factors, in particular, flood risk.

11.22 Environmental factors, particularly the risk of flooding, as identified in the Sustainability Appraisal and the Strategic Flood Risk Assessment, will need to be mitigated against before Colliers Wood can deliver to its full potential. As detailed in Chapter 22 'Design - Policy 14' and Chapter 24 'Flood Risk Management - Policy 16', flood mitigation measures and any other environmental considerations will have to be economically viable and in line with the overall aim of creating a thriving and attractive town centre, if they are to benefit the area.

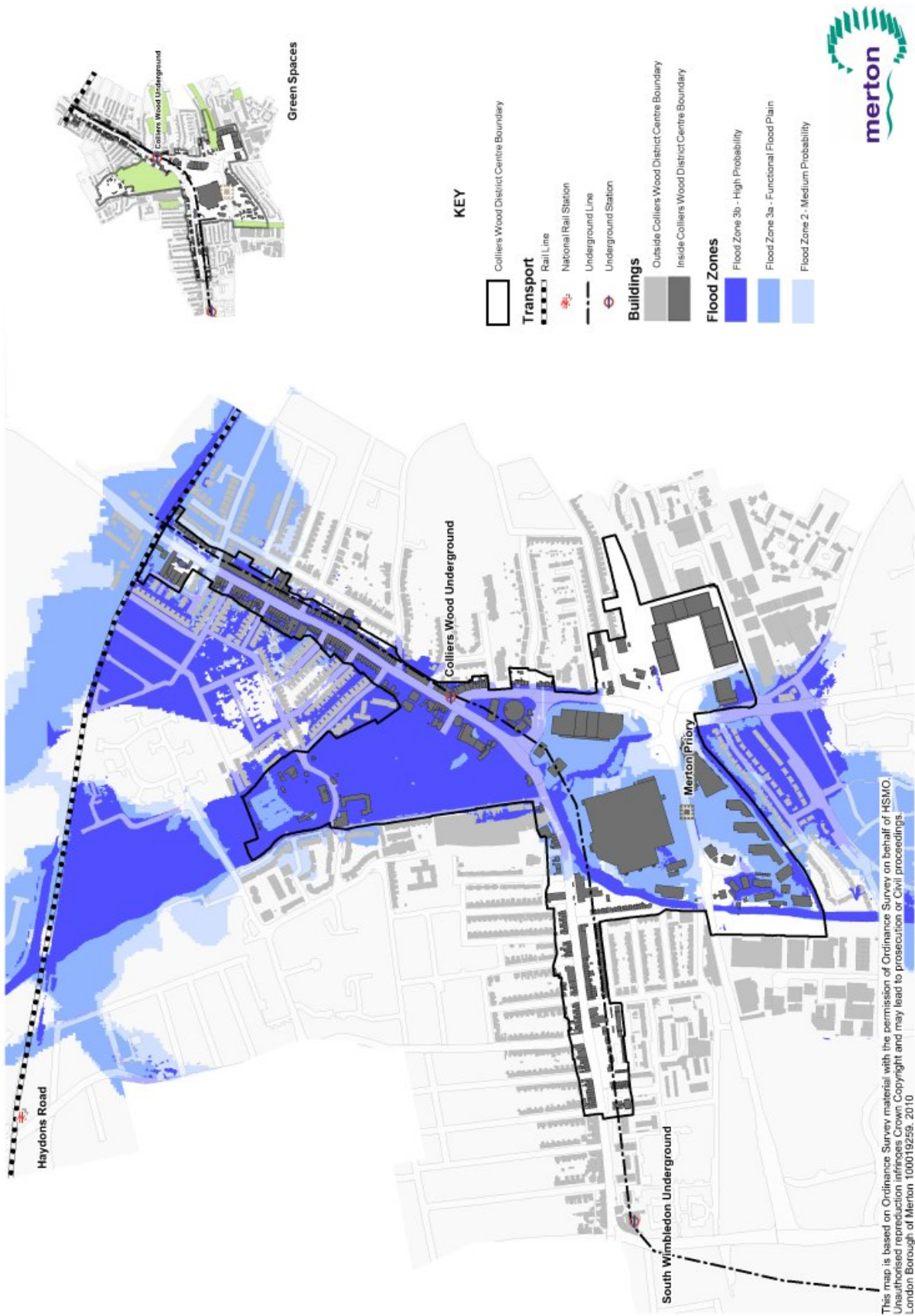
11.23 We will work jointly with key deliverers and stakeholders in the preparation and adoption of a masterplan to define the boundary for the Colliers Wood and South Wimbledon Afl.

11.24 The rest of the Afl offers limited to no viable opportunities for intensification. Parts of the area surrounding Colliers Wood to the north along the border with Wandsworth, including the Wimbledon Greyhound Stadium, lie within the functional floodplain. This area also suffers from other environmental constraints, including utilities infrastructure, barriers to movement including the railway lines and river Wandle. The Mayor of London has proposed changes to the draft London Plan (2009) to recognise this and focus proposals and masterplanning on South Wimbledon and Colliers Wood.

11 Colliers Wood and South Wimbledon Sub-Area - Policy 1

11.25 Specific development proposals within these areas would need to demonstrate how they would overcome flooding constraints, in accordance with Environment Agency advice and Chapter 24 'Flood Risk Management - Policy 16'. In accordance with Chapter 22 'Design - Policy 14' we will support the relocation or adaptation of existing powerlines, pylons and other utilities infrastructure as part of planning agreements in relation to new developments where it is technically, practically, environmentally and economically achievable.

Figure 11.2 Colliers Wood Flood Zones



11 Colliers Wood and South Wimbledon Sub-Area - Policy 1

11.26 Like Colliers Wood, South Wimbledon suffers from congestion despite being easily accessible by public transport, including the underground and the tram. It has a limited range of services, including shops and homes. Approximately three quarters of South Wimbledon's residential stock is gridiron terraced properties and the remainder is post war housing estates.

11.27 With good access by public transport and road, there are redevelopment opportunities around South Wimbledon that could reduce congestion and improve the quality of residential neighbourhoods and public realm.

11.28 The masterplan will help create a coherent and attractive streetscape around South Wimbledon, improvements to the design and quality of residential development in accordance with Chapter 22 'Design - Policy 14' and mix of residential tenure types available. The masterplan will also support rejuvenation of existing tired retail parades.

11.29 The existing retail offer at South Wimbledon will be restricted to serve the immediate local population to include convenience shopping, some health and community functions, rather than creating capacity for town centre type services which may compete with the surrounding centres at Morden, Colliers Wood and Wimbledon.

11.30 South Wimbledon Business Area (also known as Morden Industrial Area) to the south forms part of Merton's Strategic Industrial Locations and is one of Merton's most popular and best occupied estates for businesses. In accordance with Chapter 20 'Economic Development - Policy 12' developments will be supported that retain or improve the area for employment purposes, especially those catering for modern business accommodation suitable to the creative industries or SMEs. Development that could locate in town centres such as retail or offices that are not ancillary to other development will be resisted, in order to maintain the area for industrial uses.

Key drivers

- Tall Buildings Background Paper (2010)
- A New Future: An Economic Prospectus for Merton - LB Merton Development Strategy (2010)
- PPS4: Planning for Sustainable Growth (2009)
- Planning for Town Centres: Practice guidance on need, impact and the sequential approach (2009).
- A new plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (2009)
- London-wide Town Centre Health Checks (2009)
- Mayor of London Consumer Expenditure and Comparison Goods Retail Floorspace Need in London (2009)
- Merton Town Centre Capacity Study (2005 and 2008 Update)
- The London Plan; Spatial Development Strategy for Greater London (Feb 2008)
- Heart of Merton Study (2008)

- Strategic Flood Risk Assessment (2008)
- Wimbledon Competitiveness Study (2007)

Delivery and Monitoring

The scale of change at Colliers Wood is likely to focus on improving the viability of major restructuring of Colliers Wood centre. This includes:

- Continuing to work with the GLA, the Environment Agency, landowners and developers to create a masterplan for greater clarity and a viable, attractive resolution to flood mitigation measures; and,
- Working with transport providers, utility companies and others towards general improvements to pedestrian access and the public realm.

We will prepare and adopt a masterplan by 2012:

- to define the boundary for the Colliers Wood/ South Wimbledon Area for Intensification;
- to set out how the designation of Colliers Wood as a District Centre will be implemented and delivered.

The opportunities identified in Colliers Wood and the surrounding area would benefit from more detailed masterplanning and testing before that potential can be realised. The adoption of the master plan by 2012 will precede the District Centre designation. Colliers Wood will only attain its District Centre designation on adoption of the masterplan.

The masterplan will also identify the boundary of the Area for Intensification to improve the quality of the local environment, homes and employment. It will also explore employment opportunities that could be generated from development.

In terms of the District Centre designation for Colliers Wood, the masterplan will have regard to capacity analysis, impact assessments, land use, accessibility, planning approvals, town centre health checks and delivery, in line with the draft London Plan (2009).

Creating a thriving and an attractive District Centre at Colliers Wood will be achieved from the masterplan through the planning application process.

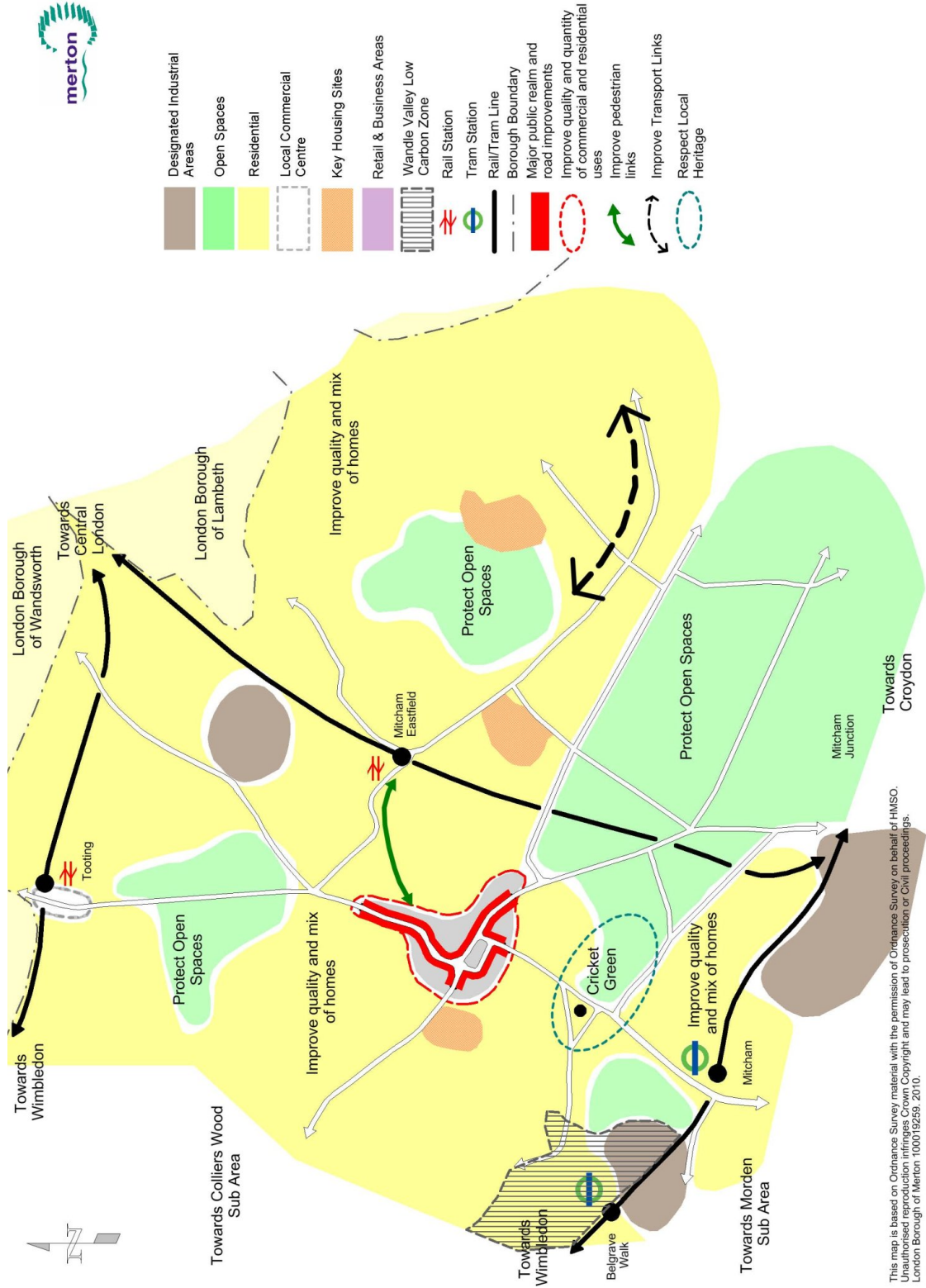
Strategic infrastructure needs that have already been identified for delivery in Colliers Wood are set out in Chapter 27 'Delivery and Implementation' - Policy 10. However further work will be necessary to set out the longer term framework for significant changes and provide a comprehensive approach to guide future proposals, particularly for Colliers Wood where the potential for change is greatest. Partnership working will be necessary given the complexities of regeneration, including with Wandsworth Council.

11 Colliers Wood and South Wimbledon Sub-Area - Policy 1

In accordance with Chapter 22 'Design - Policy 14', we will continue to prepare Character Assessment and Management Plan for Conservation Areas within the sub-area to maintain and enhance the quality of neighbourhoods.

12 Mitcham Sub-Area - Policy 2

Figure 12.1 Mitcham Sub Area



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Strategic Objective

12.1 Strategic Objective 2: To promote social cohesion and tackle deprivation by reducing inequalities.

Policy CS 2

Mitcham Town Centre

To improve the overall environment of Mitcham town centre by providing quality shopping, housing, community facilities and good transport links.

We will do this by:

- a. Creating a viable town centre through improving the quality of commercial, retail, residential and community uses;
- b. Improving the quality and mix of homes including affordable and private housing;
- c. Recognising and enhancing the distinct cultural identities of the area, and to encourage businesses, leisure, community and retail outlets that contribute to this;
- d. Supporting businesses and enterprise;
- e. Enhancing the public realm through high quality urban design and architecture, improvements to shop fronts, public spaces and connectivity to the town centre;
- f. Improving access to and around the town centre including supporting the replacement of the existing gyratory system with a 'two-way' system.

Surrounding area of Mitcham Town Centre

To improve the overall environment of Mitcham surrounding areas by providing quality shopping, housing, community facilities and good transport links.

The council will do this by:

- g. Supporting North Mitcham Local Centre: only supporting development that complements or improves the local or wider public realm;
- h. Improving the quality and mix of homes including affordable and private housing;
- i. Ensuring that development conserves and enhances the historic environment, for example, around Cricket Green and Mitcham Common;
- j. Enhancing the public realm through high quality urban design and architecture, and permitting development that makes a positive visual impact to the overall surroundings and connectivity to the town centre;
- k. Building upon the increased public transport provision created by Mitcham Eastfields by improving access to and around Mitcham for all modes of transport including connecting Pollards Hill to key transport nodes;
- l. Ensuring measures contribute to the Wandle Valley Low Carbon Zone.

SA/SEA Implications

Improved access to services, including education, will help address multiple deprivation and socio-economic exclusion. It is a specific objective of the policy to secure environmental improvement. Together with accessibility improvement, the policy strongly supports the community.

The policy seeks to achieve a better mix type of housing to be in line with the requirements of Planning Policy Statement 3: Housing (2006). This approach is considered to be consistent with a desire to improve service provision since it could support a stronger local economy.

Justification

12.2 Mitcham is located to the east of the borough and is served and connected by rail, tram and bus links; however the tram stops and train stations are situated at a distance away from the town centre. Mitcham town centre has a small proportion of multiple retailers and primarily serves the retail needs of residents living within the east of the borough. A vibrant market exists in the core of the town centre. Mitcham is also home to a number of ethnic groups who bring energy and entrepreneurial flair to the community as well as a variety of specialist cultural shops and services which collectively enrich the distinct cultural identities of Mitcham.

12.3 The council and other agencies have long considered eastern parts of the borough, including Mitcham, as a focus for investment and regeneration in order to counter multiple deprivation and socio-economic exclusion that are found there. This is supported by Merton's Community Plan and Neighbourhood Renewal Strategy.

12.4 The vision in the adopted Mitcham Town Centre SPD (2006) provides a framework for taking forward the regeneration strategy. However, since the SPD was adopted, issues of viability concerning comprehensive redevelopment have been raised by developers and in research.

12.5 We have been considering the best way to move forward, and as an enabler and facilitator to regeneration, remain open to considering proposals for a comprehensive redevelopment of the town centre. However, we are also interested to consider proposals for individual sites and incremental development which may represent a more viable approach to achieving the vision set out in the SPD, alongside a programme of complementary initiatives contributing to the regeneration and enhancement of Mitcham town centre; to increase its attractiveness as a place to shop and do business. The vision has been taken from the SPD as it remains current in setting the overall aim for regeneration.

12.6 As outlined in Merton's Community Plan and the London Plan, the focus is to support the development of balanced mixed communities in Mitcham; by increasing the range and quality of services and facilities provided, including new homes.

12 Mitcham Sub-Area - Policy 2

12.7 Good quality housing could encourage young professionals into Mitcham bringing increased spending power. More people using the town centre will have knock on social and environmental effects, including greater support for existing local businesses, allowing them to expand and create new jobs. It will also make the centre more attractive to new businesses, providing a wider range of services for local residents and workers. Improvements to shopping, the business offer and community services will reduce the need for surrounding residents to travel further afield.

12.8 As set out in Chapter 18 'Housing - Policies 8-10', Mitcham is projected to accommodate a range of between 1,550 and 1,850 new homes throughout the plan period. It is anticipated that the additional housing growth to come from large key development sites (such as Rowan High School, Mitcham Gas Works and Brenley Playing Fields), some incremental development within Mitcham town centre (as detailed in the SPD) and brownfield sites in the surrounding sub-area. In accordance with Chapter 23 'Climate Change - Policy 15' and Chapter 17 'Centres - Policy 7', all major development, where viable, will be expected to explore the possibility of establishing a District Heath and Power Network.

12.9 In order to accommodate the significant increase in new housing in Mitcham and the surrounding sub-area, in particular from large key development sites, we will also support the increased provision of community facilities such as education and health facilities to meet the needs of existing and new residents. The up-front coordination and partnership working the council has with relevant bodies on the Infrastructure and Investment Board will help achieve this. The strategic infrastructure needs that have already been identified for delivery in Mitcham, including protecting and improving the healthcare capacity of the borough currently serviced by Wilson Clinic as set out in Chapter Table 27.2 'Infrastructure projects.

12.10 Research has identified a limited range of retail offer in Mitcham town centre. The council will support improvements to the quality of the retail offer in Mitcham, in particular weekly convenience shopping and the provision of more quality cafés and restaurants in Mitcham town centre. Encouraging the provision of quality cafés and restaurants would create more active street frontages in the town centre, which in turn would support the vibrancy of the District Centre. In accordance with Chapter 22 'Design - Policy 14', encouraging more active street frontages in the town centre would also provide a form of community safety. As detailed in Chapter 17 'Centres - Policy 7', Mitcham town centre, is identified for additional retail growth; in particular growth for retail goods and services that meet the day-to-day needs of local residents.

12.11 However, the regeneration of Mitcham is not focused only on the development of key sites in the Mitcham Sub-Area. The aim of Merton's Economic Development Strategy, for the eastern areas of the borough (including Mitcham and East Merton), is to generate uplift in the potential for employability and economic activity generally within the local population, in order that local communities can benefit from new jobs created in the Greater Wimbledon Area, in Morden and within the immediate locality. As set out in Chapter 20 'Economic Development

- Policy 12' and Chapter 17 'Centres - Policy 7', we would like to encourage business and employment opportunities commensurate with the scale and function of Mitcham's status as a District Centre.

12.12 In accordance with Chapter 22 'Design - Policy 14' and the Merton Public Realm Strategy, another important priority is improving the urban fabric and public realm in Mitcham town centre. This will be achieved by supporting high quality design and public realm improvements, recognising the town centre's 'village' origins where appropriate and the opportunity to enhance linkages with Cricket Green and the Common. As detailed in the Tall Buildings Background Paper (2010) and Chapter 22 'Design - Policy 14', tall buildings are not suitable within the centre. As detailed in Chapter 15 'Wandle Valley Sub-Area - Policy 5', Cricket Green and the Common will form part of the proposed Regional Park.

12.13 One of the regeneration priorities is to improve transport links to and around Mitcham, as set out in Chapter 26 'Transport - Policies 18-20'. The successful implementation of Eastfields Station is a step in the right direction and further improvements around the station are intended to increase usage and become a selling point for potential developers. We will continue to work with TfL Trams and neighbouring boroughs to develop the Sutton - Mitcham - Tooting extension to the tram. They will prepare to complement this extension with good interchange facilities for pedestrian, cycle and other public transport.

12.14 Mitcham was one of the pilot projects designated by the Mayor as an Energy Action Area, now being taken forward as one of the Wandle Valley Low Carbon Zone based in the Phipps Bridge Area. The project is exploring ways in which existing communities can reduce their impact on the environment and apply the lessons learnt to future regeneration and renewal projects across the capital. Reducing energy consumption will also help contribute to reducing fuel poverty.

12.15 North Mitcham is a reasonably large Local Centre, about 1km north of Mitcham town centre. The linear centre has a good range and choice of shops and services one would typically find within local centre. The railway line and busy road dissect the centre, but it is well served by bus services and Tooting Rail Station. We will continue to support environmental improvements and the convenience nature of the centre.

Key drivers

- Tall Buildings Background Paper (2010)
- "A New Future: An Economic Prospectus for Merton" - LB Merton Development Strategy (2010)
- A new plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (2009)
- London-wide Town Centre Health Checks (2009)
- Merton's Public Realm Strategy (2009)
- The London Plan: Spatial Development Strategy for Greater London (2008)

- Merton Town Centre Study (2005 and 2008 Update)
- Mitcham Cricket Green Conservation Area Draft Character Assessment and boundary review (2007)
- Mitcham Town Centre Development Brief SPD (2006)
- Merton's Neighbourhood Renewal Strategy (2005 - 2010)

Delivery and Monitoring

The council will be working with key partners (such as the HCA for instance) for the development of key sites (such as Rowan High School, Mitcham Gas Works and Brenley Playing Fields) to deliver exemplar schemes reaching the highest design and environmental standards in the Mitcham Sub-Area.

Improving the overall environment of Mitcham town centre and the surrounding area (including North Mitcham Local Centre) will be achieved through the planning application process by supporting proposals for quality town centre type uses such as residential, retail, office, community, cultural and leisure uses, and for the redevelopment of key sites. Maintaining the day-to-day shopping and other services at North Mitcham Local Centre will be delivered through the planning process. Details of this approach will be set out in new planning frameworks including the Development Management DPD Mitcham Cricket Green conservation area character appraisal and management plan.

Further policy development may be considered in the long-term to coordinate development site opportunities, and encourage mechanisms to kick-start regeneration through key development sites to address the decline of the town centre and reduce inequalities. Given the complexity of regeneration and the current economic climate there will be a need to adequately address viability issues to ensure the achievement of high quality sustainable development.

The adopted Economic Development Strategy states that the development of the 'East Merton Employment Brokerage Programme' is intended for the delivery of a targeted job brokerage programme from a key local hub in Mitcham to link local people to the ongoing opportunities available from south west London's growing economy.

Further specific proposed economic interventions being considered by the council for Mitcham and East Merton are set out in Merton's Economic Development Strategy.

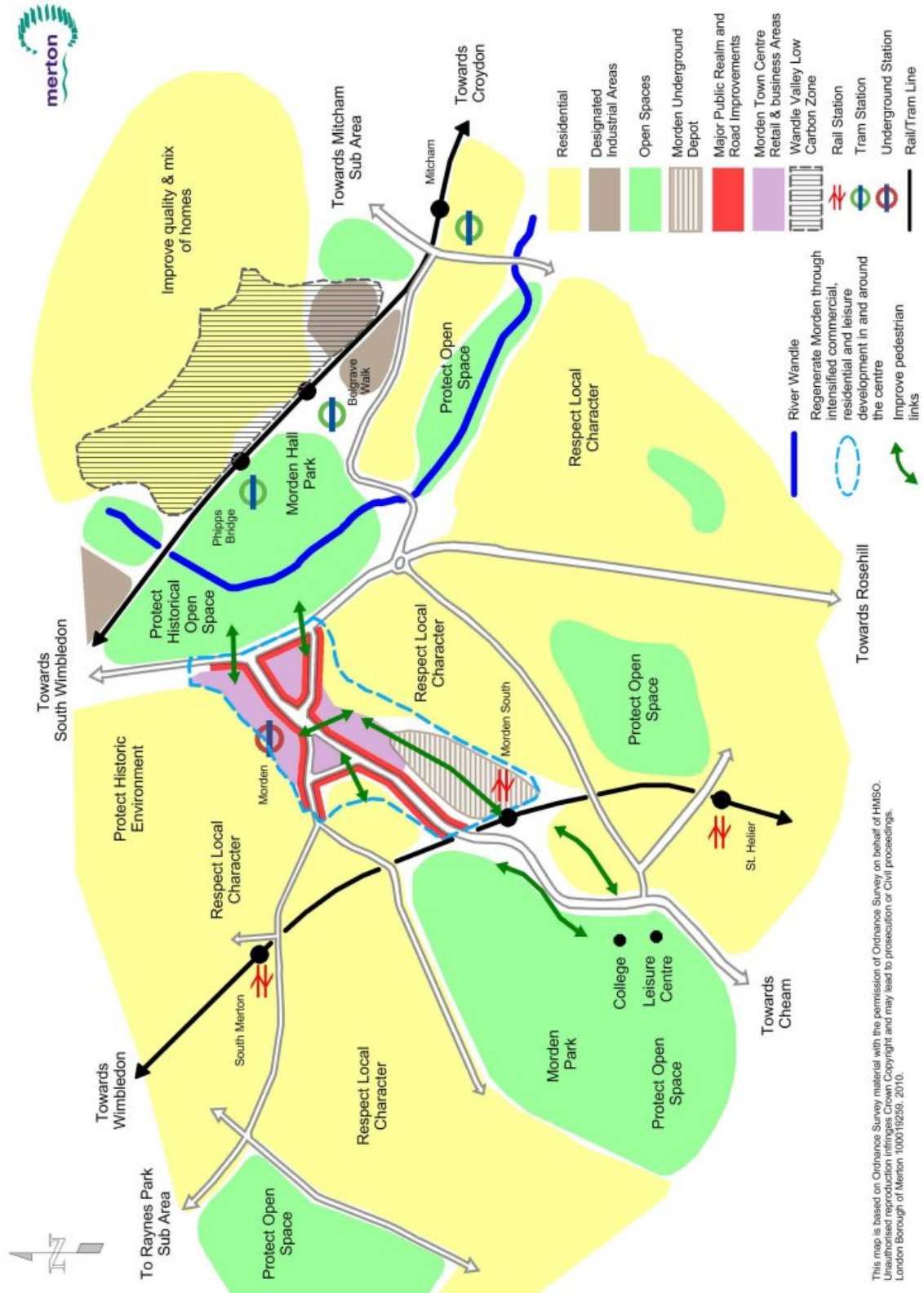
Strategic infrastructure needs, including the proposals for the existing Wilson Hospital to expand and provide a range of services as the 'Wilson Local Care Centre', have already been identified for delivery in Mitcham are set out in Chapter Table 27.2 'Infrastructure projects (accurate as of 27 October 2010)'. The council is also keen to continue working with Mitcham Common Conservators.

Other softer measures are expected to be delivered through the implementation of the Community Plan and the Neighbourhood Renewal Strategy to reduce inequalities. There may also be long-term opportunities for partnership working with the London Borough of Sutton, to take forward the proposed Mitcham Low Carbon Zone in conjunction with the proposed Hackbridge Sustainable Neighbourhood which lies immediately south of the borough boundary, building on the joint working on the Wandle Corridor.

In accordance with Chapter 22 'Design - Policy 14', we will continue to prepare Character Assessment and Management Plan for Conservation Areas within the Sub-Area.

13 Morden Sub-Area - Policy 3

Figure 13.1 Morden Sub Area



Strategic Objective

13.1 Strategic Objective 3: To provide new homes and infrastructure within Merton's town centres and residential areas, through physical regeneration and effective use of space.

Policy CS 3

Morden Town Centre

To regenerate Morden through intensified development in and around the town centre, creating a distinctive and vibrant centre by making more of what Morden has to offer.

A plan-led approach will increase development capacity and make more efficient use of land by incorporating higher density housing and commercial opportunities; exploiting Morden's excellent public transport links, while conserving and enhancing the character and distinctiveness of the adjacent suburban neighbourhoods.

We will do this by:

- Capitalising on Morden's excellent transport links and attractive suburban surroundings to make Morden a vibrant centre that people want to visit not simply pass through;
- Improving the quantity and quality of commercial, residential and leisure uses, with a range of uses that is appropriate to a District Centre;
- Enhancing the accessibility between the town centre and its suburban hinterland and open spaces, by reducing severance caused by through traffic and greening Morden through tree planting and improved pedestrian routes;
- Achieving high quality urban design, architecture and public realm incorporating high quality spaces and streets with pedestrians as the priority;
- Providing more opportunities 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.

Surrounding area of Morden Town Centre

- f. Conserving and enhancing the suburban neighbourhoods and the strong 'green' infrastructure provided by Upper Morden Conservation Area, St Helier Estate, Morden Hall Park and Morden Park and ensure all development respects and enhances local character;
- g. Improvements to the public realm including repaving; provision of new cycle facilities and safety improvements of back alleyways and servicing bays;
- h. Improving connectivity of all transport modes, for example, between Underground, Tram and National Rail services in partnership with TfL.

SA/SEA Implications

In accordance with Chapter 22 'Design - Policy 14', the introduction of higher density development, including flats, into the town centre will provide for an under represented market in the area, increasing spending power and promoting a more balanced and cohesive community. Additional population within the centre itself will improve viability of existing businesses and services helping to sustain facilities in the future and improve self sufficiency.

An Area Action Plan will be produced for Morden. The provision of 19 'Infrastructure - Policy 11', 21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13', 22 'Design - Policy 14', 23 'Climate Change - Policy 15' and 24 'Flood Risk Management - Policy 16' will ensure a green infrastructure approach is central to project level proposals, based on delivering benefits with respect to numerous objectives including well being, water management, biodiversity and climate change.

Justification

13.2 Morden is well placed to provide services and support that respond to changes in the way people work, offering alternatives to central London commuting yet retaining easy access to the city core. Research found low levels of small business, restaurants and a latent demand for leisure in Morden in comparison to similar town centres (by size and location on the underground network).

13.3 A transformational change in the perception of Morden is needed to make it a place where people want to visit rather than pass through. This will be created through conserving and enhancing Morden's natural and built heritage, which will play its part alongside high quality contemporary design for new buildings and public spaces. Opportunities for improvements to the streetscape are set out in Merton's Public Realm Strategy as well as the emerging Area Action Plan (AAP) for Morden.

13.4 The aim is to improve the number of people using the town centre and this will be facilitated by improving the quantity, quality and mix of housing offer through intensification of residential development at the heart of the town centre.

13.5 As set out in Chapter 18 'Housing - Policies 8-10', Morden is envisaged to accommodate a high proportion of housing growth expecting to deliver a range of between 1,450 and 1,800 new homes throughout the plan period. It is anticipated for a large proportion of the additional housing growth to come from the planned regeneration of Morden town centre as well as from some incremental development. In accordance with Chapter 23 'Climate Change - Policy 15' and Chapter 17 'Centres - Policy 7', all major development, where viable, will be expected to explore the possibility of establishing a District Heat and Power Network.

13.6 The Core Strategy Preferred Options set out a targeted approach to regeneration, recognising Morden as a District Centre where regeneration and revitalisation will be prioritised. LDF consultation responses have raised concerns that Morden is not able to serve local residents and it is a transport hub rather than a destination in its own right. The Preferred Options Sustainability Appraisal recognised the significant opportunity for intensification in Morden and the regenerative impact it could have, including improvements to retail provision, the public realm and capacity of Morden transport interchange.

13.7 Since the Preferred Options, the council has been leading the moreMorden Area Action Plan, set up to provide a framework for regeneration, future development and managing growth in the town centre over a period of 15 years. Without an overarching regeneration strategy, there will be less market interest in Morden and substantially reduced ability to leverage funds from external partners to improve the town centre.

13.8 A strategic vision for Morden was consulted on in 2008, that Morden will become a more attractive destination where a growing population can live, work, shop and socialise. Over 80% of respondents thought that the aims and objectives of the vision were right for Morden.

13.9 The moreMorden vision was endorsed by the council in March 2009; the aim is to manage growth and change the perception of Morden, from somewhere people have to be, to a place people want to be. This is going to be achieved by regenerating Morden to be a sustainable town centre, important transport node and through generating a renewed sense of civic pride.

13.10 The introduction of higher density development, including flats, in the town centre will provide for an under represented sector of the housing market in the area, increasing local disposable income and promoting a more balanced and cohesive community. Additional population within the centre itself will make existing businesses and services more viable and help sustain more facilities in the future, including potential to develop the evening economy.

13.11 Tall buildings, as detailed in Chapter 22 'Design - Policy 14', may be appropriate as part of the regeneration and intensification of the town centre. Tall buildings should be guided on the principle that the Civic Centre should remain the pinnacle building in the centre in terms of height. This can then form the basis for a number of tall buildings that relate well to each other in terms of scale, massing, form and architecture. Opportunities exist to use tall buildings to enhance the image of Morden, creating gateways to the centre and landmarks in key locations that add character and legibility.

13.12 Locations that may be sensitive to tall buildings include the town centre edge adjoining Morden Hall Park (due to the impact on the historic environment) and also locations on the periphery of the town centre (due to their close proximity to low rise residential neighbourhoods). A framework for the development of appropriate tall buildings in Morden will be detailed further in the emerging moreMorden Area Action Plan. Further guidance on tall buildings is contained in Chapter 22 'Design - Policy 14' and in the Tall Buildings Background Paper (2010).

13.13 The provision of new employment opportunities in the centre will also contribute to the economic sustainability of Morden as a whole aligning with Chapter 20 'Economic Development - Policy 12' and Merton's Economic Development Strategy. It is expected that commercial and community floorspace would be proportional to the level of residential development to reflect the overall scale of regeneration. As detailed in Chapter 17 'Centres - Policy 7', Morden town centre, is identified for additional retail growth in particular growth for retail goods and services that meet the day-to-day needs of local residents.

13.14 There are a number of realistic opportunities to regenerate Morden. The council and Transport for London (TfL) together own, control and manage large tracts of land, property and the public realm in the town. Developing plans in partnership with TfL to rebalance priorities of the road network (including the gyratory system) and the transport interchange for all users is essential to improving the functionality of the area and defining a future role and purpose for Morden as set out in Chapter 26 'Transport - Policies 18-20'.

13.15 There should be greater priority for pedestrians in the town centre. Creating a safer, more attractive pedestrian environment to encourage the high levels of commuter footfall to linger is key to invigorating the local economy. Patronage of the local bus network in Morden is expected to rise by 40% over the next 15 years. It is already apparent that the current transport interchange is inadequate and will require improvements to cope with future demand. Although not in the current TfL work programme, the council will continue to work with TfL to explore an option to extend the tram link network between Wimbledon and Sutton via Morden, with an interchange provided between the tram and Underground.

13.16 As detailed in Chapter Table 27.2 'Infrastructure projects (accurate as of 27 October 2010)', the Infrastructure Investment Board was set up by the council for the up front coordination to inform the relevant bodies of infrastructure requirements for Merton. The strategic infrastructure needs that have already been identified for delivery in Morden include:

- the redevelopment of Morden Road Health Centre to be synchronised with housing developments in Morden;
- further improvements to Morden Hall Park;
- an upgrade or replacement to Morden Park Pool (replacement of Morden Park Pool includes the proposal to provide a mixed-use leisure facility within Morden Park).

Key drivers

- Tall Buildings Background Paper (2010)
- "A New Future: An Economic Prospectus for Merton" - LB Merton Development Strategy (2010)
- The London Plan Spatial Development Strategy for Greater London Consultation draft replacement plan (2009)
- GLA London Town Centre Health Check Analysis Report (2009)
- Merton's Public Realm Strategy (2009)

- Morden Park Vision (2009)
- The London Plan: Spatial Development Strategy for Greater London (2008)
- Volterra Economic Assessment (2008)
- moreMorden consultation (2008)
- Town Centre Study (2005 and 2008 Update)
- Upper Morden Conservation Area Character Assessment (2007)

Delivery and Monitoring

Regenerating Morden through intensified development in and around the town centre will be achieved through the 'moreMorden project' and will also be delivered through the planning application process by supporting proposals for town centre type uses, such as for major office, retail, residential, cultural, leisure, community or high quality hotel uses. The detailed approach will be set out in the Development Management Policies DPD and the moreMorden project.

The moreMorden project will continue towards consultation on development scenarios in 2010 to inform the preparation of a masterplan in an Area Action Plan to deliver the vision. Consultation during 2010 is expected to consider broad development scenarios based on different scales of development. A programme of short, medium and long term improvements to the town centre have been identified from 2008 to 2018 and beyond, and the Area Action Plan is expected to take forward public realm improvements.

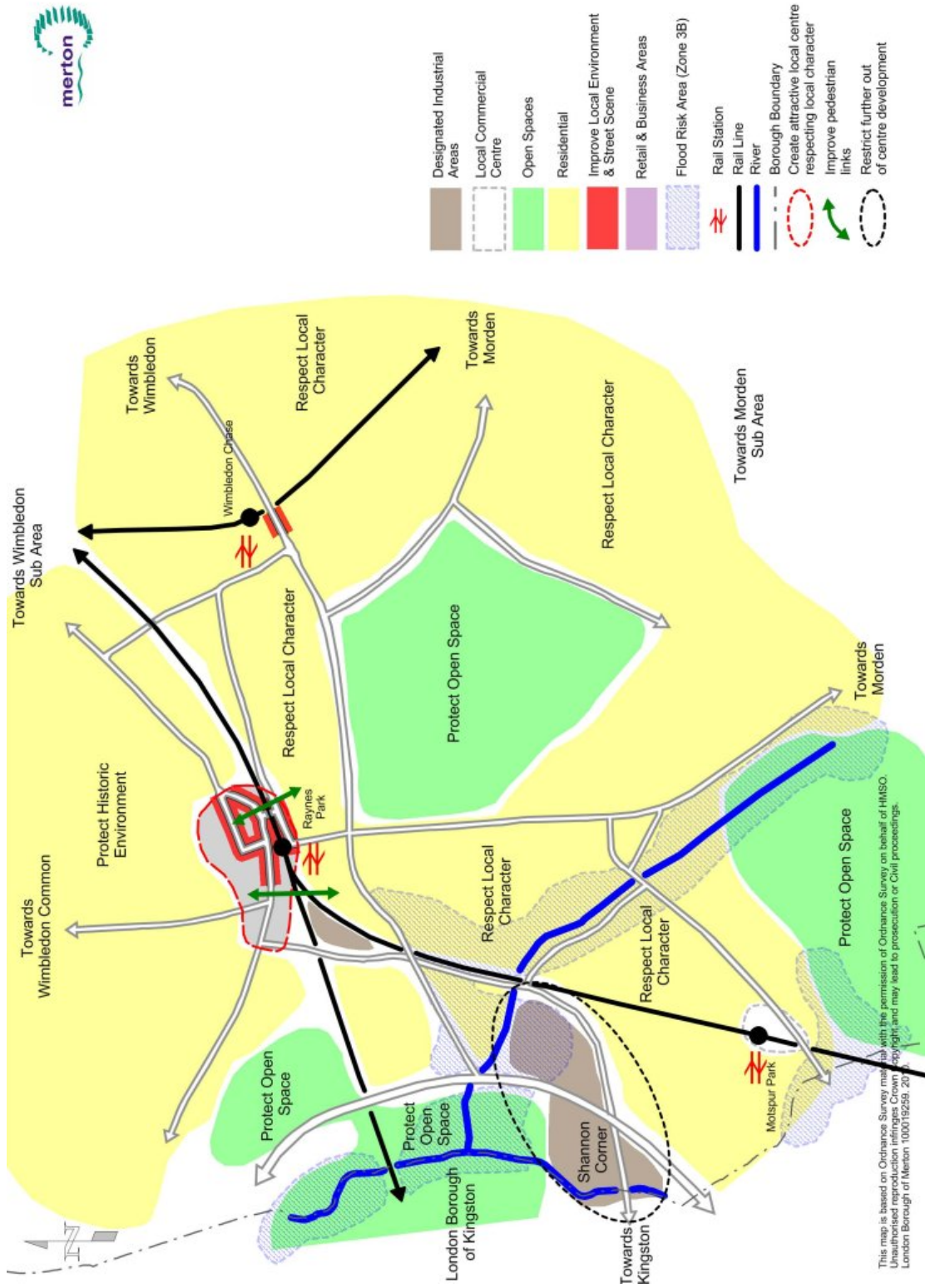
Strategic infrastructure needs that have already been identified for delivery in Morden are set out in Chapter Table 27.2 'Infrastructure projects (accurate as of 27 October 2010)'. Improvements to Morden Hall are set out in the National Trust's Conservation Management Plan. As identified above, partnership working will continue to progress regeneration. Planning agreements will be sought from new development to achieve physical and social infrastructure improvements.

In accordance with Chapter 22 'Design - Policy 14', we will continue to prepare Character Assessment and Management Plans for Conservation Areas within the Sub-Area to maintain and enhance the quality of neighbourhoods.

14 Raynes Park Sub-Area - Policy 4

14 Raynes Park Sub-Area - Policy 4

Figure 14.1 Raynes Park Sub Area



Strategic Objective

14.1 Strategic Objective 3: To provide new homes and infrastructure within Merton's town centres and residential areas, through physical regeneration and effective use of space.

Policy CS 4

Raynes Park Local Centre

To improve the quality of the environment and accessibility within Raynes Park Local Centre and encourage development that reflects local physical and social character.

We will do this by:

- a. Supporting development in Raynes Park Local Centre that provides for the needs of the local community, including business uses;
- b. Resisting the loss of employment uses within Raynes Park Local Centre;
- c. Requiring development within and around the centre to respect local character and amenity, addressing flooding issues where appropriate;
- d. Improving the local environment and street scene, complementing initiatives started via the Raynes Park Local Centre Enhancement Plan;
- e. Securing environmental and transport improvements for pedestrians and cyclists and improve public transport facilities.

Surrounding area of Raynes Park Local Centre

- f. Restricting further out-of-centre developments at Shannon Corner where these could impact on the vitality and viability of nearby town and local centres and generate trips by private transport. Businesses will be encouraged to locate at Shannon Corner where they could benefit from proximity to the strategic road network, not compete with nearby town centres or generate significant private car trips;
- g. Supporting environmental improvements and maintaining the day-to-day shopping and other services at Motspur Park and Wimbledon Chase;
- h. Requiring development to respect local character and amenity in surrounding residential neighbourhoods;
- i. Securing environmental and transport improvements where appropriate along main routes to reduce the impact on local residents.

SA/SEA Implications

Higher residential densities, although to a more limited extent in Raynes Park than other locations in the borough (see Chapter 22 'Design - Policy 14'), will facilitate good access to services and equally, consolidate and improve community facilities.

A key issue is improving the environment and public realm and consolidating the identity and character of an area split by a railway line and road. It is appropriate, therefore, that policy seeks to deliver an improved environment including measures to ease pedestrian movement and reduce traffic. In the wider area the policy of restricting further 'out-of-centre' development will help consolidate this approach.

Chapter 23 'Climate Change - Policy 15' provides further guidance and criteria that will ensure that flood risk and green infrastructure are addressed in new development proposals.

Justification

14.2 Raynes Park is a relatively affluent, high quality suburban area with a mainline train station surrounded by a small Local Centre with high public transport accessibility. The strategy supports development in Raynes Park Local Centre that will help maintain its competitiveness without altering its suburban character or leading to future intensification.

14.3 Raynes Park Local Centre will be maintained to ensure it provides regular grocery shopping consistent with its status as a Local Centre. In addition to this we support a limited range of non-food shops, financial and business services and community uses on a scale compatible with the centre.

14.4 To help support local shops, restaurants and cafés during the day we will ensure that some business function is maintained in the Local Centre, such as small and medium offices and other activities, and resist the loss of existing employment uses. This is further detailed in Chapter 20 'Economic Development - Policy 12'. A reliance on the commuter trade is not enough to maintain a variety of quality services.

14.5 We will complement initiatives started by the Raynes Park Local Centre Enhancement Plan. The enhancement plan guides short to medium term investment in the physical environment that local residents and businesses have said are important to Raynes Park. It focuses on:

- improving access and circulation for pedestrians, cyclists, road traffic and public transport users;
- strengthening Raynes Park's retail offer, making it a more attractive destination for local shopping needs; and,
- improving the physical environment, appearance and maintenance of the public realm.

14.6 The enhancement plan also identifies the development opportunities and planning status of sites within the town centre. Although, the centre has a high PTAL and the redevelopment of redundant sites is welcome, there is a desire to protect the scale and local character of Raynes Park. New development coming forward within and around the centre must reinforce the character of the centre, respect the low scale residential hinterland including Conservation Areas to the north and acknowledge the strategic views across the borough from higher land to the north. As detailed in the Tall Buildings Background Paper (2010) and Chapter 22 'Design - Policy 14', tall buildings are not suitable within the centre.

14.7 As set out in Chapter 18 'Housing - Policies 8-10', Raynes Park Sub-Area is projected to accommodate a range of between 500 and 600 new homes throughout the plan period. This provision will be made up of some town centre redevelopment sites and incremental residential development within surrounding neighbourhoods, such as intensification of existing sites through redevelopment and/or conversion of existing single dwellings into multiple units.

14.8 The Strategic Flood Risk Assessment identified the potential for flooding over parts of Raynes Park Local Centre and more so to the south around Shannon Corner/Beverley Way. Flooding in the Local Centre itself is attributed to high water levels in the nearby aquifer. Flooding at Shannon Corner/Beverley Way is attributed to fluvial flooding of Beverley Brook. Development in these areas should comply with most recent Environment Agency advice and Chapter 24 'Flood Risk Management - Policy 16'.

14.9 The area around Shannon corner is designated as a Strategic Industrial Location, although there is a large out-of-centre retail presence on many sites, including a large supermarket and bulky goods warehouse. The area is very poorly served by public transport, has large amounts of on-site free car parking, excellent links to the road network and a retail offer focused on bulky goods. As a result, it displays and extremely unattractive local environment and attracts shoppers almost exclusively by car.

14.10 While the existing retail sheds are not likely to be replaced under current market conditions, it is clear that, if the retail and leisure offer continues to expand or if the range of goods sold or services increased, Shannon Corner could harm the viability of Wimbledon town centre and other surrounding centres.

14.11 In accordance, with the London Plan and national guidance and as set out in Chapter 17 'Centres - Policy 7', we will resist the expansion and addition of town centre uses in out of centre locations which could harm the viability and vitality of existing centres. Development will be supported where it meets the demand for logistics and warehousing that can take advantage of its access to the major road network and quick journeys to central London and the south east.

14.12 Motspur Park Local Centre has a mainline train station, surrounded by residential neighbourhoods which merge into the neighbouring boroughs of Sutton and Kingston-upon-Thames. It provides grocery and other facilities that cater for the day-to-day needs of local residents. We will continue to support environmental improvements and the convenience nature of the centre.

14 Raynes Park Sub-Area - Policy 4

14.13 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 already been identified, including widening roads to ease traffic flow and provide better facilities for buses, pedestrians and cyclists, with planting to improve the quality of the environment. Proposals in the Public Realm Strategy will have considerable influence on these areas.

14.14 The suburban neighbourhoods within the sub-area will be conserved and enhanced by ensuring that new development respects local character and amenity, and where appropriate historic value.

Key drivers

- Tall Buildings Background Paper (2010)
- PPS4: Planning for Sustainable Economic Growth (2009)
- Public Realm Strategy (2009)
- The London Plan Spatial Development Strategy for Greater London Consultation draft replacement plan (Oct 2009)
- A new Plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (April 2009)
- The London Plan: Spatial Development Strategy for Greater London (2008)
- Strategic Flood Risk Assessment (2008)
- Merton's Infrastructure Needs Assessment Study (2008)
- Raynes Park Local Centre Enhancement Plan 2008-2011 (2008)
- Town Centre Study (2005 and 2008 Update)

Delivery and Monitoring

The planning application process will deliver the following:

- Encouraging development that reflects local physical and social character in Raynes Park Local Centre;
- Maintaining the day-to-day shopping and other services at Wimbledon Chase and Motspur Park Local Centre;
- Resisting additional or expansion of town centre uses at Shannon Corner.

The Development Management DPD will outline borough wide policies to support this.

We will carry out the works set out in the Raynes Park Local Centre Enhancement Plan, which include traffic and street scene improvements that will improve the physical environment and make Raynes Park a more attractive destination. Beyond 2011, we will complement the initiatives started in the enhancement plan.

Where applicable we will prepare planning briefs to guide the future redevelopment of key sites to protect the scale and character of Raynes Park.

15 Wandle Valley Sub-Area - Policy 5

Strategic Objective

15.1 Strategic Objective 5: To make Merton a healthier and better place for people to live and work in or visit.

Policy CS 5

Wandle Valley

The Wandle Valley will act as a strategic fulcrum in bringing together initiatives that will contribute towards bridging the gap between the east and the west of Merton.

Our objectives to deliver this vision are to:

- a. Improve the overall environment of Mitcham District Centre and surrounds by supporting businesses and enterprise, enhancing the public realm, and a more sustainable mix of new homes, including family housing;
- b. Regenerate Morden District Centre to provide improved quality and quantity of commercial, residential and leisure uses in an attractive suburban setting;
- c. Create a thriving, attractive and coherent District Centre at Colliers Wood, addressing flood risk comprehensively and facilitating an improved range of town centre uses;
- d. Maximise business and employment opportunities within the Wandle Valley, including for environmental technologies, creative industries and innovative businesses, optimising the performance of industrial areas;
- e. Support the creation of the Wandle Valley Regional Park, achieving a high quality, linked green infrastructure network, protecting biodiversity and providing opportunities for formal and informal recreation;
- f. Protect and enhance the river Wandle, including its green chains, biodiversity and wildlife corridors and recreational attributes;
- g. Conserve and enhance archaeological sites and protect conservation areas in the Wandle Valley and raise awareness of this heritage including Merton Priory and Merton Abbey Mills;
- h. Work with the Environment Agency, GLA, landowners and developers to explore viable and appropriate measures that contribute to minimising flood risk;
- i. Seek improvements to the transport accessibility to and within the area.

The Wandle Valley corridor encompasses several town centres, Local Centres and business areas and is identified as a strategic corridor for regeneration. It falls within a wider corridor of national importance, identified in the adopted London Plan (2008) and draft South East

Plan, in which the Wandle Valley provides a particularly important set of development opportunities. In Merton, the adopted London Plan (2008) has identified an Area for Intensification (Afi) at Colliers Wood and South Wimbledon.

It is proposed to consolidate and improve the management of green spaces in the Wandle Valley corridor to provide a strong identity as a regional park. It is considered that in combination with policies 22 'Design - Policy 14' , 23 'Climate Change - Policy 15' , 24 'Flood Risk Management - Policy 16' , 24 'Flood Risk Management - Policy 16' and 19 'Infrastructure - Policy 11' this will provide a strong basis for a green infrastructure. This will complement measures outside the planning system such as the Business Improvement status programme.

Justification

15.2 The Wandle Valley runs through the centre of the borough dividing the east and the west. It is part of a corridor that extends from Croydon to the mouth of the Wandle on the Thames in Wandsworth. Providing 10% of London's total employment, the Wandle Valley Corridor encompasses several town centres, Local Centres and business areas. The area has a rich industrial heritage based around the river Wandle, of which can be seen at Merton Abbey Mills where the waterwheel and some older industrial buildings are preserved to form an attractive marketplace.

15.3 The Wandle Valley has an important role to play in bringing together the initiatives that will contribute towards bridging the gap between the east and west of Merton. Wandle Valley Sub-Area overlaps the three other sub-areas of Colliers Wood, Mitcham and Morden where change is envisaged. Colliers Wood will become a thriving, attractive and coherent District Centre with an improved range of town centre uses. We will improve the overall environment of Mitcham by supporting businesses and enterprise, enhancing the public realm, and a more sustainable mix of new homes, including family housing. Morden town centre will be regenerated to provide improved quality and quantity of commercial, residential and leisure uses. Refer to Chapter 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1', Chapter 12 'Mitcham Sub-Area - Policy 2' and Chapter 13 'Morden Sub-Area - Policy 3'.

15.4 Taken as a whole, the Wandle Valley Corridor represents a strategic opportunity for the whole sub-region. The area has a rich industrial heritage at Durnsford Road, Morden Road and Willow Lane. Many businesses in the Wandle Valley are in a supply-chain relationship with the central London economy. New enterprises are emerging in the Wandle Valley including some related to the environmental technologies and creative industries. We will encourage growth of these and other sectors to help diversify the economic base and optimise the performance of industrial areas to provide higher value jobs, as supported by Chapter 20 'Economic Development - Policy 12'. The area is also a major source of important small and medium sized enterprise that provide vital services to the residents of the sub-region.

15 Wandle Valley Sub-Area - Policy 5

15.5 As explained in Chapter [Colliers Wood Sub-Area - Policy 2](#) the London Plan has identified opportunities for potential growth in the Colliers Wood and South Wimbledon Area for Intensification (Afl). Proposals in this area will have to have regard to Environment Agency advice on flood mitigation measures, while remaining viable and creating attractive and useful developments.

15.6 In line with Chapter 24 'Flood Risk Management - Policy 16', we will work with the Environment Agency, GLA, developers and landowners to explore viable and appropriate measures that contribute to minimising flood risk.

15.7 The London Plan sets out to create a new Regional Park that integrates with the regeneration of the Wandle Valley Corridor as one of the strategic priorities for South West London. Rather than a single area of open land, the park will be made up of a green grid of connected space with visual or physical links to the current or historic route of the river Wandle. Investment in the public realm can improve connections between outlying green spaces (such as Figges Marsh and Wimbledon Park) and the river Wandle.

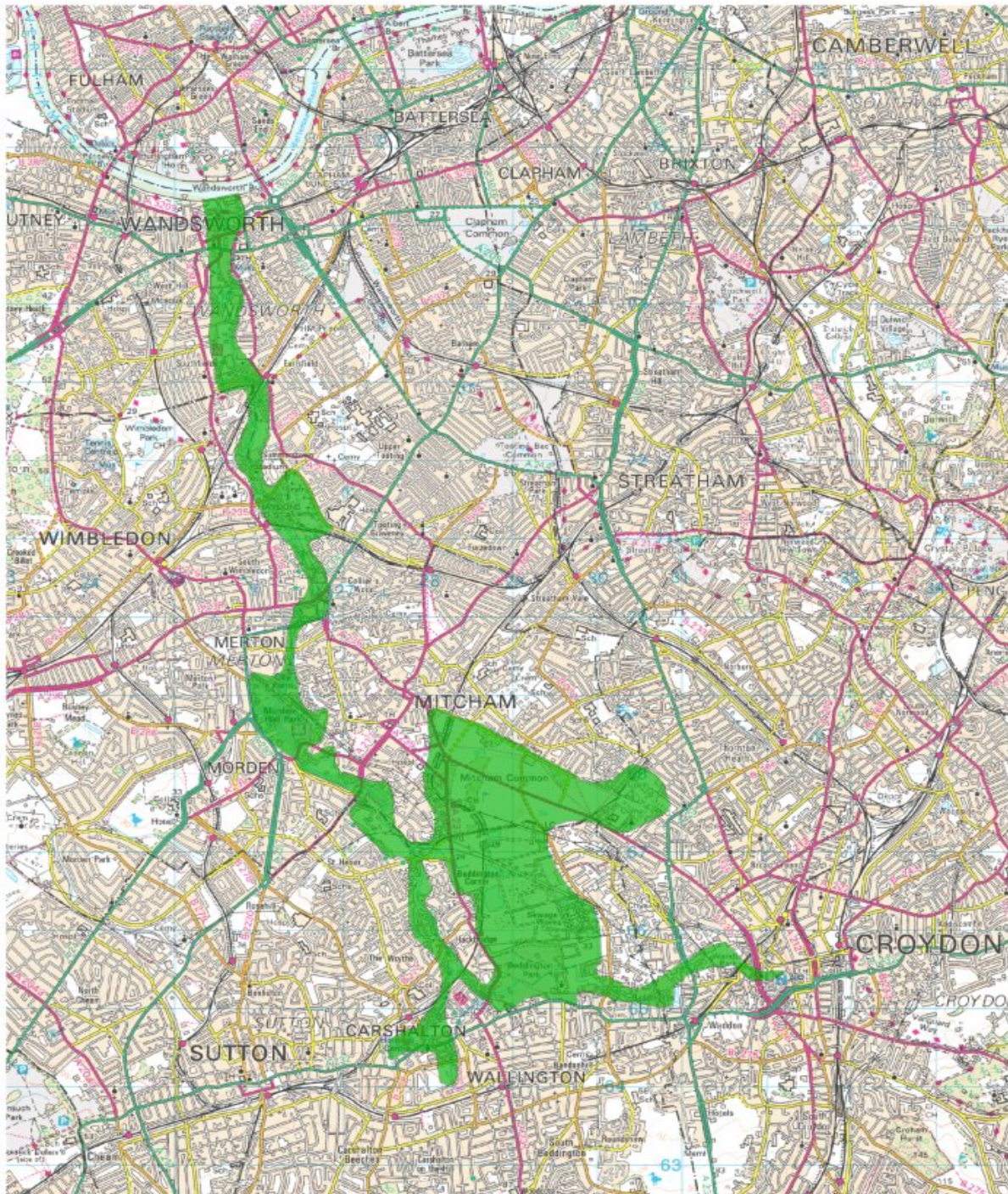
15.8 The Regional Park has the potential to improve access to a linked network of open space, including parkland, wildlife areas, riverside walks and facilities for children and young people. This will increase the quality of the environment and contribute to the identity of the valley as a place to live, work and visit.

15.9 The map below proposes indicative boundaries for the park. The final boundary will be set following recommendations of the Wandle Valley Regional Park Development Board comprising the local authorities along the Wandle. Once agreed, it will be integrated into the next revision of Merton's Proposals Map.

15.10 The Wandle Valley has the potential to be a more significant visitor attractor for the borough, as a cultural and recreational facility as well as a vital green asset to deliver a wide range of improvements, for example providing an attractive route for cyclists to encourage sustainable commuting patterns. The park also provides opportunities to address the flooding constraints identified in the Strategic Flood Risk Assessment. Merton's Community Plan recognises the importance of the natural environment and biodiversity and the opportunity to maximise the value of the river Wandle green corridor.

15.11 An integral part of the sub-area is the river Wandle which is covered by the Blue Ribbon Network in the London Plan. The green chain is important for species movement throughout south London and there are a number of protected species that are found along its length. In line with Chapter 21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13' we will protect and enhance our waterways and accessibility.

Figure 15.1 Indicative Wandle Valley Regional Park



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The map for WVRP is under revision

15 Wandle Valley Sub-Area - Policy 5

15.12 The Wandle Valley Sub-Area contains a number of Conservation Areas that represent the historical value of the area. The Wandle Valley Conservation Area contributes to Merton's rich architectural heritage and diverse built environment. It includes Merton Priory, a monastic complex first established on the site in 1117 AD and continuously rebuilt, extended and occupied until the Dissolution in 1538. The remains of the Priory are a Scheduled Ancient Monument. It also includes Merton Abbey Mills which housed a series of water based and water powered industrial works developed on the site of the Priory from the 17th century, some of which continued to operate in the 20th century.

15.13 The site now contains visible and buried remains of Merton Priory, including a purpose built Chamber housing the foundations of the Chapter House of the Priory as well as a number of objects associated with the original building. The Merton Abbey Mills site contains a wealth of visible remains including; two early industrial buildings originally associated with the fabric printing works of Edmund Littler and Liberty & Co and the site of the design workshops and works of William Morris, founder of the Arts and Crafts Movement.

15.14 Although, much of the site of Merton Priory has been redeveloped, the chamber and the surrounding area generally, provide a resource for research, education and inspiration by virtue of its historic value and connections. We are working with appropriate local partners to see if we can improve the interpretation and presentation of the remains and will engage with the local community to raise awareness of the historical significance of the site.

15.15 In accordance with Chapter 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1', and Chapter 22 'Design - Policy 14' regeneration and development proposals must play a positive role in relation to the heritage assets and respect the heritage values and close physical relationship with the Wandle Valley conservation area and in particular the Priory and Merton Abbey, as a means of enhancing local distinctiveness. Guidance on tall buildings is contained in Chapter 22 'Design - Policy 14' and in the Tall Buildings Background paper (2010).

15.16 There are a number of overhead network power cables within the Sub-Area which include 20 pylons on the Beddington - Wimbledon overhead. We will require the relocation of existing power lines, pylons and other visually intrusive servicing as part of planning agreements in relation to new developments where it is technically, practically, environmentally, and economically viable.

15.17 New transport is needed to improve access, particularly by road and public transport to industrial areas and to improve pedestrian access from existing facilities, with potential for a tram route in the future. Improvements should enhance linkages with the Wandle Corridor, to address access, environmental quality and biodiversity, employment and leisure uses. Refer to Chapter 26 'Transport - Policies 18-20'.

Key drivers

- Tall Buildings Background Paper (2010)

- Thames River Basin Management Plan (2010)
- A new plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (2009)
- Wandle Valley Regional Park: A vision for the future (2008)
- Strategic Flood Risk Assessment (2009)
- Heart of Merton Study (2008)
- The London Plan: Spatial Development Strategy for Greater London (2008)
- Wandle Valley Conservation Area Revised Draft Character Assessment (2007)
- Merton Priory Conservation Management Plan (2006)
- Merton's Community Plan 2005- 2011 (2005)
- Mayor of London: Strategic Parks Project Report (2004)
- EU WFD (2003)
- PPG17 Planning for Open Space, Sport and Recreation (2002)

Delivery and Monitoring

In relation to the town centre initiatives refer to the Delivery sections of Chapter 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1', Chapter 12 'Mitcham Sub-Area - Policy 2' and Chapter 13 'Morden Sub-Area - Policy 3'.

We are already working in partnership with a number of organisations to establish the Wandle Valley Regional Park and Implementation Plan, including Groundwork, Mitcham Common Conservators, Wandsworth, Sutton and Croydon Councils, and the Wandle Forum. Working with Sustrans, TfL and both Wandsworth and Sutton Council is key to realising the potential of the Wandle Trail not only as a leisure route but as a pedestrian and cycle commuter route to local areas of employment.

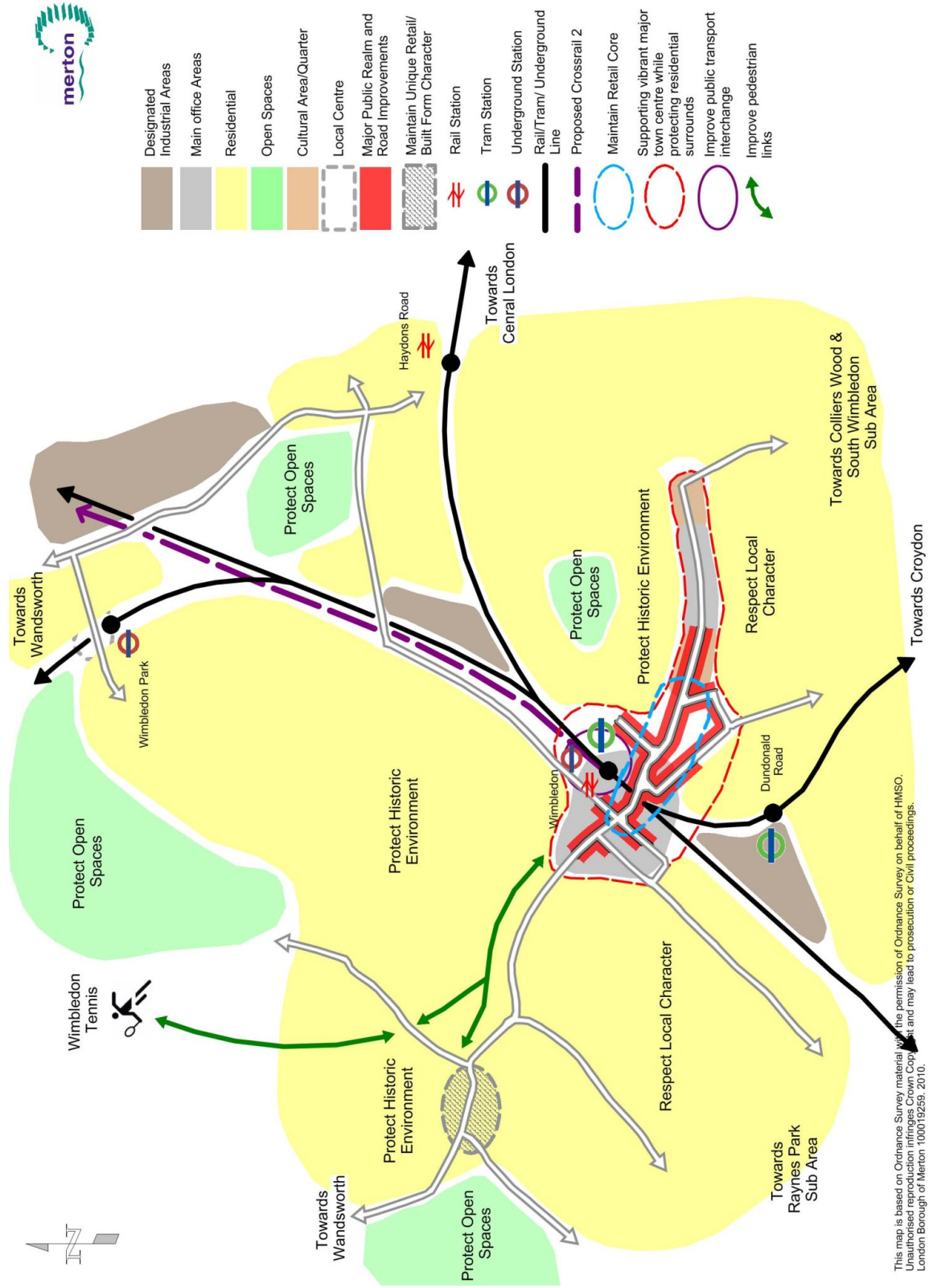
It is expected that development proposals in the Wandle Valley will be taken forward on a site-by-site basis, alongside an ongoing programme of environmental enhancements subject to funding. Strategic infrastructure needs that have already been identified for delivery in the Wandle Valley are set out in Chapter 27 'Delivery and Implementation'.

Further guidance may be relevant for any redevelopment around Plough Lane, to realise the potential of the area and where partnership working will be necessary, such as to align any development with the neighbouring industrial area in Wandsworth.

16 Wimbledon Sub-Area - Policy 6

16 Wimbledon Sub-Area - Policy 6

Figure 16.1 Wimbledon Sub Area



Strategic Objective

16.1 Strategic Objective 4: To make Merton more prosperous with strong and diverse long term economic growth.

Policy CS 6

Wimbledon Town Centre

To ensure Wimbledon continues to develop and maintain its position as a diverse Major Centre offering excellent shopping, business and cultural facilities. We will do this by:

- a. Maintaining and enhancing the retail core of the centre, especially within the Primary Shopping Area;
- b. Encouraging the provision of office development (especially major development) above the Primary Shopping Area, and elsewhere in the centre to ground level where an active street frontage is provided;
- c. Supporting the provision of community and leisure facilities, especially around the existing hub at the eastern end of The Broadway;
- d. Encouraging development that attracts visitors to the area all year round, including high quality hotels, conference facilities and cultural activities;
- e. Strengthen the position of Wimbledon as a Major Centre through the redevelopment of key sites within the centre;
- f. Promote a balanced evening economy through a mix of uses;
- g. Improving the public realm to make the centre more attractive, legible and easier to get around for both pedestrians and traffic, promoting connections between The Broadway, Victoria Crescent, Queens Road and Wimbledon Bridge;
- h. Supporting improvements to the public highway for all users, and to the public transport interchange, especially at Wimbledon Station.

Surrounding area of Wimbledon Town Centre

- i. Maintaining the unique retail and built form character of Wimbledon Village, supporting development that is commensurate to the scale and quality of the Local Centre;
- j. Supporting environmental improvements and maintaining the day-to-day shopping and other services at Arthur Road Local Centre;
- k. Conserving and enhancing the quality of neighbourhoods within the sub-area through Conservation Area character protection, and by supporting incremental development that respects the character and heritage assets within the area.

SA/SEA Implications

In order to meet the borough's need for retail, leisure and other town centre uses major development is required in Wimbledon. An appropriate balance of uses, maintaining and consolidating existing town centre uses is sought to strengthen the business and retail core of the town centre and develop complementary uses.

It is considered that in combination with policies 22 'Design - Policy 14' , 23 'Climate Change - Policy 15' , 24 'Flood Risk Management - Policy 16' , 21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13' and 19 'Infrastructure - Policy 11' this will provide a strong basis for a green infrastructure approach which can incorporate open space, an improved public realm and biodiversity.

Justification

16.2 Wimbledon town centre maintains the strongest retail and office presence within the borough, as well as a range of night-time and cultural activities including theatres, bars and restaurants. The location of the All England Tennis Championships in Wimbledon generates international recognition of the Wimbledon 'brand', and the centre maintains excellent public transport accessibility. The sub-area displays a rich historical significance with high quality neighbourhoods and open spaces including Wimbledon Common.

16.3 Our priority for Wimbledon is to maintain and build on its current vitality and viability as one of London's major town centres, improving the transport interchange, with more business and professional services and quality shops, balanced with community, leisure, arts, culture and associated facilities including tourism, achieving a noticeable uplift in the quality of the centre.

16.4 Supporting economic growth in Greater Wimbledon will generate uplift in the potential for employability and economic activity within the local population, including the eastern areas of the borough, as outlined in Merton's Economic Development Strategy (2010).

16.5 As set out in Chapter 17 'Centres - Policy 7', there is some demand for both grocery (convenience) and non-food (comparison) shopping in Wimbledon town centre.

16.6 While there is a good retail offer in Wimbledon town centre, much of it is made up of franchises and retail chains which may have an impact on the competitiveness of the centre. In accordance with Chapter 17 'Centres - Policy 7', we will encourage the provision of a range of unit sizes, including smaller units in Wimbledon town centre to promote a range of retail, including smaller local businesses that can enhance the character and local distinctiveness of the area.

16.7 We will maintain and enhance the retail core of the centre, especially within the Primary Shopping Area around the Wimbledon Station and Centre Court Shopping Centre to ensure that the centre remains competitive and meet the needs of visitors.

16.8 Wimbledon town centre accommodates the majority of major office development in the borough, presenting as an attractive location for investment in south London. There are two distinct clusters of office development around Wimbledon Bridge and Worple Road, and a developing cluster east of the station along The Broadway. There is also the strong presence of creative industries in and around Wimbledon town centre; many creative industries have unique accommodation needs which should be catered for.

16.9 We will continue to support the development of major offices in these locations, as well as in the Primary Shopping Area where an active retail frontage is provided at ground level. Outside of the Primary Shopping Area active retail frontages are encouraged, however a more flexible approach will be considered for other uses that present well to the street such as offices, community or leisure uses.

16.10 Wimbledon will have an important role in supporting London in hosting the 2012 Olympic and Paralympic Games and the opportunities from its legacy should be maximised, bearing in mind the Olympic facilities already exist. This offers the opportunity to improve the physical environment through public realm and transport improvements, as well as exploiting Wimbledon's important role in tourism in the borough through the Going for Gold Campaign launched by the Merton Chamber of Commerce and the initiatives set out in Merton's Economic Development Strategy (2010).

16.11 Despite its proximity to central London, the tennis championships and its significant leisure and cultural pursuits and associated high value "brand", Wimbledon lacks quality hotel accommodation. Quality hotel and conference space is encouraged as a means to boost the business and tourist trade in the area and attract visitors to Wimbledon all year round, as supported by Merton's Economic Development Strategy.

16.12 Night-time activity, including leisure, entertainment and cultural activities can play an important role in supporting the local economy in Wimbledon and ensuring that the centre serves a wide range of users. A cultural quarter has emerged to the eastern end of The Broadway, with several restaurants and two theatres, as distinct from the shopping area around the station. We are keen to support this.

16.13 A balanced approach is however needed to ensure that the competitive advantage that the night-time economy offers the centre is recognised, as well as ensuring that the potential negative impacts in relation to noise, disturbance and anti-social behaviour are addressed. In terms of a balanced approach we encourage a range of uses including non-alcohol related evening activity to locate in Wimbledon town centre along with pubs, bars and clubs. High quality design of premises and public spaces as well as a joined up approach with licensing and other agencies will also address the negative impacts.

16 Wimbledon Sub-Area - Policy 6

16.14 Wimbledon has the highest level of public transport accessibility in the borough and this makes the centre a sustainable location for major development, potentially tall buildings in accordance with Chapter 22 'Design - Policy 14'. Wimbledon town centre includes clusters of existing buildings which are substantially taller than the surrounding residential area. New tall buildings should contribute to these clusters to create a consistent scale of development based on a range of similar but not uniform building heights. These should be determined by reference to extant building heights and townscape characteristics. Regard will need to be given to the Conservation Areas and the setting of Listed Buildings within and adjoining the centre where an individual design approach will be required to ensure that large scale development conserves and enhances the historic character of these areas. Other locations that may be sensitive to tall buildings include those areas near to the edge of the town centre boundary due to the close proximity of low scale high quality residential development, and those locations where tall buildings may impact on the Wimbledon Hill ridgeline, including long range views into the borough from Richmond Park. Further guidance on tall buildings is contained in the Tall Buildings Background Paper (2010).

16.15 The future priority is to ensure the successful implementation of key development sites within the town centre in order to deliver new retail, leisure and entertainment facilities. The main priorities previously identified were Wimbledon Station Precinct, the Broadway Extension and the site adjacent to Wimbledon Theatre. Development of these sites would generally be mixed use with active frontages at street level and business space with possibly some residential on higher floors. In accordance with Chapter 23 'Climate Change - Policy 15' and Chapter 17 'Centres - Policy 7', all major developments will be expected to explore the possibility of establishing a District Heat and Power Network where viable.

16.16 As set out in Chapter 18 'Housing - Policies 8-10', Wimbledon Sub-Area is projected to accommodate a range of between 500 and 600 new homes throughout the plan period. This provision will be made up of some town centre redevelopment sites and incremental residential development within surrounding neighbourhoods of existing brownfield sites through redevelopment.

16.17 Wimbledon has excellent rail, tram and underground connections to central London and south towards Croydon, providing the largest variety and most frequent public transport options in the borough. A significant proportion of its residents work in central London, which contributes to the commuting nature of much of its population. We support the proposed Crossrail 2 line connecting south west London at Wimbledon and Clapham Junction to north east London through Hackney as a long-term aspiration, as outlined in the draft London Plan (2009).

16.18 Heavy traffic flowing through the centre adds to the street clutter in creating severance between the activities on either side of the street. Pedestrian access and movement is restricted by the busy roads and poor urban design. In accordance with Chapter 26 'Transport - Policies 18-20', we will support improvements to the public realm to make the centre more attractive, legible and easier to get around for both pedestrians and traffic. We are exploring options for modifying the current gyratory traffic system through the centre which will help achieve this.

16.19 The quality of the public realm in some areas of the centre is very poor, suffering from a range of street clutter and basic quality paving that does not match the status of Wimbledon. The town centre is also particularly lacking in quality and quantity of open space. Merton's Public Realm Strategy sets out major public realm improvement and de-cluttering that is a proactive approach to take forward future development to enhance Wimbledon town centre. Beyond the implementation of these initiatives, the Wimbledon Town Centre Officer Project Group will explore further options for public realm and transport improvements in the centre.

16.20 Wimbledon Village is a long linear Local Centre, not served by rail but close to Wimbledon town centre's rail stations. It is a unique and attractive environment, with high quality physical fabric and landscaping, protected by Conservation Area designations. Unlike other Local Centres, it has few grocery stores but several high end comparison retailers, cafés and restaurants.

16.21 The approach for Wimbledon Village is to maintain the uniqueness of the centre by supporting development that is commensurate to the scale and quality of the Local Centre. Although, Wimbledon Village displays its own unique retail character, Wimbledon town centre is to remain the hub of retail activity in this area.

16.22 Arthur Road is a smaller, more compact Local Centre than Wimbledon Village, serviced by Wimbledon Park tube station on the District Line. It provides grocery and other facilities that cater for the day-to-day needs of local residents. We will continue to support environmental improvements and the convenience nature of the centre.

16.23 The attractive terraces immediately surrounding Wimbledon town centre, some of which are within Conservation Areas, will be protected for residential amenity by focusing town centre activity within its boundaries, and by partnership working on public protection measures including community safety and public realm improvements. New development within the centre should have regard to the scale of existing development adjoining the centre.

16.24 The high quality residential areas to the north and west of the town centre will continue to be conserved and enhanced by enforcing conservation area designations, and ensuring that new development responds to the scale, historic value and distinctive character of these neighbourhoods.

Key drivers

- Tall Buildings Background Paper (2010)
- Merton Economic Development Strategy (2010)
- PPS4: Planning for Sustainable Economic Growth (2009)
- GLA London Town Centre Health Check Analysis Report (2009)
- Merton Public Realm Strategy (2009)
- The London Plan Spatial Development Strategy for Greater London Consultation draft replacement plan (Oct 2009)

- GLA Consumer Expenditure and Comparison Goods Retail Floorspace Need in London (2009)
- A new Plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (April 2009)
- The London Plan: Spatial Development Strategy for Greater London (2008)
- Merton Town Centre Study (2005) update 2008
- Competitiveness Study for Wimbledon (2007)
- Conservation Area Character Assessments (various)

Delivery and Monitoring

The Wimbledon Town Centre Officer Project Group and Wimbledon Town Centre Member/Officer Steering Group have been set up to undertake an assessment of the potential of Wimbledon town centre to support new development and an identification of the potential for public realm and transport improvements. The Officer Project Group meets on a quarterly basis. The group is undertaking research to provide a co-ordinated framework to guide proposals, investment and areas for improvement, and secure partnership working including with Merton Chamber of Commerce, Network Rail, Transport for London, landowners and developers.

Within Greater Wimbledon, Merton's Economic Development Strategy (2010) will support and promote growth in key sectors including creative, culture, leisure and tourism, retail and personal services and business and professional services. In particular this will focus on promotion of the Wimbledon 'brand' increasing visitors to the borough by securing the development of new cultural assets, luxury hotel facilities and increasing the capacity of the station. Improved inward investment processes and developer relations will be created to ensure the Greater Wimbledon brand is communicated effectively to the right organisations. A number of detailed interventions are outlined in the Economic Development Strategy that provide guidance to delivery partners and outline how the strategy will evolve in the future.

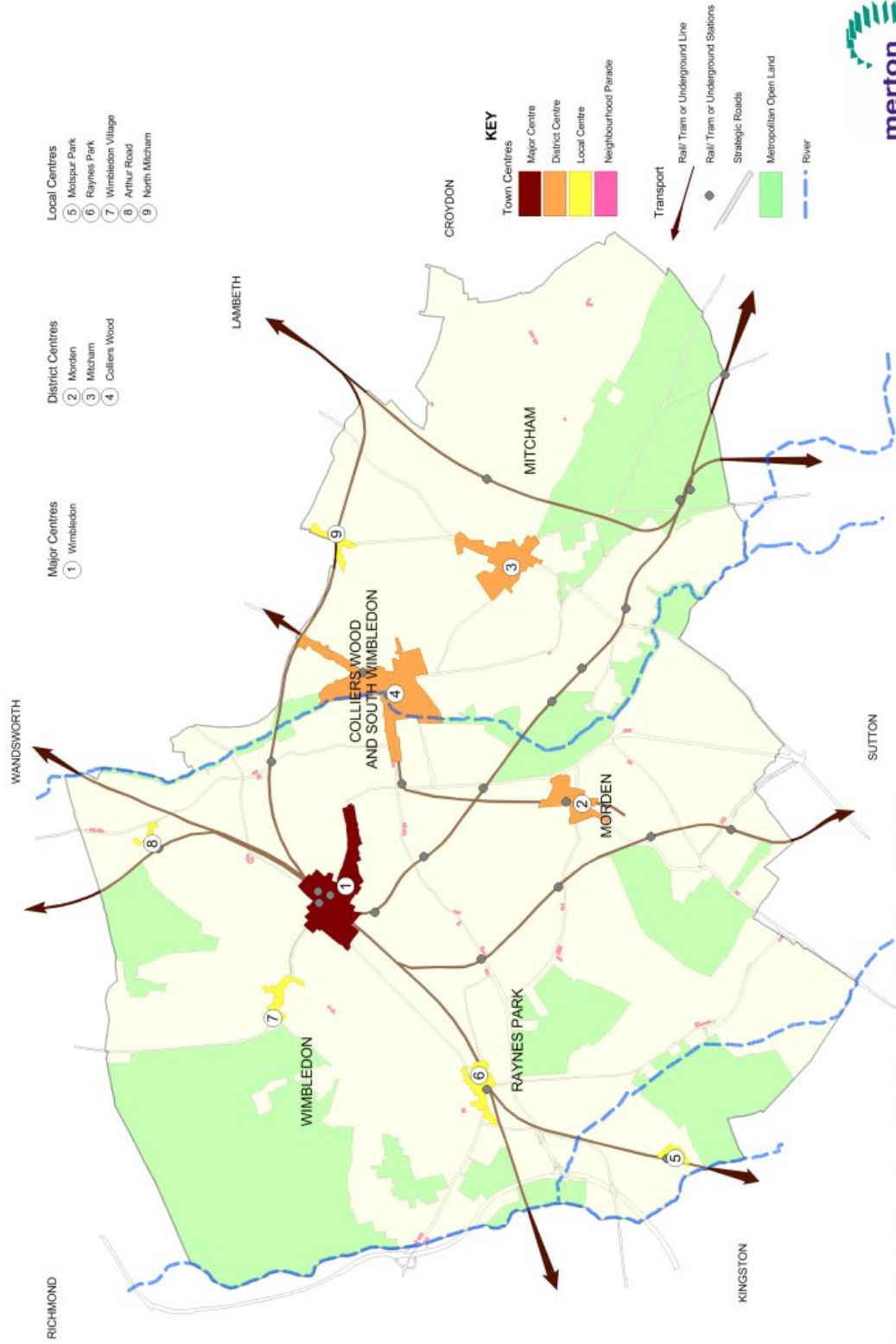
Enhancing Wimbledon as a Major Centre will be delivered through planning application process by supporting proposals for town centre type uses, such as for major office, retail, residential, cultural, leisure, community or high quality hotel uses, and for the redevelopment of key sites. Similarly, maintaining the unique retail and built form character of Wimbledon Village and the day-to-day shopping and other services at Arthur Road Local Centre will be delivered through the planning application process. The Development Management DPD will outline borough wide policies to support this.

Strategic infrastructure needs that have already been identified for delivery in Wimbledon are set out in Chapter 27 'Delivery and Implementation'. The council is also keen to ensure joint working with Wimbledon and Putney Common Conservators.

We are working with partners including licensing, community safety and planning to regulate the night time economy in Wimbledon town centre, which includes the use of the Cumulative Impact Zone.

In accordance with Chapter 22 'Design - Policy 14', we will continue to prepare Character Assessment and Management Plans for Conservation Areas within the Sub-Area to maintain and enhance the quality of neighbourhoods.

Figure 17.1 Centres in Merton



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Strategic Objective

17.1 Strategic Objective 4: To make Merton more prosperous with strong, and diverse long term economic growth.

Policy CS 7

Centres

Merton's hierarchy of centres is established on the following basis:

Table 17.1

LDF Designation	Town Centres in Merton
Major Centre: providing a range of facilities serving a wide catchment area: shopping especially clothes, electronics and other comparison goods, businesses and employment, arts, culture, leisure and tourism.	<ul style="list-style-type: none"> Wimbledon
District Centre: providing shopping and services for the local neighbourhoods, mainly for weekly convenience shopping. Hub for local businesses.	<ul style="list-style-type: none"> Mitcham Morden Colliers Wood (following re-designation)
Local Centre: shops and services for day-to-day needs, limited office-based and other small and medium business activities.	<ul style="list-style-type: none"> Arthur Road Motspur Park North Mitcham Raynes Park Wimbledon Village

We will support new development in these centres and neighbourhood parades commensurate with their scale and function and where it respects or improves the character and local environment of the area.

A mix of appropriate uses will be encouraged to locate in the centres, including shopping, restaurants, leisure, recreation, entertainment, cultural, community, offices and other uses which contribute to the vitality and viability of centres, in accordance with the sub-area policies set out in the Core Strategy.

We will protect and support the development of suitable tourist attractions, accommodation and facilities in accessible locations where they are not detrimental to the character and amenity of the area.

We will seek to maintain Wimbledon's role as one of London's Major Centres and for Mitcham and Morden the priority will be for the regeneration of the town centres.

We will work with the Mayor of London to designate Colliers Wood as a District Centre, encourage a wider range of town centre uses other than retailing, address flooding issues and improve the public realm.

Outside town or Local Centres, development of new 'town centre type uses' is discouraged. Planning permission for the development of new 'town centre type uses' will only be granted if it can be demonstrated that:

- a. the sequential approach as advocated by government guidance has been appropriately applied; and,
- b. there is not a significant adverse impact on the vitality and viability of any nearby centre.

SA/SEA Implications

Maintaining and improving centres brings largely positive social and economic benefits, improving the environment, levels of provision and employment opportunities, which reduce the need to travel further afield. This should outweigh negative impacts on waste and carbon emissions.

Justification

Table 17.2 Summary of town centre aims

	Wimbledon town centre	Colliers Wood, Mitcham, Morden District Centres	Local Centres, Arthur Road, Motspur Park, North Mitcham, Raynes Park, Wimbledon Village
Business and employment	Commercial focus of the borough - support high quality offices, especially major development.	Improve the quality of office development appropriate to District Centre scale.	Maintain business premises appropriate to Local Centre scale, especially small and medium offices and other business activities.
Retail	<p>Strengthening range and quality of shopping to serve a wider catchment area, especially for comparison goods. Support a mix of unit sizes, including smaller units.</p> <p>We expect at least 80% of predicted comparison retail growth in the borough to be provided in Wimbledon town centre.</p>	<p><u>Colliers Wood</u></p> <p>Support a mix of unit sizes, particularly smaller units, to facilitate a greater range of town centre uses.</p> <p>We expect 7% of predicted comparison retail growth in the borough to be provided in Colliers Wood town centre.</p> <p><u>Mitcham and Morden</u></p> <p>Improve the quality and quantity of shopping for surrounding neighbourhoods, including weekly convenience shopping.</p> <p>We expect 8% (4% in Mitcham and 4% in Morden) of predicted comparison retail growth in the borough to be provided in these District town centres.</p>	<p>Shops and services providing for day-to-day needs.</p> <p><u>Wimbledon Village</u></p> <p>Encourage retail commensurate with the scale and function of the unique Local Centre.</p> <p><u>Local Centres</u></p> <p>We expect 5% of predicted comparison retail growth in the borough to be provided in the Local Centres.</p>
Residential	Some residential development where densities are commensurate with its excellent public transport access.	<p><u>Colliers Wood</u></p> <p>Some housing potential while having regard to environmental factors, particularly flood risk.</p> <p><u>Mitcham</u></p>	Limited residential development appropriate to Local Centre scale, respecting or enhancing local character.

17 Centres - Policy 7

	Wimbledon town centre	Colliers Wood, Mitcham, Morden District Centres	Local Centres, Arthur Road, Motspur Park, North Mitcham, Raynes Park, Wimbledon Village
		<p>New housing commensurate with the regeneration aims for the town centre.</p> <p><u>Morden</u></p> <p>Accommodate a high proportion of housing growth.</p>	
Design	<p>Improve the public realm to make the centre more attractive, legible and easier to get around for both pedestrians and traffic, promoting connections between the Broadway, Victoria Crescent, Queens Road and Wimbledon Bridge, recognising the centre's village origins where appropriate.</p> <p>Consider tall buildings where they are compatible with existing setting and wider context.</p>	<p><u>Colliers Wood</u></p> <p>Requiring development to help focus the town centre and create coherent spaces of high quality design.</p> <p>Reduce flood risk through viable, attractive mitigation measures.</p> <p>Consider tall buildings where they are compatible with existing setting and wider context.</p> <p><u>Mitcham</u></p> <p>Support high quality design and public realm improvements, recognising the centre's village origins where appropriate.</p> <p><u>Morden</u></p> <p>Support high quality design and public realm improvements.</p> <p>Consider tall buildings where they are compatible with existing setting and wider context.</p>	<p>Support high quality design and public realm improvements to make a positive impact on local character.</p>

	Wimbledon town centre	Colliers Wood, Mitcham, Morden District Centres	Local Centres, Arthur Road, Motspur Park, North Mitcham, Raynes Park, Wimbledon Village
Arts, culture and the evening economy	Support provision of community and cultural facilities, especially around the existing hub at the eastern end of The Broadway. Promote a balanced, safe, attractive evening economy through a mix of uses.	Encourage provision appropriate to the role and function of the centre.	Encourage facilities where they serve surrounding neighbourhoods and do not interfere with residential amenity.
Other uses that can be found in town centres , for example, Restaurants, cafés, take-aways, estate agents, gyms, healthcare facilities, banks, building societies, community and social infrastructure, places of worship, meeting halls, social clubs etc.	<p>Encourage a mix and range of uses that contributes to Wimbledon's position as an attractive Major Centre.</p> <p>Support provision of community and cultural facilities, especially around the existing hub at the eastern end of the Broadway. Non-retail generally will be encouraged away from Wimbledon's primary shopping frontage.</p> <p>Encourage co-location of facilities where appropriate.</p>	<p>Provide opportunities for people to make more use of their District Centres and reduce the need to travel by encouraging a range of uses appropriate to the role and function of the District Centre.</p> <p>Encourage co-location of facilities to create viable use of spaces and provision that meets the needs of the community and remains appropriate in a District Centre setting.</p> <p><u>Colliers Wood</u></p> <p>Encourage an improved range of town centre uses to complement the existing retail floorspace.</p>	<p>Provide opportunities for people to make more use of their Local Centres and reduce the need to travel by encouraging a range of uses appropriate to the role and function of the centre.</p> <p>Encourage co-location of facilities to create viable effective use of spaces and provision that meets the needs of the local community and remains appropriate in a Local Centre setting.</p>
Tourism and visitors	Encourage developments that attract visitors to the area all year round, including high quality hotels, conference centres and cultural activities.	Develop suitable tourist attractions and accommodation in accessible locations where they complement or enhance local character.	Small scale provision may be appropriate.

17 Centres - Policy 7

	Wimbledon town centre	Colliers Wood, Mitcham, Morden District Centres	Local Centres, Arthur Road, Motspur Park, North Mitcham, Raynes Park, Wimbledon Village
Transport and public realm	<p>Improve the quality of the interchange around Wimbledon Station.</p> <p>Develop a public realm that attracts pedestrians to the area while ensuring the smooth flow of traffic.</p>	<p><u>Colliers Wood</u></p> <p>Improve the public realm to make the town centre more focused and easier to get around, especially for pedestrians.</p> <p><u>Mitcham</u></p> <p>Redesign the road network to address the over-congestion and fragmentation of the area.</p> <p>Make the town centre easier to get around for pedestrians and traffic and to maximise the value of public transport to the area.</p> <p><u>Morden</u></p> <p>Reconfigure the road network to enable the reconnection of the town centre, together with investment in the tube and bus networks.</p>	<p>Support a range of modes of transport that complement local character.</p> <p>Improving the public realm to address divisions in communities created by the transport networks.</p>

17.2 The London Plan sets out the Strategic Town Centre Network in Merton with Wimbledon as the Major Centre and Morden and Mitcham as the District Centres.

17.3 As detailed in Chapter 16 'Wimbledon Sub-Area - Policy 6', the priority for Wimbledon town centre is to emphasise its position as one of London's Major town centres, by improving the transport interchange, supporting the provision of more office jobs and quality shops, balanced with community, leisure, arts, culture and associated facilities.

17.4 In order to ensure that Wimbledon will capitalise on its status as a Major Centre in the London Plan's retail hierarchy and as the principle shopping designation in Merton, the town centre will need to maintain and increase its competitiveness by decreasing the leakage of comparison expenditure to central London, other town centres in neighbouring boroughs and Colliers Wood.

17.5 In accordance with Merton's Economic Development Strategy, this will be achieved by increasing the range and quality of the existing town centre's retail offer and capitalising on the Wimbledon 'brand' therefore attracting more people to Wimbledon. Merton's retail supporting documents indicates that the majority of predicted additional growth of comparison retail floorspace for the borough should be provided in Wimbledon town centre.

17.6 The priority for Mitcham (Chapter 12 'Mitcham Sub-Area - Policy 2') and Morden (Chapter 13 'Morden Sub-Area - Policy 3') is for regeneration. Although it is intended that both Mitcham and Morden Sub-Areas accommodate a significant increase in new homes throughout the duration of this plan period, we intend to maintain and increase the range and quality of services and facilities to meet the everyday needs of the local population. Therefore we expect 8% of predicted additional growth of comparison retail floorspace for the borough to be provided in these District Centres.

17.7 Our aspiration for Colliers Wood, due to the size and scale of the existing convenience and comparison retail offer and the large proportion of multiple retailers it attracts, is to bring the centre into the retail hierarchy by recognising Colliers Wood as a District Centre. This will support its development from an out-of-centre retail park to a coherent, well designed town centre with a broader range of uses, as set out in Chapter 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1'. We will work with the GLA to designate Colliers Wood as a District Centre in the emerging London Plan.

17.8 Colliers Wood competes directly with Wimbledon town centre by attracting many high street and multiple retailers. By designating Colliers Wood as a District Centre, it is not the council's intention to increase the quantity of retail offer but to consolidate and complement the existing retail offer with the provision of banks, building societies and other professional services, restaurants and community uses that the centre currently does not provide. 7% of predicted additional growth of comparison retail floorspace for the borough, is expected to be provided in Colliers Wood town centre.

17 Centres - Policy 7

17.9 In accordance with the sub-area policies, the Local Centres at Arthur Road, Motspur Park, North Mitcham and Raynes Park, and Neighbourhood Parades will continue to function as attractive, thriving and accessible to local residents and workers to help meet day-to-day needs. Local Centres should serve small catchment areas, focused on serving local communities. It is recognised that small scale infill development is likely to be appropriate within Local Centres, where it provides local services and enhances the areas character.

17.10 Wimbledon Village, unlike the other Local Centres in the borough, has few grocery stores but several high end comparison retailers, cafés and restaurants which is set amongst historic buildings, Conservation Areas and Wimbledon Common. The priority for Wimbledon Village is to maintain the uniqueness of the centre by supporting development that is commensurate to the scale and quality of the Local Centre, while not increasing competition with Wimbledon town centre.

17.11 The council expects 5% of the overall predicted comparison retail floorspace in Merton, as set out in the borough's retail supporting documents, to be provided in the Local Centres.

17.12 Although supporting research shows a relatively low level of additional growth for convenience floorspace in the borough, there is currently an adequate choice and quantum of convenience retail goods already provided in the Major, District and Local Centres as well as Neighbourhood Parades to meet the everyday needs of residents. We expect at least 95% of predicted growth in convenience retail floorspace to be provided in Merton's Major, District and Local Centres and the remaining 5% of predicted growth in convenience retail floorspace to be provided in Neighbourhood Parades located throughout the borough.

17.13 All proposals for 'town centre type uses' should be in accordance with PPS4, the London Plan and other relevant national, regional and local guidance as well as design requirements as set out in Chapter 22 'Design - Policy 14'. 'Town centre type uses' include retail development, leisure and entertainment facilities, office, arts, culture and tourism development. The full definition of 'town centre type uses' is detailed in PPS4. The town centre boundaries for the Major, District and Local Centres and Neighbourhood Parades are in accordance with the adopted Proposal Map.

17.14 Proposals for retail developments outside existing town and local centres will be resisted. Impact Assessments as detailed in PPS4 may be required for any retail proposals outside of town and Local Centres where the relevant floor area (as defined in the Sunday Trading Act 1994 as amended) would exceed 280 sqm, or any proposal considered by the council that would have a significant impact on existing centres in the borough. This threshold is based on the definition of a "large shop" in the Sunday Trading Act which regulates the Sunday trading hours of large shops. The act defines a 'large shop' as "a shop, which has a net floor area exceeding 280 square metres". (The definition of net floor area is detailed in Chapter 32: Glossary of Terms. This measure is necessary as Merton is a small borough and mostly all town and local centres as well as neighbourhood parades are within walking distance of all residential areas in the borough. By implementing this threshold, upon which impact assessments may be required, will ensure that future proposals for retail that meets everyday

needs of residents (not weekly shopping needs) will be located within walking distance of all residents. By setting this threshold will help to protect the vitality and viability of the existing town and Local Centres in the borough.

17.15 In circumstances, where the council considers that an independent assessment of the submitted sequential test and impact test is required, the cost should be met by the applicant.

17.16 Merton's role in the 2012 Olympics will be a unique opportunity to attract visitors to the borough. Merton is also home to a wide range of popular attractions, leisure and recreation; including our commons and parks, tennis, football and cricket, the Wandle Trail, Merton Priory, historic environments, buildings and parks, theatres and entertainment, and a variety of places of worship. Tourism helps benefit the local economy through direct employment and by supporting associated facilities such as restaurants and cafés as well as visitor accommodation.

17.17 Suitable, accessible, high quality accommodation will help encourage business and tourist visitors to stay longer or more frequently in Merton. New hotels will be directed to parts of the borough that are very accessible by public transport such as town centres to minimise traffic congestion, benefit from and help support surrounding restaurants, shops, cafés and theatres. In developing new attractions or facilities for visitors, adverse effects on residents, traffic, the character and amenity of the area must be minimised as far as possible. Consideration will also be given to potential harm caused by the cumulative impact of a number of similar facilities. Existing tourist facilities will be protected.

Key drivers

- "A New Future: An Economic Prospectus for Merton" - LB Merton Economic Development Strategy (2010)
- Merton's Economic and Employment Land Study (2010)
- PPS4: Planning for Sustainable Economic Growth (2009)
- Planning for Town Centres: Practice guidance on need, impact and the sequential approach (2009)
- A new plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (2009)
- London-wide Town Centre Health Checks (2009)
- Mayor of London Consumer Expenditure and Comparison Goods Retail Floorspace Need in London (2009)
- Mayor of London Office Policy Review (2009)
- The London Plan: Spatial Development Strategy for Greater London (2008)
- Volterra Economic Assessment (2008)
- Merton's Town Centre Study (2005 and 2008 Update)
- Mayor of London Managing the Night Time Economy Best Practice Guidance (2007)
- The Wimbledon Competitiveness Study (2007)

Delivery and Monitoring

Protecting the viability and vitality of town centres (including Major, District and Local Centres and Neighbourhood Parades) will be achieved through the planning process by supporting planning applications for 'town centre type uses' that are commensurate with the scale and function of the centres and resisting against inappropriate out-of-centre development. Policies in the Development Management Policies DPD will support Merton's centres hierarchy, along with supporting Supplementary Planning Documents (SPD's). A review of the A3 (Food and Drink) Use Supplementary Planning Guidance (1999) may be required.

The evidence base will need to be regularly revisited and the longer term growth projections between 2016 and 2021 will be monitored and updated as necessary. More detailed indicators and targets for particular centres where significant change is anticipated are set out in the Core Strategy policies in the sub-area chapters.

The council has supported the development of a Town Centre Management programme over the years for Wimbledon, Morden, Mitcham and Colliers Wood. The council is committed to continuing town centre management in Wimbledon managed by the Chamber of Commerce and supported by local businesses. In the town centre of Mitcham, Morden, Colliers Wood and Raynes Park the council will be undertaking a public procurement process to identify a delivery agent for the service.

There are established Town Centre Partnerships (including the police, transport providers, local businesses) in all the main town centres and the council will support their work to improve these centres. Town centre regeneration also forms part of a wider regeneration strategy to target key areas of change within the borough, which will ensure a joined up approach to areas such as crime reduction and licensing. Contributions will be sought towards measures to improve centres where required from new development, in accordance with Chapter Table 27.2 'Infrastructure projects (accurate as of 27 October 2010)'. This partnership approach will apply to investing in improvements to town and Local Centres and Neighbourhood Parades.

Further specific proposed economic interventions being considered by the council are set out in Merton's Economic Development Strategy.

18 Housing - Policies 8-10

Housing Choice



Strategic Objective

18.1 Strategic Objective 3: To provide new homes and infrastructure within Merton's town centres and residential areas, through physical regeneration and effective use of space.

Policy CS 8

Housing Choice

We will:

- a. Require proposals for new homes including new build schemes and redevelopment proposals to be well designed and located to create socially mixed and sustainable neighbourhoods.
- b. Seek the provision of a mix of housing types sizes and tenures at a local level to meet the needs of all sectors of the community. This includes the provision of family sized and smaller housing units and provision for those unable to compete financially in the housing market sector and those with special needs. All new housing will be built to lifetime home standards and 10% of new housing will be wheelchair accessible or easily adaptable for residents who are wheelchair users.
- c. Aim for the borough-wide affordable housing target of 40% which is equivalent to the numerical target of 1,920 affordable homes in Merton for the period 2011- 2026.
- d. We will expect the following level of affordable housing units to be provided on individual sites:

Table 18.1 Affordable housing requirements for Merton

Threshold	Affordable Housing Target (Units)	Affordable Housing Tenure Split	Provision Requirement
10 units or more	40%	60% Social Rented and 40% Intermediate	On-Site: Only in exceptional circumstances will the council consider the provision of affordable housing off-site or financial contributions in lieu of provision on-site and this must be justified.
1-9 units	20%	60% Social Rented and 40% Intermediate	Provision of an affordable housing equivalent to that provided on-site as a financial contribution.

- e. In seeking affordable housing provision we will have regard to site characteristics such as site size, site suitability and economics of provision such as financial viability issues and other planning contributions.

SA/SEA Implications

The SA recognised this policy as having the biggest positive effect on issues of equality as it will provide for those who have difficulty affording housing provision and have a positive impact in terms of social inclusion, health and well being. Chapter 22 'Design - Policy 14' and Chapter 23 'Climate Change - Policy 15' will provide the basis for ensuring high quality design that does not adversely affect heritage and addresses climate change and fuel poverty.

Justification

18.2 We are seeking to reduce inequalities, create socially mixed communities with greater choice and better mix in size, type and location of housing to represent the needs of the whole of Merton's community. The Local Development Framework will assist in supporting Merton's Housing Strategy in this aim. Design requirements for residential development, including minimum space standards, are set out in Chapter 22 'Design - Policy 14'.

18.3 National and regional guidance indicates that being able to access decent affordable accommodation is a major factor in improving quality of life. Accommodation standards and affordability have a strong influence on other issues which contribute to quality of life, including health, crime, education and skills.

18.4 There are marked differences in quality of life between different communities within Merton. Neighbourhoods within Abbey, Colliers Wood, Cricket Green, Figges Marsh, Lavender Fields, Pollards Hill and St Helier wards have long-standing issues of multiple deprivation and socio-economic exclusion. The vision for Merton's Neighbourhood Renewal Strategy, which is integrated with the Community Plan, is to reduce the inequalities between these neighbourhoods and the rest of the borough.

18.5 The affordable housing targets strike an appropriate balance between housing needs levels and the opposing tension of scheme viability and are supported by Merton's Affordable Housing Viability Study (2010). The study explores the viability impacts from a range of policy options relating to seeking various levels of affordable housing obligations from new development. The study process takes into account property type, market value levels, tenure mix, wider planning obligations and associated characteristics of residential development. The study supports a sliding scale approach and these targets are considered as suitable starting points for the provision of affordable housing on individual sites.

18.6 Merton's 2010 Strategic Housing Market Assessment Study (Merton SHMA) which is in progress has identified that there is a need for more homes of all types and sizes throughout Merton. The Study identified that nearly 50% of future housing delivery should take the form of 3 bedroom units and 47% either 1 or 2 bedroom units (*net change in required housing size mix by number of bedroom units for 2007-2021*). Assessment of historical provision to date in the borough indicates a disproportionately greater delivery of smaller housing units compared to the larger housing units with 84% of dwellings in the borough between 2004 and 2009 consisting of 1 or 2 bedroom units. Chapter 22 'Design - Policy 14' encourages well designed housing and sets out requirements concerning conversion of existing dwellings and the contribution they can make to ensuring a mix of housing sizes particularly the provision of family units.

Housing Need

18.7 It is recognised that housing need will fluctuate over the lifetime of the plan with demographic and economic changes and as more homes are built to cater for the sections of the population formerly in need.

18.8 While we seek to meet identified housing need where possible, this will not be at the expense of achieving a mix of different dwelling sizes, types and tenures within neighbourhoods. Schemes will be encouraged where they contribute to improving the mix of housing type or tenure to facilitate mixed communities.

18 Housing - Policies 8-10

18.9 The planning system helps to deliver affordable homes through application of an affordable housing target. However, the majority of affordable homes built in Merton have been delivered through other corporate strategies e.g. the Housing Strategy. It is also important to note that delivery of new homes largely depends on landowners, Registered Social Landlords (RSL's) and property developers completing the schemes for which they have planning permission. Contributions from other agencies, for example, the Homes and Communities Agency (HCA) may assist in the delivery of schemes.

18.10 A large number of Merton's affordable housing provision has come from schemes built by RSL's. 100% RSL's affordable housing schemes accounted for 64% of all affordable housing built in Merton in 2007/08. Merton's SHMA has identified a need for both social rented and intermediate affordable housing.

18.11 Merton's Annual Monitoring Report 2008/09 indicates that the level of affordable housing provision in Merton has fluctuated over the period 2001- 2009, as Merton Affordable Housing Provision 2001- 2009 table demonstrates.

Table 18.2 Merton's Affordable Housing Provision 2001- 2009

Year	Affordable Housing provision
2008/09	34%
2007/08	23%
2006/07	36%
2005/06	16%
2004/05	17%
2003/04	40%
2002/03	23%
2001/02	13%

18.12 Merton's Housing Strategy 2008-2011 indicates that 429 new affordable homes, of which 93 were shared ownership, were developed between 2004-2007. This exceeded the target of 400 affordable homes for rent and shared ownership set for this period.

18.13 Whilst it is acknowledged that the current economic uncertainty will have an impact on the level of affordable housing delivery over the next few years, the Core Strategy has to look forward over a 15 year duration. The borough-wide affordable housing target is 40%, which is equivalent to the numerical target of 1,920 affordable homes in Merton for the period

2011-2026. The numerical target is derived by calculating 40% of the draft London Plan 2009 strategic housing target for Merton (320 homes per annum) rolled forward to cover the 15 year plan period.

18.14 The requirement for schemes below 10 units to also contribute to the provision of affordable housing in the borough reflects the fact that the majority of housing delivery in the borough both historically and proposed future provision in Merton is sourced from smaller sites and the need to maximise the opportunities this source can contribute to affordable housing provision.

18.15 Merton's SHMA indicates that that demand for affordable housing significantly outstrips supply. It is appropriate in this context to aim to seek provision from a wide range of sites, rather than a narrower band of sites.

18.16 Merton's Affordable Housing Viability Study assessed a range of different affordable housing target requirements on schemes of 1-9 units and their impacts on viability. The Study supports the introduction of an affordable housing requirement concerning schemes below 10 units as being viable. For sites below 1-9 units, what is meant by an affordable housing equivalent to that provided on site includes the costs of land, building and servicing. This approach and the formula to assist with calculations is set out in Merton's Affordable Housing Viability Study (2010).

18.17 We will seek to achieve the affordable housing target over the life span of the strategy, having regard to viability on a site-by-site basis. This will take into account a number of key delivery initiatives and agencies involved in enabling a continuous delivery during the current economic uncertainty and over the plan period. In addition, to accepting commuted sums from schemes below 10 units, we may also consider accepting commuted payments to redress imbalances in the provision of affordable housing to achieve socially mixed and sustainable communities.

18.18 Government initiatives could help to enable delivery of affordable housing in Merton. For the period 2008/9–2010/11 the HCA have allocated funding of £37,904,555m for 426 affordable housing units in Merton.

18.19 Alongside government initiatives, Merton's Rent Deposit Scheme has resulted in 400 private sector homes being accessed by households in housing need between January 2003 and March 2008. It is envisaged that the Mayor's initiative to extend the definition of affordable housing from that set out in PPS3 will also contribute to increasing the delivery of affordable housing in Merton by increasing the sources for this delivery.

18.20 Where a developer contests that it would not be appropriate to provide affordable housing on-site or wishes to deviate from the affordable housing requirements set out in the policy, the onus would lie with the developer to demonstrate the maximum amount of affordable housing that could be achieved on the site viably, through the submission of a residual land value viability assessment. Where it is deemed appropriate, the council will subject proposals and applicants submitted residual land value viability assessment(s) to independent examination.

18 Housing - Policies 8-10

Through an open book approach, applicants will be required to submit all the inputs and assumptions used to assess the viability of the proposed scheme. We also require an electronic copy of the submitted viability appraisal. Viability models that we will use to assess submitted residual land value viability assessments include, for example, the GLA Affordable Housing Development Toolkit as well as other commercial industrial recognised viability toolkits. We may seek payments from applicants for the cost of independent viability assessment(s).

18.21 Key findings identified from Merton's SHMA includes:

- 995 people in the borough were considered to be homeless and in priority need (between the 3rd quarter of 2002 and the most recently available data from the 1st quarter of 2008).
- The ratio of average house price: median earnings was identified as 14:1 as at 2007.
- The lack of affordable housing for sale to any household earning less than £50,000 per annum gross.
- The sensitivity of requirements for intermediate housing relative to house prices. In one scenario the need for intermediate housing disappears. Conversely, sensitivity testing has indicated that the requirements for social rented housing in the borough remains unaffected by house price or affordability changes.

18.22 The findings of evidence on local housing need, including household income data supports the London Plan requirements concerning social rented and intermediate affordable housing provision.

18.23 Merton's SHMA which is in progress will feed into the South West London Housing Market Assessment, which Merton's LDF will have regard to once completed.

18.24 Between now and 2026, research including Merton's SHMA, the South West London Housing Market Assessment and analysis of annual monitoring data will be used to monitor the rate of delivery and inform on any policy revisions to be made if the target is not achieved.

18.25 We want to provide new homes to meet the needs of households through changing circumstances throughout their lives, including growing families, single person households, older people and people with disabilities.

18.26 This will mean helping to deliver a variety of sizes, types and tenures of homes in Merton and ensuring the design of these homes is accessible and inclusive to cater for all sections of the population, including Lifetime homes, wheelchair accessible and supported care accommodation. Chapter 22 'Design - Policy 14' encourages all residential development to comply with the most appropriate minimum space standards.

Housing Density

18.27 New housing developments will occur on previously developed land. Residential development should achieve appropriate densities on a site-by-site basis having regard to the London Plan density matrix and the design requirements set out in 22 'Design - Policy 14'.

18.28 All development will be expected to contribute to maintaining or improving the surrounding public realm as set out in Chapter 22 'Design - Policy 14'. All proposals for new dwellings should be designed to reduce CO₂ emissions as set out in Chapter 23 'Climate Change - Policy 15'.

Housing Affordability

18.29 The difference between earnings and house prices is a major factor in housing affordability in Merton and across London. Non owner occupied housing is affordable to households earning less than £30,000 annually. Only 5% of properties sold would be affordable to individual earners with incomes of less than £44,999 borrowing at the maximum 3.5 x ratio, assuming little or no equity. For households to be able to consider the cheapest quarter of properties on the market, individual earners would need to earn at least £60,000 - £64,999 with joint borrowers needing incomes of £70,000-£74,999 or more. This equates to a property price of around £215,000.

18.30 The planning system helps to deliver affordable housing through application of borough wide targets for affordable housing. Historically the planning system has provided a contribution towards the total number of affordable homes built in Merton. However, the majority of affordable homes built in Merton have been delivered through other corporate strategies, for example, the Housing Strategy.

18.31 To address the need for more affordable housing, and in line with national and regional guidance, we have set affordable housing targets which are based on a realistic assessment of housing needs and supply and in line with Merton's LDF vision, objectives and strategies to encourage mixed and balanced communities.

Key drivers

- Merton's Viability Assessment Study (2010)
- The London Plan Spatial Development Strategy for Greater London Consultation draft replacement plan (2009).
- The London Plan: Spatial Development Strategy for Greater London (2008)
- London Housing Design Guide (July 2009)
- Merton's Strategic Housing Market Assessment Study (2010 - in progress)
- SW London Strategic Housing Market Assessment (2010 - Final Draft)
- SW London Sub-Regional Investment Framework 2008-11(2008)
- Merton Housing Strategy 2008-2011(2008)
- Housing Green Paper (2007)
- Merton Older Persons Housing Strategy 2006-2008 (2006)
- PPS3 Housing (2010)
- London Housing Board Housing Strategy (2005)
- Merton's Housing Needs Study (2005)

- Merton's Neighbourhood Renewal Strategy 2005-2011 (2005)
- Mayor of London SPG (2005)

Delivery and Monitoring

We will work with Registered Social Landlords, developers and the Homes and Communities Agency in the delivery of a mix of housing types and tenures, to meet the needs and demand of all sectors of the community. This delivery will be monitored via the Annual Monitoring Report.

For residential schemes of 1-9 units we will use the formulaic approach set out in Merton's Affordable Housing Viability Study (2010) for calculating the affordable housing equivalent to that provided on-site as a financial contribution.

Where a developer contests the affordable housing requirements set out in policy, we will use viability models, such as the GLA Affordable Housing Toolkit, to assess submitted residual land value viability appraisals.

Housing Provision

Strategic Objective

18.32 Strategic Objective 3: To provide new homes and infrastructure within Merton's town centres and residential areas, through physical regeneration and effective use of space.

Policy CS 9

Housing Provision

We will:

- a. Support the provision of well designed housing located to create socially mixed and sustainable neighbourhoods, including the redevelopment of poor quality existing housing and not support proposals that result in a net loss of residential units, or net loss of affordable housing units.
- b. Work with housing providers to facilitate the provision of a minimum of 4,800 additional homes for the period 2011 - 2026 including the indicative ranges (rounded figures) for the sub-areas of:
 - 1450 -1800 in Morden.
 - 1550 -1850 in Mitcham.
 - 500 - 600 in Colliers Wood and South Wimbledon.
 - 500 - 600 in Wimbledon.
 - 500 - 600 in Raynes Park.

SA/SEA Implications

The SA recognised this policy as having the biggest positive effect on issues of equality as it will provide for those who have difficulty affording housing provision and a positive impact in terms of social inclusion, health and well being. 22 'Design - Policy 14' and 23 'Climate Change - Policy 15' will provide the basis for ensuring high quality design that does not adversely affect heritage and addresses climate change and fuel poverty.

Justification

18.33 Government guidance seeks to ensure that the opportunity to live in a decent affordable home is available to all. The principles underpinning the Community Plan are to ensure that Merton remains a place where people want to live and where local people are able to remain and prosper. Ensuring there are enough new homes in a range of sizes and types to meet

18 Housing - Policies 8-10

market demand, local and sub-regional need is essential to achieving this aim. All new housing development should be well designed and make efficient use of land whilst respecting and enhancing the quality and amenity of local character. All proposals for new dwellings should be designed to reduce CO₂ emissions as set out in Chapter 23 'Climate Change - Policy 15'.

18.34 The principles underpinning the Community Plan are to ensure that all of Merton remains a place where people will want to live and where local people are able to stay and prosper.

18.35 The London Plan (2008) sets an annual Strategic Housing Target for London of 30,500 of which Merton's annual target is 370 additional homes. The London Plan (2008) target covers a 10 year period from 2007/8 to 2016/17.

18.36 Since then the London Plan has been published which proposes a new annual target for Merton of 320 additional homes covering a 10 year period from 2011 – 2021. This represents a more realistic target for Merton and is supported by the GLA Strategic Housing Land Availability Assessment (SHLAA) which is a robust up-to-date assessment of housing delivery for the Plan period. It includes identification of additional homes from a variety of supply sources including large, small and windfall sites. It also reflects the unique circumstances for London concerning the reliance on windfall sites throughout the plan period.

18.37 Merton's plan period is up to 2026 and therefore extends beyond the draft London Plan (2009) period of 2021. In accordance with the Mayor's advice the 2011-2021 target will be rolled forward to cover the required 15 year period. The table below sets out the minimum indicative housing requirements for Merton derived from this approach.

Table 18.3

LDF Delivery Plan Period	Minimum indicative housing requirements
2011 - 2016	1600
2016 - 2021	1600
2021 - 2026	1600
Total	4,800

18.38 We will encourage housing in sustainable brownfield locations. The 4,800 additional homes for the period 2011- 2026 will come forward in Merton by:

- Bringing forward housing capacity through regeneration, including Morden town centre;
- Prioritising the development of previously developed land and ensuring it is used efficiently;
- Development of sites identified in Merton's Housing Trajectory;
- Development of windfall sites;
- Having regard to the London Plan density ranges;

- Enabling mixed use development within the town centres;
- Bringing vacant properties back into use through the council's empty homes strategy;
- Resisting the loss of housing to other uses;
- Preparing masterplans, development briefs and design guidance for larger housing sites;
- Demonstrating a continuous delivery of housing for at least 15 years as the Housing Trajectory sets out below;
- Setting out a 5 year supply of identified sites as shown in Annex 1: Housing Trajectory;
- Monitoring housing provision levels through the Housing Trajectory within the Annual Monitoring Report.

18.39 The location, construction and design of new development and infrastructure should avoid significant and cumulative impacts on European Sites.

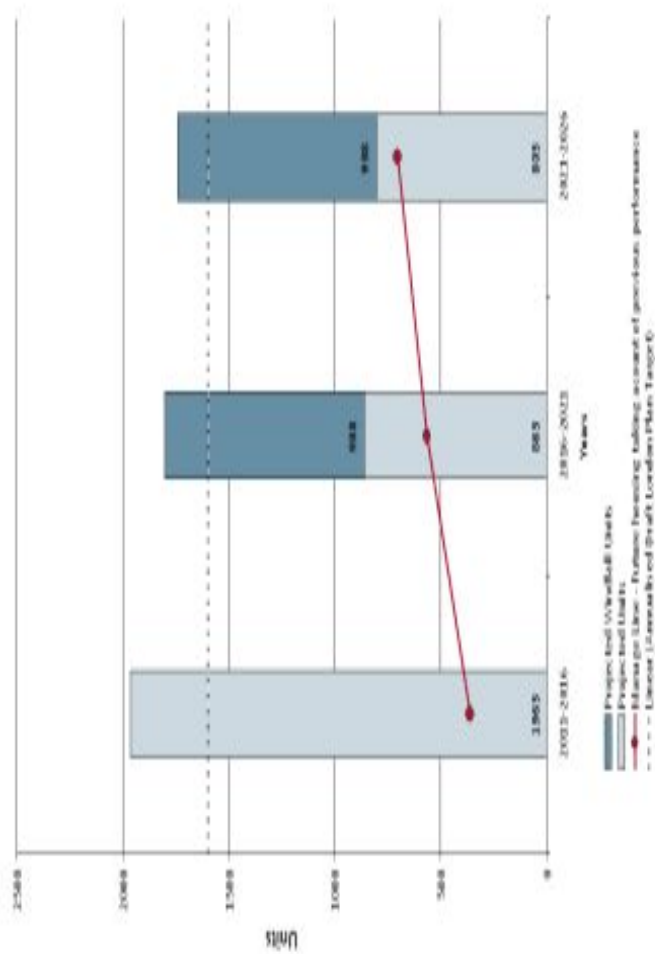
18.40 It is expected that the majority of higher density new homes and associated infrastructure and social facilities will be located in places with good public transport access. As detailed in Chapters 19 'Infrastructure - Policy 11', 21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13' and 26 'Transport - Policies 18-20' the provision of infrastructure associated with development proposals is supported by the council.

18.41 Morden is projected to accommodate a high proportion of housing growth with an anticipated range of between 1,450 and 1,800 new homes throughout the plan period. It is anticipated for a large proportion of the additional housing growth to come from the planned regeneration of Morden town centre, as well as from some incremental development and brownfield sites in the surrounding sub-area. Whilst the total number of additional homes estimated to come forward from Morden town centre is 1,250 it is envisaged that around half of this quantum will be completed by the end of the Core Strategy plan period. As such the indicative range identified for Morden in Chapter Policy CS 9 'Housing Provision' - Policy 9 and the Housing Trajectory set out above reflects this (i.e. a figure of 625 additional homes for Morden town centre).

18.42 The regeneration of Morden provides opportunity for managed intensification of residential development at the heart of the town centre. The introduction of higher density development, including flats, into the town centre will provide for an under represented market in the area, increasing spending power and promoting a more balanced and cohesive community. The aim is to increase the number of people using the town centre and this will be facilitated by improving the quantity, quality and mix of housing offer. Proposals for intensification, phased and structured suitably for Morden's context are set out in Chapter 13 'Morden Sub-Area - Policy 3' . As detailed in Chapter Delivery and Implementation, the Infrastructure Investment Board was set up by the council for the up front coordination to inform the relevant bodies of infrastructure requirements for Merton. The strategic infrastructure needs that have already been identified for delivery in Morden include the development of proposals for further improvements to Morden Hall Park and an upgrade or replacement to Morden Park Pool.

18.43 The Supplementary Planning Document for Mitcham town centre proposes a vision for the regeneration of this town centre which includes the provision of new housing. The area surrounding Mitcham town centre includes key sites such as Rowan High School, Mitcham gas works and Brenley Playing Fields which are all anticipated to contribute to very significant additional housing growth during the plan period. In order to accommodate the significant increase in new housing in Mitcham and the surrounding sub-area the council is working in partnership with relevant bodies on the Infrastructure Investment Board concerning the provision of infrastructure to support this growth. Strategic infrastructure needs have been identified, including the proposal for the existing Wilson Hospital to expand and provide a range of services as 'Wilson Local Care Centre', are set out in Chapter 27 'Delivery and Implementation'.

Figure 18.1 Merton's Housing Trajectory 2011-2026



18 Housing - Policies 8-10

18.44 Wimbledon town centre is the focus for major office and commercial development as set out in Chapter 16 'Wimbledon Sub-Area - Policy 6'. The centre has the highest level of public transport accessibility in the borough and this makes it a sustainable location for some high density housing through redevelopment of key sites. It is envisaged that residential development will form an incremental component of mixed use proposal sites in the centre. The Wimbledon Town Centre Officer Project Group has been established to outline a framework for the redevelopment of several key sites in the centre. New development within the centre should have regard to the scale of existing development in accordance with Chapter 22 'Design - Policy 14'. Key sites include the Wimbledon Station precinct and The Broadway Extension site. The surrounding area of Wimbledon will provide incremental redevelopment of existing Brownfield land.

18.45 Colliers Wood and South Wimbledon will provide housing potential having regard to the impacts of environmental factors, particularly the risk of flooding identified in the Strategic Flood Risk Assessment and set out in Chapter 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1'. Large parts of Colliers Wood centre are located within the functional floodplain which poses significant environmental factors affecting the viability and deliverability of housing. Developments will therefore need to comply with Environment Agency advice and Chapter 24 'Flood Risk Management - Policy 16'. However, there are limited parts of the centre which are unaffected by flooding such as Colliers Wood High Street and Merton High Street that offer some opportunity for housing development, for example, one key site being Brown and Root House where additional homes are proposed. Whilst, the council is exploring the issues of flooding with key partners such as the Environment Agency it is envisaged that most of the housing development that will take place will be incremental development of brownfield sites in South Wimbledon and the areas surrounding Colliers Wood centre. As set out in Chapter 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1' the preparation and adoption of a masterplan is proposed by the council to define the boundary for the Colliers Wood and South Wimbledon Afl designation. Assessment of what can be viably achieved, in addition to consultation feedback provided by relevant delivery partners will inform on the Afl boundary defined in the proposed masterplan.

18.46 Raynes Park and its surrounding area is anticipated to contribute a relatively smaller quantum of additional housing growth mainly concentrated around its local centre. Although, the centre has a high level of public transport accessibility there is a desire to conserve and enhance the valued distinctive local character and scale of Raynes Park as set out in Chapter 14 'Raynes Park Sub-Area - Policy 4'. In addition, parts of Raynes Park Local Centre and Beverley Way / Shannon Corner are located within the functional floodplain and development will therefore need to comply with Environment Agency advice and Chapter 24 'Flood Risk Management - Policy 16'. Key sites for housing in Raynes Park include Raynes Park Car Park, the former Atkinson Morley Hospital site and Lessa Sports Ground.

18.47 Merton's Economic and Employment Land Study has identified the need to retain existing employment land in the borough. However it is envisaged that over the Plan period there will be some housing gain on employment land where sites are no longer suitable for employment use. The release of employment land will be considered on a site by site basis.

Key drivers

- PPS3: Housing (2010)
- Economic and Employment Land Study (2010)
- The London Plan Spatial Development Strategy for Greater London Consultation draft replacement plan (2009).
- The London Plan: Spatial Development Strategy for Greater London (2008)
- London Housing Design Guide (July 2009)
- The London Plan Interim Housing Supplementary Planning Guidance (2010)
- Merton's Strategic Housing Market Assessment Study (2010 - in progress)
- SW London Strategic Housing Market Assessment (2010 - Final Draft)
- SW London Sub-Regional Investment Framework 2008-11(2008)
- A new Plan for London Proposal for the Mayor's London Plan, the Spatial Development Strategy for Greater London (2009)
- GOL and GLA Interim Approach Guidance Note to address 15-year housing supply (2008)
- Merton Housing Strategy 2008-2011
- London Housing Board Housing Strategy (2005)
- EU Habitats Directive (92/43/EEC)
- Tydesley and Associates: The Habitats Regulations Assessment of Local Development Documents Revised Draft Guidance for Natural England (February 2009)

Delivery and Monitoring

We will work with developers, Registered Social Landlords, the Homes and Communities Agency and the Environment Agency to facilitate provision of additional homes in the borough.

In accordance with 22 'Design - Policy 14', we will encourage all residential development to comply with the most appropriate minimum space standards.

The delivery of Merton's housing target will be monitored annually via the Annual Monitoring Report. Performance against this target will be assessed on a five year rolling basis to determine whether and what intervening action needs to be taken. As set out in Table 28.1, where this indicates that performance does not fall within acceptable ranges, the council will conduct a risk assessment after a rolling three year period and undertake management actions if this continues for an additional two years.

We will prepare and adopt a masterplan via an Area Action Plan to deliver the vision for Morden town centre (MoreMorden).

18 Housing - Policies 8-10

We will prepare and adopt a masterplan to define the boundary for the Colliers Wood/South Wimbledon Afl

We will produce supporting documents to assist with the implementation of policy CS8 Policy CS 9 'Housing Provision' including a New Residential Development SPD.

We will continue to work in partnership with key delivery partners via the Infrastructure Investment Board concerning the identification and provision of infrastructure to support the additional housing provision identified for the Plan period. The Board's role is to establish need and priority of infrastructure and to monitor co-ordinated delivery of major infrastructure schemes to support development.

Accommodation for Gypsies and Travellers

Strategic Objective

18.48 Strategic Objective 5: To make Merton a healthier and better place for people to live and work in or visit.

Policy CS 10

Accommodation for Gypsies and Travellers

Existing legally established Gypsy and Traveller accommodation sites will be retained and protected from redevelopment except where the same number of pitches is provided on an alternative site. Proposals for additional, alternative or new Gypsy and Traveller sites will be assessed having regard to the following criteria:

- a. The provision of on-site landscaping, which seeks to enhance the amenity of the site and which facilitates the integration of the site with the surrounding environment and amenity of occupiers of adjoining land;
- b. Access, proximity to a main road, parking and area to allow turning and manoeuvring;
- c. Proximity to shops, schools, health services and other community facilities;
- d. Provision of appropriate on-site facilities such as children's play facilities;
- e. The suitability of ground conditions, particularly in respect to the potential to flooding;
- f. The need or demand for accommodation provision and the available capacity on existing sites in the borough.

SA/SEA Implications

The SA recognises that this policy makes a positive contribution to equality impact by helping to provide for Gypsies and Travellers who are a minority group in the borough and find it hard to find land available for their needs. It also contributes positively to sustainably built development objectives.

Justification

18.49 Guidance in Circular 01/2006 Planning for Gypsy and Traveller Caravan Sites calls for a more positive approach to making adequate provision for Gypsies and Travellers. We have one existing authorised Gypsy and Traveller site in the borough. Any new Gypsy and Traveller sites should be adequate and appropriate to the needs of the Gypsy and Traveller communities, and integrated into adjoining communities.

18 Housing - Policies 8-10

18.50 Fordham Research was commissioned by the GLA for the 32 London boroughs to undertake a Pan London Gypsies and Travellers Accommodation Needs Assessment for the whole of London in 2008. The results of this assessment were broken down to sub-regional and borough level.

18.51 We will conduct a local assessment in collaboration with local Gypsies and Travellers communities to identify accommodation needs. Whatever the level of need that is identified either via a local or subregional needs assessment for Merton, it is considered that there are robust and clear criteria to help deliver additional pitches.

18.52 There is a separate waiting list for pitches in Merton, mainly from second generation and/or newly formed households on the council's existing site at Brickfield Road.

18.53 Additional pitches for Gypsies and Travellers accommodation in Merton will be delivered through the Local Development Framework (Site Allocations DPD or an Area Action Plan) or the Council's asset management or private windfall sites.

18.54 The council encourages the integration of Gypsy and Traveller sites into the surrounding community and environment. Landscaping can also play an important role in facilitating the visual integration of a Gypsy and Traveller site into the surrounding community and environment.

Key drivers

- The London Plan Spatial Development Strategy for Greater London Consultation draft replacement plan (2009).
- The London Plan: Spatial Development Strategy for Greater London (2008)
- Pan London Gypsies and Travellers Accommodation Needs Assessment (2008)
- Community Plan 2005-15 (Sustainable Communities Strategy)
- Merton's Housing Strategy 2008-11
- CLG; Circular 1/2006; Planning for Gypsies and Traveller Caravan Sites 2006
- Housing Act 2004

Delivery and Monitoring

The identification and allocation of the borough pitch target to be met through the Local Development Framework (Site Allocations DPD or an Area Action Plan) or via consideration of the Council's asset management or via private windfall sites.

19 Infrastructure - Policy 11



Strategic Objective

19.1 This policy applies to all strategic objectives, set out in Chapter 9 'Strategic Objectives'

Policy CS 11

Infrastructure

We will support the provision and improvement of infrastructure of the borough for those living, working and visiting Merton and to accommodate population growth by:

- a. Requiring new development to provide for any necessary infrastructure;
- b. Working with partners to deliver adequate provision of services and facilities to match the projected population growth, especially in areas of significant new homes or areas of deficiency. Development proposals will be expected to identify, plan for and, where necessary, complete infrastructure prior to occupation;
- c. Supporting education services in the expansion and provision of schools to meet the anticipated increased number of children in Merton, including to enable primary school children to be educated within walking distance of their homes. We may enable land purchase if this supports education provision;
- d. Supporting provision of improved health services, in particular those identified by Sutton and Merton Primary Care Trust and any successor commissioners, including the use of Health Impact Assessments (HIA's) with major planning applications;
- e. Supporting multi use of social, educational, cultural and recreational facilities;
- f. Resisting the net loss of social and community facilities particularly where a need has been identified;
- g. Supporting the provision of emergency services as promoted by the Metropolitan Polices Asset Management Plan and other emergency service providers.

SA/SEA Implications

The policy seeks to meet the strategic objectives with the overall aim of promoting social cohesion by encouraging new infrastructure in the most appropriate areas of particular need.

The strategy seeks to address social inclusion, encouraging new infrastructure in the most appropriate areas of particular need. The infrastructure needs of the borough are evidenced through the baseline analysis carried out in 2008.

The council does not envisage any imperative needs that cannot be overcome, however we are keen to ensure new development is supported by appropriate infrastructure.

Justification

19.2 The infrastructure needs for Merton will be primarily to support the additional housing stock required over the period of the Core Strategy. We do not anticipate any major need but have identified strategic priorities are health provision, education, transport infrastructure, water and sewerage provision and supporting future needs of the police and fire services. Where there is a capacity problem we will require the developer to fund appropriate improvements and where necessary ensure improvements are completed prior to occupation.

19.3 In accordance with national guidance on planning obligations we will require new development to provide or fund local infrastructure improvements. Merton's Planning Obligations SPD sets out our approach when seeking obligations from new residential and commercial development. The document identifies to a developer what physical or financial contributions are expected as compensation for loss of land/facilities and where facilities and infrastructure are required, that are deemed necessary, as a consequence of the development.

19.4 Community and social infrastructure covers a wide range of facilities from healthcare, children's play, services for the elderly and disabled, libraries and museums, public toilets and places of worship as defined in the London Plan. Location and layout of facilities is determined by the type and use of that facility, for example the local need of a fire station can be far wider than the local need of a primary school. We will require new development to ensure facilities are easily accessible, well connected and will resist the net loss of these facilities unless it can be demonstrated that there is no future need.

Health

19.5 A key aim of the Community Plan is to encourage healthier communities by improving health outcomes and reducing health inequalities. Infrastructure needs to be in place to support well being, encourage the increase in sport and leisure facilities and support the provision of

health services and housing for our community, particularly the vulnerable members of the community. In line with the London Plan we will require major development to provide details on health impacts of development as part of the applications process.

19.6 All policies in the Core Strategy play a part in protecting health and promoting healthier lifestyles but in particular this is demonstrated in Chapter [18 'Housing - Policies 8-10'](#), Chapter [21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13'](#), Chapter [22 'Design - Policy 14'](#), Chapter [23 'Climate Change - Policy 15'](#), Chapter [24 'Flood Risk Management - Policy 16'](#), Chapter [25 'Waste Management - Policy 17'](#) and [Chapter 26 'Transport - Policies 18-20'](#).

19.7 Better Healthcare Closer to Home is the NHS strategy for improving and modernising health services, enabling access to services outside of hospitals in a GP surgery or a Local Care Centre. Local Care Centres are designed to make it easier for the community to get the healthcare they need outside of hospital, closer to home. Sutton and Merton Primary Care Trust plan to retain St Helier hospital (situated in Sutton but serving Merton residents) as the major hospital for local people. They propose four Local Care Centres at St Helier hospital in the south of the borough, Nelson hospital in Merton Park, Wilson hospital in Mitcham and Shotfield health centre in Wallington, Sutton. It is hoped the centres will be open for patients between 2010 and 2017.

19.8 Alongside there is a nationwide redevelopment need to provide more suitable GP premises which have traditionally been part of a house or small site. These locations cannot provide suitable access and premises to support the facilities now offered by GP's.

19.9 Sutton and Merton PCT have identified that joint working with Kingston, Sutton and Croydon could ensure coverage near the borough's boundaries but for Merton priority needs are identified in Chapter Table 27.2 'Infrastructure projects (accurate as of 27 October 2010)'.

19.10 The government's Transforming Community Services programme requires PCT's to prepare a strategy for the community estate by April 2010. The PCT identified strategic priorities in Lower Morden, West Barnes, Longthornton and Wimbledon Park. Therefore, planning obligations and development opportunities should be focused on addressing this deficiency. We will continue to engage with the PCT, using planning obligations and other methods, to help improve health services in these areas.

Education

19.11 The LDF will continue to support new and improved childcare and educational facilities in response to the increasing birth rate. The borough is experiencing the greatest demand for primary school places in decades. There has been an increase in the birth rate by over 800 - just over 30% in the 6-years from 2003 to 2009 from just over 2,600 to over 3,400 children. Primary school expansion has already occurred and substantial additional expansion may be required to meet demand after 2013/2014.

19.12 The council has a duty to provide access to a local primary school place for all its residents who want one. We must plan for school expansion to meet forecast future need and work with education services to identify suitable sites, where necessary.

19.13 We have considered land acquisition for additional school sites and although this may be feasible in north Wimbledon this has not been the case in other parts of the borough. The current expansion programme will meet demand for primary school places during the period 2011-2013 on previously developed land. However, there may be a need for more spaces beyond 2014. This could trigger further assessment of the potential to expand on existing school sites and/or a search for a new school site. It may be necessary to re-visit policy CS13 in the event that the level or location of identified demand can only be met by building on a particular area, or areas of open space.

19.14 Pupil numbers can fluctuate as parents do not have to send their children to the nearest schools, but we must consider that the primary school demand will shift towards secondary and tertiary education as the flow of additional children moves through the education system. In particular, the pupil place projections indicate substantial expansion of the secondary school estate will be required from 2015.

19.15 During the lifespan of the Core Strategy we will therefore need to consider possible additional demand for all types of education provision. We will work closely with the Department for Children Schools and Families to take into account the rapid increase in the school population which is projected to impact on the secondary school phase from 2015 and seek developer contributions towards new provision where appropriate.

Transport

19.16 Public transport accessibility is not evenly spread across the borough and more deprived areas such as parts of Mitcham and Pollards Hill currently have lower levels than in some western areas.

19.17 We will continue to work with the relevant public transport partners, including Transport for London and Network Rail to deliver better transport services as identified in the Infrastructure Needs Assessment and improve accessibility and connectivity. Transport is covered further in 26 'Transport - Policies 18-20'.

Social infrastructure

19.18 We currently have nine community centres, the majority are located in the east of the borough. In addition we have eight libraries, a heritage centre and several centres of cultural interest including including Merton Abbey and Ravensbury Mill, Windmill museum, Wandle industrial museum and Wimbledon museum of local history.

19.19 We are moving towards co-location, i.e. a mix of community uses/resources at one location, to encourage viable use of space and integrated provision to meet the needs of all sectors of our community. Community premises include meeting halls, places of worship, social clubs and schools.

19.20 The government's Extended Schools initiative involves extending opening hours of schools to offer community facilities on site, not just out-of-hours childcare but also for example the use of sports halls, swimming pools, computers, music, arts and crafts and provision of adult classes. In accordance with the council's health and sustainability agendas, provision of local schools will enable greater accessibility, improve opportunity for walking or cycling to school and could lead to enhancement of other local open space through planning obligations.

19.21 Co-operation between local government, the voluntary sector, local faith groups, ethnic minority groups, education and resident's clubs/local community groups will help share use and encourage dual purpose of the current facilities. Delivery and funding will be shared by the council and other agencies and we will encourage social interaction by many groups to ensure sustainable use.

19.22 Much of the social infrastructure is provided and delivered by our partner agencies. We will ensure the community needs are recognised and, where appropriate, use planning obligations in development to retain and provide infrastructure to support development.

Emergency Services

19.23 The Metropolitan Police Service propose that their future estate within Merton will include a new patrol base. As set out in London wide guidance, Property for Policing (2007), this will accommodate the majority of operational police officers and resources for the borough in one main building. We support the Metropolitan Police with the proposed Metropolitan Police Estate within the borough, particularly the patrol base site in South Wimbledon and community policing facilities.

19.24 There are currently plans to relocate Mitcham Fire Station. We will support the Fire Service and other emergency services where they have identified a need for new facilities.

Water and sewerage

19.25 It is not anticipated that there will be any significant infrastructure obstacles for development in terms of water, drainage and sewage provision over the Core Strategy period. Thames Water are reasonably confident, based on the minimum housing target for the borough up to 2026 that they can meet Merton's water resource and sewerage treatment needs.

19.26 However, network upgrades should be anticipated and the scale and cost will be determined by the extent and location of development in the borough. Additional water and waste water infrastructure requirements must be provided prior to or in tandem with new development.

Gas and electricity

19.27 We will work with utility suppliers to ensure that the safe and secure transportation of water, sewerage, electricity and gas is not compromised.

19.28 Southern Gas Networks owns and operates the local gas distribution network in Merton. New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Generally network developments, to provide supplies to the local gas distribution network, are as a result of overall demand growth in a region rather than site specific developments.

19.29 National Grid's underground electricity transmission cables cross through Colliers Wood and Mitcham. In addition, National Grid's high voltage overhead electricity transmission lines crosses along the Wandle Valley through Colliers Wood, with another crossing the south west corner of the borough around Garth Road.

19.30 Developers must take into account the location and nature of the existing electricity transmission equipment when planning developments. Guidance is outlined in National Grid's "A Sense of Place" guidelines on how to create high quality development near overhead lines.

19.31 We will facilitate the establishment of decentralised renewable and low carbon energy serving both new and existing built development.

Key drivers

- Education Expansion Strategy (2010)
- PPS3:Housing (2010)
- A new Plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (2009)
- Strategic Housing Land Availability Assessment (SHLAA) (2009)
- The Community Infrastructure Levy (CIL) (2010)
- PPS12: Local Spatial Planning (2008)
- The London Plan: Spatial Development Strategy for Greater London (2008)
- Merton Residents Survey (2008)
- Merton's Infrastructure Needs Assessment Study (2008)
- Planning White Paper - Planning for a Sustainable Future (2007)
- Planning Bill (2007)
- Homes for the future: more affordable, more sustainable: Housing Green Paper (2007)
- Property for Policing (2007)
- Older People's Strategy (2007): Celebrating Age – Valuing Experience
- The South East Plan (2006)
-
- Merton Sports, Health and Physical Activity Strategy (2006)
- Merton's SPD on Planning Obligations (2006)
- Merton Neighbourhood Renewal Strategy (2005-2010)
- PPS1: Delivering sustainable development (2005)

Delivery and Monitoring

The appendices on Infrastructure projects sets out how infrastructure to support the Core Strategy will be delivered.

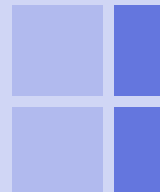
This policy will be delivered through departments across the council such as leisure and education, transport planners and development control. The section, Table 27.2 'Infrastructure projects (accurate as of 27 October 2010)' identifies specific projects that we want to deliver in line with the Core Strategy objectives, for example improved primary education facilities through the Strategy for Change shown at 1A in the table. Alongside, we will work with our external partners in particular the Local Strategic Partnership. Delivery will be supported by the Community Plan, Development Control Policies DPD and a revised Planning Obligations SPD. Monitoring will be via the Annual Monitoring Report and departmental strategies and action plans.

19 Infrastructure - Policy 11

To ensure all elements of the proposed Core Strategy are delivered a supplementary document will be created to support development management practice. This will be a checklist for planning applications submitted and will identify what requirements are needed for a specific application type. For example, when dealing with a major application the need to refer to the infrastructure policy requirement on Health Impact Assessments (HIA's), planning obligations, preparation of essential infrastructure in advance of the development and other policy checks to be made including biodiversity matters within open space etc.

The new Infrastructure and Investment Board is a group set up in 2010 and includes heads of service within the council and our partners such as Transport for London, the Primary Care Trust, the voluntary sector, Housing Corporation Association and the Metropolitan Police. The group meets to establish need and priority of infrastructure and to monitor co-ordinated delivery of major infrastructure schemes to support development. The Board will ensure the best use is made of sites, in particular co-location opportunities and establish an understanding of responsibility regarding delivery of schemes.

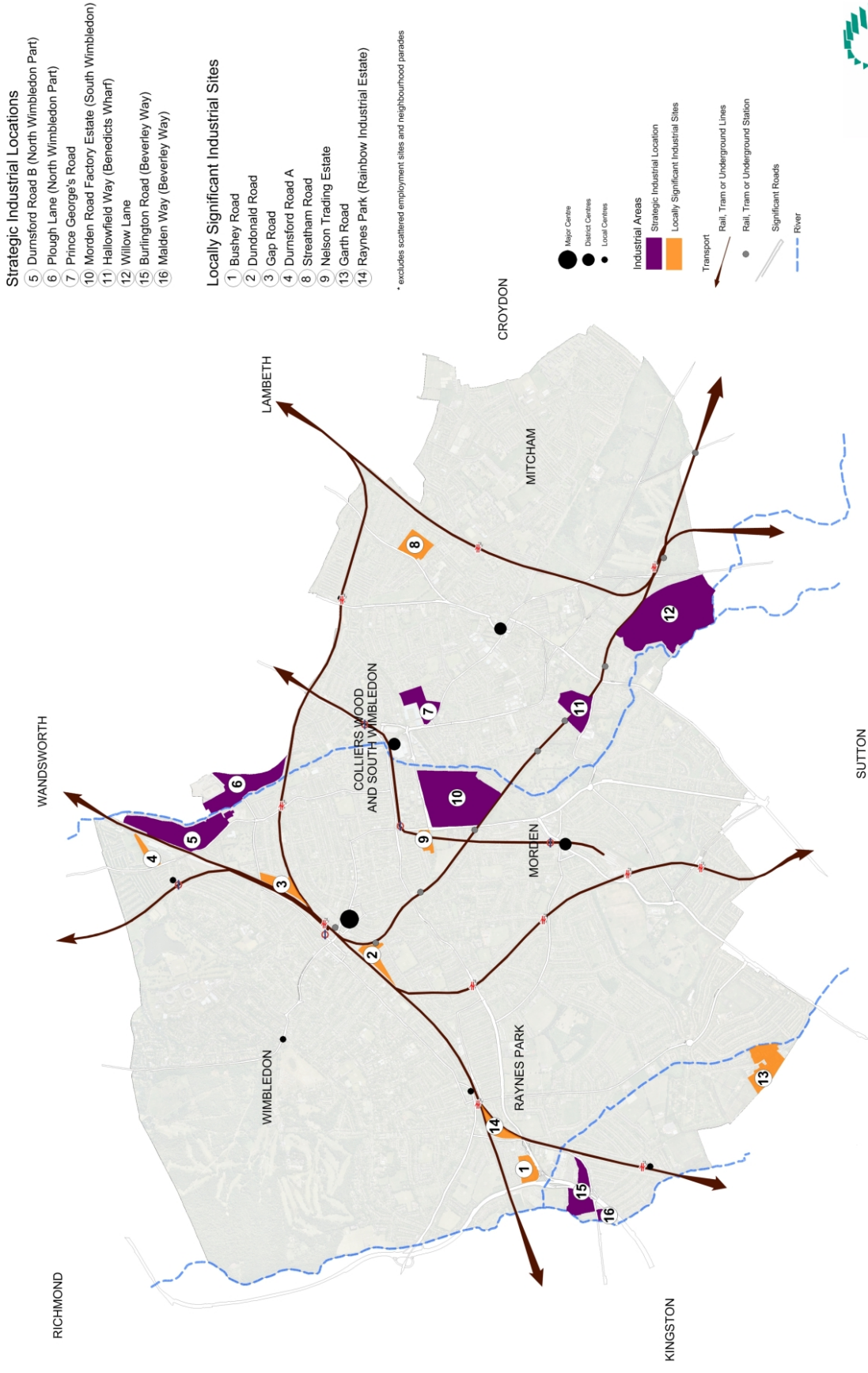
Infrastructure needs will continue to be reviewed to respond to change, to assess whether any elements already identified are not being met or if new elements become critical to delivery of the Core Strategy. It is difficult to quantify the demand in the future and the policy has been written on the basis of projected population needs, hence the need for continued co-ordination. It is recommended that implementation be reviewed every 5 years.



20 Economic Development - Policy 12



Picture 20.1 Economic Development in Merton



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Strategic Objective

20.1 Strategic Objective 4: To make Merton more prosperous with strong, and diverse long term economic growth.

Policy CS 12

Economic Development

- a. We will support the development of a diverse local economic base in Merton by encouraging the increased provision of the overall number and range of jobs in Merton; particularly in the commercial and business sectors (including the provision of business, leisure, retail, creative, cultural and 'green jobs')(Please refer to the full definition of employment uses as defined in PPS4: Planning for Sustainable Economic Growth (2009)).
- b. We will encourage and support the provision of employment in Merton that results in higher levels of productivity, gross values added and, hence, remuneration.
- c. We will seek to ensure that there is an adequate supply of viable and appropriate sites and premises for employment use in locations which minimise the need to travel by private car while meeting the needs of business by:
 - i. Directing 'town centre type uses' especially retail, office and leisure development that generate a large number of trips towards the Major Centre (Wimbledon) and District Centres (Mitcham; Morden, and Colliers Wood {Subject to its designation post 2011 as a District Centre, in accordance with Chapter 17 Centres - Policy 7});
 - ii. Protecting and managing the designated Strategic Industrial Locations and maintaining and improving our Locally Significant Industrial Sites; ensuring that they contribute towards business, industrial, storage and distribution functions;
 - iii. Facilitating new employment by protecting and improving scattered employment sites for small and growing businesses or community uses;
 - iv. Not supporting live/work developments;
 - v. Support the rationalisation of employment land, where it will fulfil policy points **a** and **b** above.

SA/SEA Implications

This policy seeks to protect existing commercial sites and will work alongside the overall spatial strategy to ensure an adequate supply of employment sites in accessible locations where the need to travel by car is reduced. With an emphasis on diversification, the policy

can work with 22 'Design - Policy 14' and 23 'Climate Change - Policy 15' to ensure a strong response to the challenges of addressing the causes and consequences of climate change.

Justification

20.2 PPS4: Planning for Sustainable Economic Development (2009), covers all types of economic development from high value financial and business services through to retailing manufacturing, logistics, leisure and culture, public and community uses, as well as other types of development that generates employment or wealth, economic product or output, thus, adopting the 'whole economy approach' to economic policy and development.

20.3 Merton's Economic Development Strategy "A New Future: An Economic Prospectus for Merton"(2010) is founded on the following four core economic objectives:

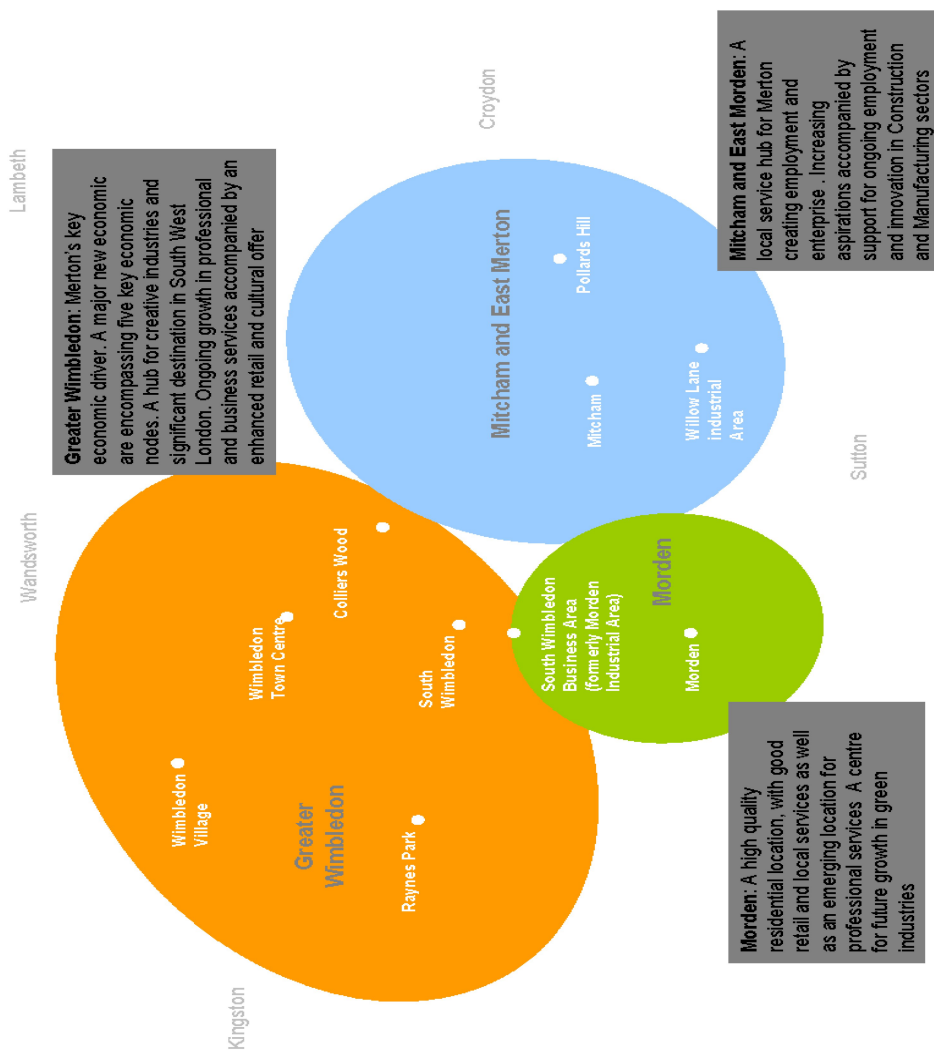
- To improve the average levels of productivity, gross value added and hence pay for jobs in Merton;
- To build on Merton's strengths in location, attractiveness, brand value and expertise to promote its economy;
- To promote economic resilience in Merton through a diverse local economic base which does not rely too heavily on any one sector for its continued success; and,
- To ensure that activity is delivered in a way that supports other values and objectives, notably addressing deprivation in the east of the borough and protecting built heritage and the environment.

20.4 Merton's Core Strategy, in line with the Economic Development Strategy, aims to help the borough adapt to changing commercial circumstances by recognising and supporting the broad range of enterprises that contribute to our economy. It facilitates traditional areas such as office, retail or factory based business, education, health care and other community uses, as well as encouraging the development of specific sectors such as creative industries and environmental technologies.

20.5 Based on thorough analysis of the local economy and consultation with key stakeholders, the Economic Development Strategy suggests that Merton's future economic growth and prosperity will be dependant upon intervention in three separate functional economic geographies:

- Greater Wimbledon (including parts of Wimbledon Village, Colliers Wood, South Wimbledon and Raynes Park);
- Morden;
- Mitcham and East Merton.

Figure 20.1 Merton's future economic geography (Economic Development Strategy)



20.6 The Economic Development Strategy sets out an approach that specifically seeks to capitalise on the global Wimbledon 'brand' and to actively encourage inward investment (from the business, commercial, leisure, creative and green industry sectors in particular) to locate to Merton and, in turn, provide an uplift in the range and quality of employment available in the borough.



20.7 Although, Merton's businesses generally perform better than London averages, there are significant disparities in employment rates, occupations and educational attainment evident between the east and the west of the borough. As detailed in the Economic Development Strategy, a higher proportion of people in western wards are employed and are more likely to be working in higher skilled and, therefore, higher earning professions (better remuneration). Further, levels of educational attainment are also higher in Wimbledon.

20.8 There is a chequered pattern of office demand and vacancy rates in Merton. Wimbledon town centre, because of its proximity to high quality residential and leisure amenities, good transport links and clustering of similar services and the Wimbledon 'brand', is clearly preferred to the rest of Merton as a location for office-based businesses. This can be evidenced by the number and types of office-based businesses, high rents and low vacancy rates in Wimbledon compared to not just the rest of the borough, but also other south London locations.

20.9 In accordance with Chapter 16 'Wimbledon Sub-Area - Policy 6', there will be some demand for office floorspace in Wimbledon town centre, mostly for smaller, "high spec" space. In the short term (to 2016), such demand could be met from reconfiguration of existing floorspace; new floorspace is expected to be needed to meet demand in the medium to long term (2016 and beyond).

20.10 Outside of Wimbledon town centre, high quality office accommodation could also be viable in Morden town centre (due to its good public transport access and its proximity to leisure facilities and residential areas) and, to a more limited extent, in other district and local centres. As set out in Chapter 17 'Centres - Policy 7' and the Economic Development Strategy, it is considered that all major office development should be directed towards Wimbledon and, to a lesser extent, Morden town centres.

20.11 The relationship between numbers of jobs and employment floorspace is not straightforward and is becoming harder to quantify given ongoing advances in technology and changes in working practices. A decline in traditional manufacturing in London is not leading to a permanent reduction in demand for premises, as growth areas such as creative industries, advanced manufacturing, research and development, recycling and waste management, construction, printing and publishing and logistics are utilising such sites.

20.12 Some employment uses do not provide or increase the number of job opportunities in the borough, for instance, storage facilities ('B8' use within the Use Class Order). In line with Merton's Economic Development Strategy, we wish to both increase the number of employment opportunities in the borough as well as the provision of more highly skilled and higher earning jobs. We will favour planning applications that are in line with these objectives.

20.13 In common with all south London boroughs, Merton is identified as having low levels of industrial land relative to demand and should adopt a more restrictive approach to the transfer of designated industrial sites to non-employment uses. The "restricted transfer" approach is supported by Merton's Economic and Employment Land Study.

20.14 To help support and strengthen the local economy during this time of continued uncertainty and in order to provide the borough with a strong foundation for future business growth, competition and employment, it is our intention to substantially protect and wherever possible, improve the quality of the borough's Strategic Industrial Locations, Locally Significant Industrial Sites and scattered employment sites in order to:

- Help meet the four core economic objectives from Merton's Economic Development Strategy as set out above.
- Provide space for firms to take advantage of new commercial opportunities.
- Allow for flexibility for indigenous businesses to move/grow according to needs of location and size.
- Minimise disruption to neighbouring uses including residential and community services.
- Enable business support services to target specific locations and symbiotic relationship between enterprises, for example, Business Improvement Districts (BIDS).
- Allow for diversity in commercial circumstances.

20.15 Within the parameters set by the London Plan and more recent evidence this policy supports some market specialisation of business and industrial functions (B1(b), B1(c), B2, B8) within the Strategic Industrial Locations and Locally Significant Industrial Sites.

20.16 In recognition of the site-specific circumstances relating to the Locally Significant Industrial Sites at Rainbow Industrial Estate and Gap Road, a wider range of uses than B1(b), B1(c), B2 and B8 may be considered for each of these estates where these uses contribute to the site delivering Policy CS12 and meet the terms of other policies in the development plan for Merton. Any proposals seeking to incorporate uses other than B1(b), B1(c), B2 and B8 would be subject to the adoption of a planning brief (supplementary planning document) for the whole site setting out any employment led redevelopment proposals would meet the terms of Policy CS12 and the objectives of Merton's Economic Development Strategy.

20.17 Currently healthcare, education and the public sector are major employers of our residents within the borough and beyond its boundaries (for example at St George's and St Helier hospitals). Together with Chapter 19 'Infrastructure - Policy 11' we recognise the economic potential of healthcare, education and community uses (D1 and C2) by facilitating such development on scattered employment sites and resisting the net loss of viable facilities.

20.18 In recent years, we have seen a significant increase in the number of planning applications for the change of use of sites from employment to residential. As highlighted in Merton's Economic Development Strategy, this is principally due to the value of residential land being higher than that for employment land. However, in some cases, granting planning permission for a change of use has not resulted in subsequent redevelopment.

20.19 It is therefore of considerable importance that only the non-designated employment and community sites (for instance scattered employment sites), that are no longer in use for employment or community purposes and located in areas not appropriate for such uses, may be granted permission for redevelopment to other uses.

20.20 In line with Merton's Economic Development Strategy, it is important that the potential for development of each scattered employment site in the borough be considered on its own merits. Some of these sites will be suitable for a range of targeted growth sectors (such as creative industries or education), or a mix of uses but this will depend very much upon their local context and surroundings. We will set out the details how site proposals will be assessed in supplementary guidance.

20.21 In order to ensure that sites with planning permission progress to successful development and are not land banked or allowed to become derelict, we will work positively with landowners and developers towards progressing development on sites that have planning permission.

20.22 Research specific to Merton has shown that live/work developments in the borough (and in other urban areas) revert quickly to a single use and any retention of the mixed function is unachievable. This results in a loss of either employment or residential space. On this basis, Merton's Core Strategy does not support unique live/work development.

20.23 The policies in the plan are designed to encourage most trip generating growth towards accessible areas, particularly our centres and environmentally unfriendly development towards designated industrial estates. It is recognised that other types of intervention may be necessary to support businesses in more remote parts of the borough. In line with the London Plan and national guidance, we do not support the expansion or creation of out-of-centre retail warehousing anywhere in Merton. Such developments increase car traffic, can interfere with neighbouring occupiers, and could impact negatively on the viability and vitality of Merton's established centres. This is in accordance with Chapter 17 'Centres - Policy 7'.

20.24 As detailed in Chapter [Transport - policies 18-20](#), we seek and encourage improvements to the existing parking, servicing and delivery facilities within designated industrial areas and scattered employment sites; particularly with regards to minimising traffic congestion and to further enhance these sites for continued employment uses.

Key drivers

- "A New Future: An Economic Prospectus for Merton" - LB Merton Economic Development Strategy (2010)
- Merton's Economic and Employment Land Study (2010)
- PPS4 Planning for Sustainable Economic Growth (2009)
- Planning for Town Centres: Practice Guidance on need, impact and the sequential test (2009)
- A New Plan for London Proposals for the Mayor's London Plan (the Spatial Development Strategy for the Greater London) (2009)
- The Credit Crunch and Regeneration; impacts and implications (CLG 2009)
- Mayor of London Office Policy Review (2009)
- London-wide Town Centre Health Checks (2009)
- The London Plan: Spatial Development Strategy for the Greater London (2008)
- Industrial Capacity Supplementary Planning Guidance Note (GLA 2008)
- Review of Sub-National Economic Development and Regeneration (HM Treasury 2007)
- London Industrial Land Release Benchmarks (GLA 2007 and 2010)
- Merton's Employment Land Study (DTZ Pineda 2005)
- Merton's Neighbourhood Renewal Strategy (2005-2010)

Delivery and Monitoring

The delivery of an increased number of employment opportunities, ensuring that there is an adequate supply of appropriate and viable sites and premises for employment uses in sustainable and appropriate locations while meeting the needs of businesses, will be achieved through the planning application process.

We are adopting an integrated and partnership approach to developing the local economy. Examples include:

- Establishment of business liaison groups to support the town centres and industrial estates.
- Development of a borough wide business forum and potentially, sector specific support groups.
- A comprehensive package of council funded business support programmes contracted to Merton Chamber of Commerce for delivery.
- Establishment of business incubator and other bespoke workspace to provide flexibly managed accommodation with subsidised rents to attract start-ups/micro businesses (two are already in operation at Miles Road and Canterbury Road).

The full range of potential interventions to help achieve the council's economic objectives are set out in A New Future: An Economic Prospectus for Merton.

As of 2010, there is approximately 158 hectares dedicated to industrial and warehousing development, including:

- Strategic Industrial Locations: Durnsford Road B (North Wimbledon Part), South Wimbledon Business Area (also known as Morden Road Factory Estate), Prince Georges Road, Willow Lane, Hallowfield Way (Benedicts Wharf), Burlington Road (Beverley Way) and Malden Way (Beverly Way).
- Locally Significant Industrial Sites: Bushey Road, Dundonald Road, Durnsford Road A, Gap Road; Streatham Road, Nelson Trading Estate, Garth Road and Raynes Park (Rainbow Industrial Estate).
- Scattered employment sites: located throughout the borough.

The Locally Significant Industrial Sites at Rainbow Industrial Estate and Gap Road incorporate the following characteristics:

- Issues with access and egress to the site
- The narrow linear nature of the site: bounded by the railway line and residential areas
- Proximity to local centres or neighbourhood parades

Due to the specific characteristics of each of these sites, Policy CS12 and the objectives of Merton's Economic Development Strategy 2010 may be delivered through comprehensive plan-led redevelopment of the whole site. Proposals must be employment-led and may incorporate a greater mix of uses than B1(b), B1(c), B2 and B8, where this contributes to the site meeting Policy CS12 and the objectives of Merton's Economic Development Strategy.

Redevelopment of each of these sites for any other uses than B1(b), B1(c), B2 and B8 will be subject to the adoption of a planning brief as a Supplementary Planning Document to Merton's Core Strategy. The SPD will take a coordinated approach to cover the whole site and will include details of how the proposals will meet Merton's Core Strategy Policy CS12 and Merton's Economic Development Strategy, proposed uses, design, access and egress, viability of proposals and other considerations specific to the site. Each SPD must be prepared in close consultation with local communities and key stakeholders.

To accommodate potential changes over the 15-year plan period, the evidence base will be regularly updated and may point to the need for changes to the designation of sites throughout the lifetime of the plan.

Supplementary guidance will be prepared to set out how non-designated employment sites may be assessed for redevelopment. There may also be a need for supplementary planning documents to give extra support to Merton's Core Strategy, where new ways of working or facilities emerge.

21 Open Space, Nature Conservation, Leisure and Culture - Policy 13



Strategic Objective

21.1 Strategic Objective 6: To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place.

Policy CS 13

Open space, nature conservation, leisure and culture

We will:

- a. Protect and enhance the borough's public and private open space network including Metropolitan Open Land, parks, and other open spaces;
- b. Improve access to open space and nature conservation by public transport, cycle, mobility vehicles and on foot;
- c. Expect development to incorporate and maintain appropriate elements of open space, play areas and landscape features such as trees which makes a positive contribution to the wider network of open spaces. Where this is not feasible, planning contributions will be sought to do so;
- d. Work with partners to develop and implement proposals for the Wandle Valley Regional Park;
- e. Any proposals for new dwellings in back gardens must be justified against the:
 - local context and character of the site
 - biodiversity value of the site
 - value in terms of green corridors and green islands
 - flood risk and climate change impacts
- f. Safeguard our existing allotments and encourage the use of land for growing food.

21 Open Space, Nature Conservation, Leisure and Culture - Policy 13

g. Nature Conservation

To improve opportunities for our residents and visitors to experience nature we will:

1. Protect and enhance biodiversity through supporting the objectives of the London Biodiversity Action Plans;
2. Encourage new green links, green corridors and islands to seek to reduce areas of deficiency in nature conservation and to create safe species movement and havens for nature;
3. Refuse development that has a significant adverse effect on the population or conservation status of protected or priority species and priority habitats;
4. Require any development proposals likely to affect a Site of Special Scientific Interest, Metropolitan, Borough or Local Sites of Importance for Nature Conservation and Local Nature Reserve, as shown on the Proposals Map, to demonstrate that such development will not adversely affect the nature conservation values of the site;
5. Protect street trees and use Tree Preservation Orders to safeguard significant trees;
6. Improve public access to and enhance our waterways, including the River Wandle and its banks, for leisure and recreational use while protecting its biodiversity value;
7. Expect new development within the area of the Wandle Valley Regional Park, where appropriate, to incorporate physical, visual and landscape connections that will encourage pedestrian and cycle accessibility and enhance the attractiveness of the park;
8. Require, where appropriate, development to integrate new or enhanced habitat or design and landscaping which encourages biodiversity and where possible avoid causing ecological damage. Developers must propose full mitigation and compensation measures for any ecological damage that is caused.

h. Leisure and culture

Based on assessment of need and capacity, opportunities in culture, sport, recreation and play will be promoted by:

1. Safeguarding the existing viable cultural, leisure, recreational and sporting facilities and supporting proposals for new and improved facilities;
2. Refurbishing and replacing culture, sport, recreation and play facilities in our parks and open spaces;

3. Promoting healthy lifestyles to encourage physical education and well-being through the use of our leisure centres, schools, open spaces, playing pitches, recreation space and engagement in the arts through the use of our schools and colleges, open spaces, theatres and libraries. We will also encourage exercise in daily routines such as when travelling to work or school;
4. Working with partners to facilitate and enable them to deliver culture, sport, recreation, play facilities and events for community benefit. To encourage shared use of sites and space through joint funding initiatives and commissioning, external funding including public and private sources;
5. Safeguarding existing and seeking to provide enhanced play facilities along with formal and informal play spaces where these are needed;
6. Working with key partners including the South London Partnership in the preparation and delivery of the London 2012 Olympic and Paralympic Games and in particular the Olympic tennis event at the All England Lawn Tennis Club.

SA/SEA Implications

- The SEA framework requires protection of the natural environment and the need to reduce the areas of the borough deficient in areas of natural green space. The need to improve health equality by encouraging regular participation in sport and recreation and improving opportunities for culture, leisure and recreation are made available to all by improving access to and quality of open spaces.
- Enhanced habitats provide better opportunity for flora and fauna, especially protected species.
- Any development allowed, even for community use will impact biodiversity, pollution and climate issues. If development is allowed by criteria, it is felt that there would not be a significant impact and these would be outweighed by the benefits to education, health provision and improved standards of open space and accessibility.
- Research has identified that investment in green space will deliver better public health, both physical and mental. It can also help bring disparate communities together and provide critical green infrastructure in a changing climate for cooling, shading, floodwater storage and biodiversity (Source: CABI, Public space lessons, 2008).
- Linking with Chapter 22 'Design - Policy 14', Chapter 23 'Climate Change - Policy 15' and Chapter 19 'Infrastructure - Policy 11' provides a strong platform to a co-ordinated approach to green infrastructure.

21 Open Space, Nature Conservation, Leisure and Culture - Policy 13

Justification

21.2 Open space is defined in PPG17: Open Space, Sport and Recreation. 18% of Merton is green space, compared with the London average of 10%. Due to the large amount of green and open space in the borough, the emphasis is on protection and long-term management of the existing space and opportunity spaces (such as along railway corridors and allotments) and encouraging access to privately owned open space.

21.3 Planning obligations set out the scale and form of any contribution required for development regarding the creation and enhancement of the open space network. Contributions will be sought to improve facilities or create public access to private facilities in developments, especially in areas identified as deficient in publicly accessible open space, along the Wandle Valley and where play or sport/recreational facilities are needed as identified in the council's Sports Health and Physical Activity Strategy annual delivery plans and Free Play Strategy.

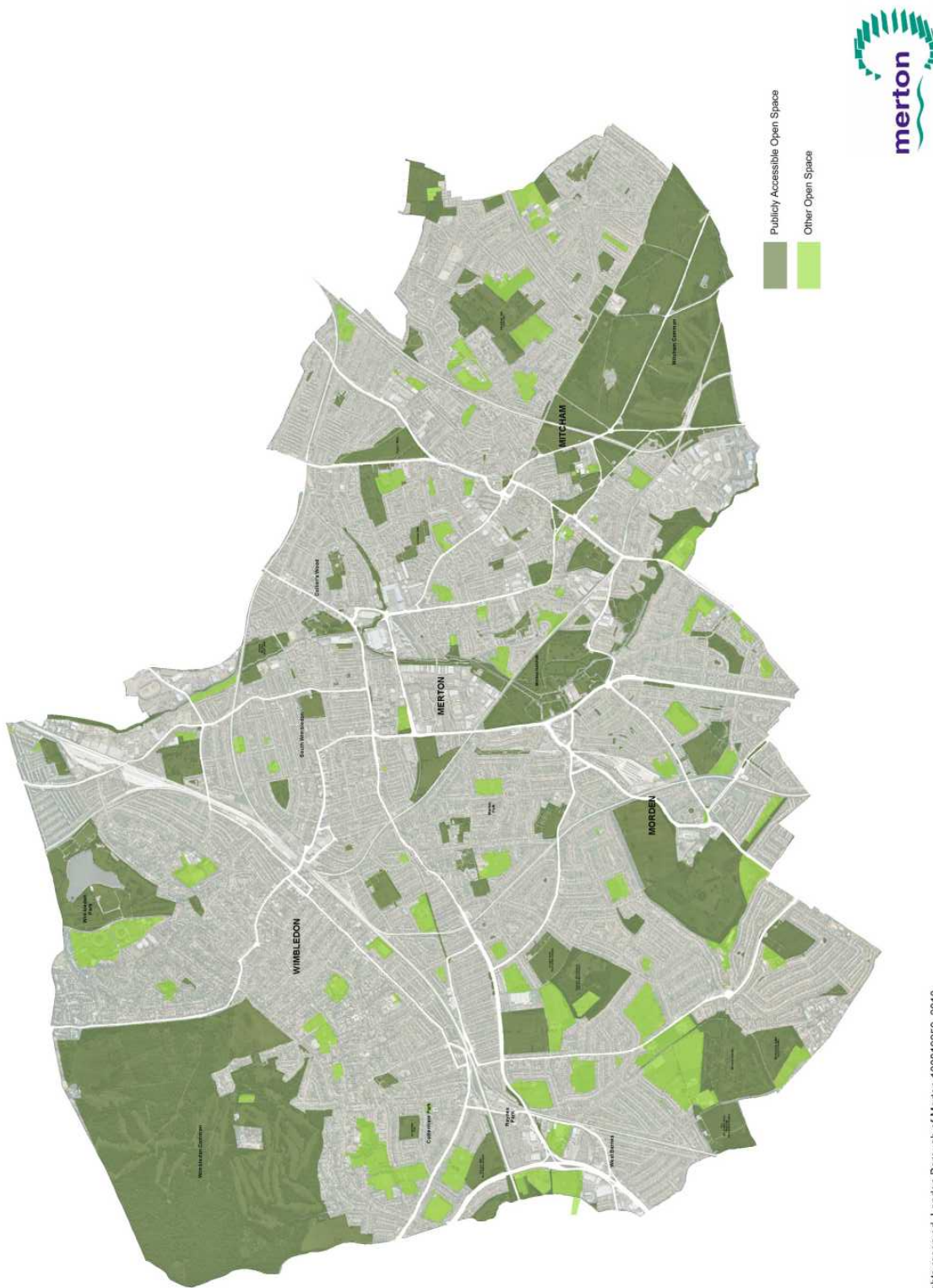
21.4 People use open space for exercise, play, socialising and relaxing. Visual accessibility is equally as important as physical access. Development adjacent to open spaces must not adversely affect the amenity, quality or utility of the open space. Design of new development should consider the most effective use of open space, including biodiversity interest and opportunity. Where housing is included, development must make provision for play/informal recreation in line with the London Plan.

21.5 The value of front and back gardens in terms of biodiversity, climate change and flood mitigation is recognised. In line with the General Permitted Development Order (GDPO 2008), paving over of front gardens must be carried out using permeable or semi-permeable materials to improve surface water run-off and to reduce the impact of flooding and pollution of watercourses. The GDPO states that you do not need to apply for planning permission to pave over front gardens unless the surface to be covered is more than five square metres and the materials being laid are traditional, impermeable materials that do not provide for the water to run to a permeable area. We will therefore, encourage the use of permeable surfaces within gardens which are more attractive and better for the environment, in accordance with Chapter 24 'Flood Risk Management - Policy 16'.

21.6 Private back gardens provide a significant resource for biodiversity and amenity space and contribute to mitigating against the impacts of climate change and flood risk. PPS3 Housing (2010) excludes private residential gardens from the definition of previously developed land. PPS3 states that there is no presumption that land that is previously developed is necessarily suitable for housing development nor that the whole curtilage should be developed.

21.7 Allotments are recognised for their contribution to enabling healthy and sustainable lifestyles. Allotments not only offer biodiversity and conservation value but also allow people in urban areas to grow fresh produce, offer recreational value and health and social benefits. We will therefore protect Merton's existing allotments.

Picture 21.1 Figure 21.1 Merton's open spaces



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21 Open Space, Nature Conservation, Leisure and Culture - Policy 13

Nature conservation

21.8 Habitat improvement and creation are crucial to the aims of protecting and enhancing biodiversity. We will protect and seek to enhance the borough's biodiversity through supporting measures which meet the objectives of the London Plan targets for habitats and seek to improve access to nature.

21.9 New development should avoid causing ecological damage and propose full mitigation and compensation measures for ecological impacts that do occur. Where appropriate, new development should include new and or enhanced habitat or design and landscaping which promotes biodiversity.

21.10 Improvements to biodiversity should not be restricted to conventional habitats but should extend to the increased use of green roofs and living walls; developments including these features will be encouraged where these are also in accordance with Chapter 22 'Design - Policy 14'.

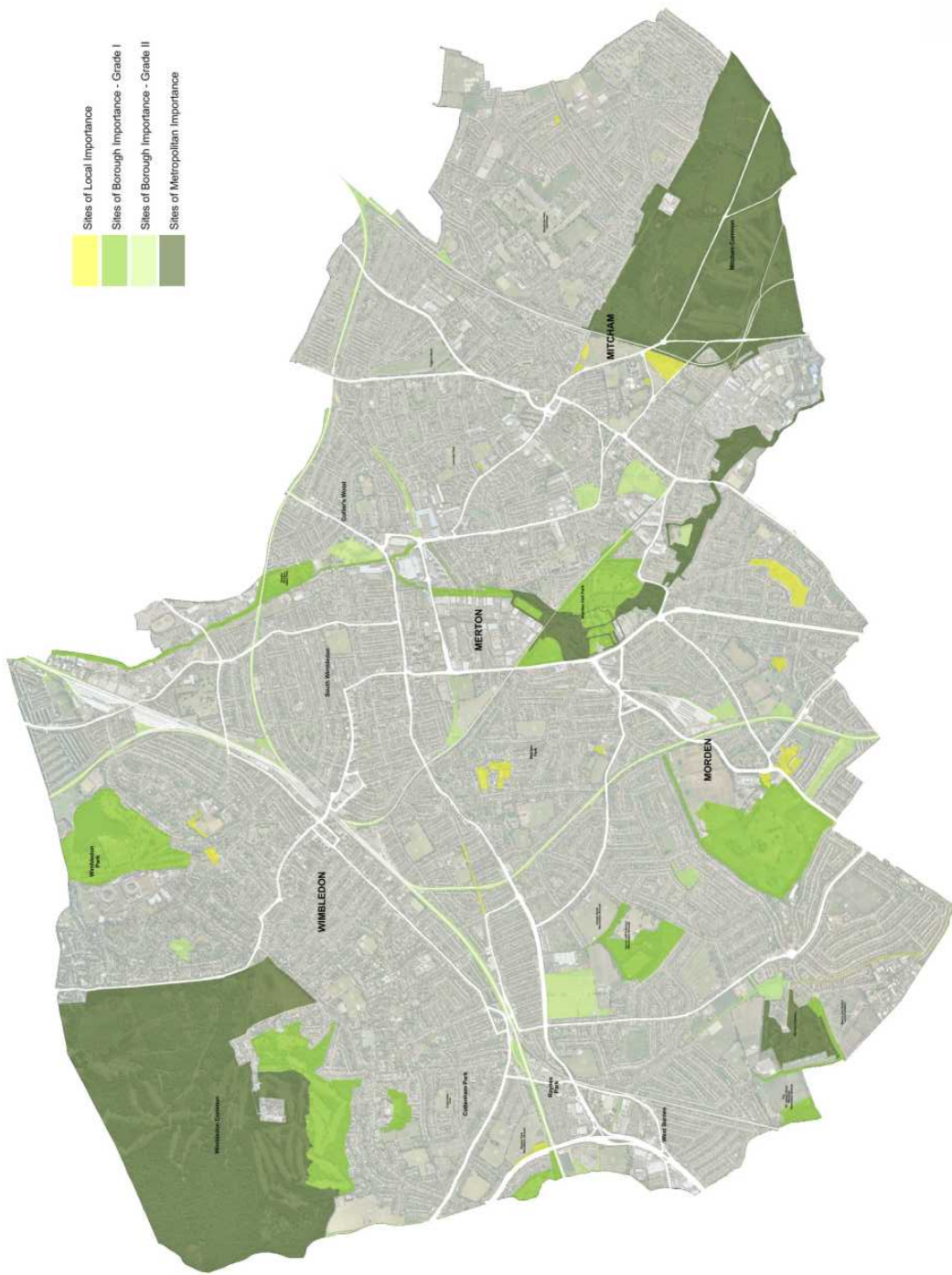
Wandle Valley

21.11 We will support the Mayor in the creation of Wandle Valley Regional Park, which aims to create a linkage of existing open space through the Wandle corridor. This will provide a key cultural and recreational asset for the borough, as set out in the London Plan.

21.12 The biodiversity value of the river Wandle, Beverly Brook and Pyl Brook will be protected and we will work with developers to encourage new linkages in landscape and visual terms into the river corridor when development opportunities arise. The council recognise the waterways as a natural asset and will follow the advice of the Environment Agency's Thames River Basin Management Plan and the London Plan.

21.13 In line with Chapter 15 'Wandle Valley Sub-Area - Policy 5' in creating a linked green infrastructure network, development within 400 m of the Wandle Valley Regional Park boundary will be required to consider its relationship to the park in terms of visual, physical and landscape links, to ensure that new development enhances the accessibility and attractiveness of the park. Our aspiration is to ensure the arrangement of buildings within new developments complement the existing green corridors and prevent disjointed pedestrian and cycle accessibility, removing physical barriers such as railings and built form that disrupt continuity and access into and around the park. As identified in Chapter 22 'Design - Policy 14' we will enhance the legibility and reinforce the green character of the borough.

Picture 21.2 Figure 21.2 Sites of Importance for Nature Conservation



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21 Open Space, Nature Conservation, Leisure and Culture - Policy 13

Culture and leisure

21.14 The demand for spaces that support informal activities and an expected increase in sports participation, following London 2012 Games, could result in conflict between users. It is therefore necessary to provide a selection of facilities in a variety of locations to encourage use from all sectors of the community and meet demands. Chapter 17 'Centres - Policy 7' deals with leisure and cultural facilities that are defined under town centre users found in PPS4: Planning for Sustainable Economic Growth.

21.15 Safeguarding our parks, play areas and leisure/cultural facilities encourages healthier, more active lifestyles and helps to improve mental well-being and social interaction. Sometimes the provision of different activities and uses will be incompatible. Wimbledon Park is a prime example, where the lake is regularly used for various water sports, such as paddle sports and sailing. This can conflict with more sedate activities such as fishing. We will aim to support different communities by providing specialist courses and a range of activities designed to meet specific needs.

21.16 We work with many partners in the delivery of services; this is identified in Chapter 27 'Delivery and Implementation'. In particular, the extended school initiative is about making the most of the opportunity a school site can offer and enabling sharing of facilities and space. It involves extending the hours schools are open to provide childcare and often this includes sports, local events and leisure activities for the community too. We will work with the PCT (and successor commissioners) and our schools to encourage healthy activities during school hours to offer sports and clubs to the community. The extended school initiative is also covered under chapter 19 'Infrastructure - Policy 11'.

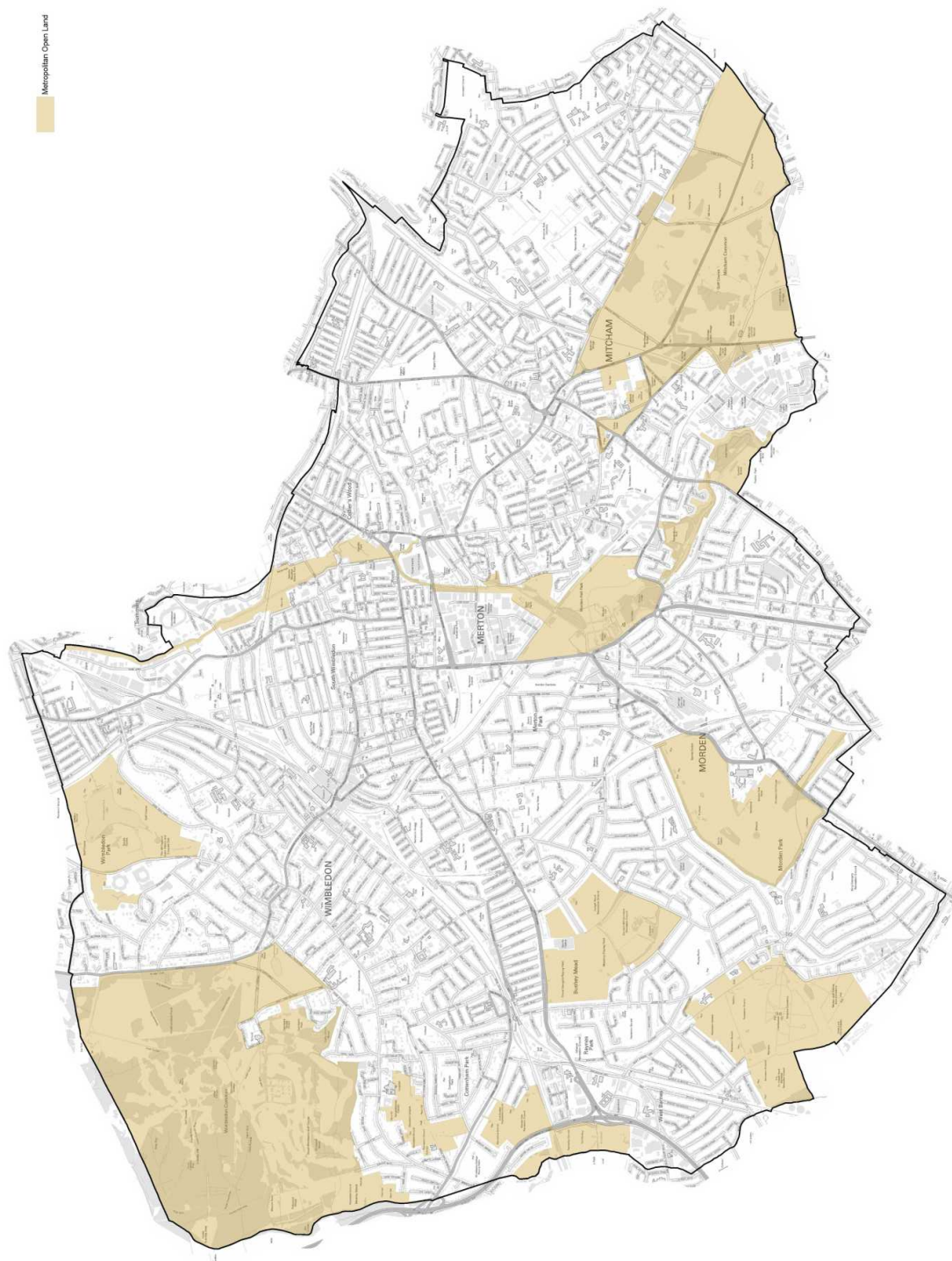
21.17 The importance of providing for children's play is emphasised in the Mayor's SPG "Providing for Children and Young People's Play and Informal Recreation" (2008). Play is an important aspect in our lives, not only in terms of health but also encouraging happiness, social cohesion and development. The council is supporting play provision by enhancing 14 play facilities as part of its Play Pathfinder project and creating a new adventure playground at the Intergenerational Centre in Eastfields, Mitcham.

21.18 The largest response on any single issue throughout all the LDF consultations came from supporters of Wimbledon AFC wanting a football stadium or a multi-purpose sports complex with new community facilities within the borough. They identified the site of Wimbledon Greyhound Stadium as their choice of location. This is located within a functional flood plain therefore the site is restricted in the range of uses it can offer, in accordance with PPS25 and Chapter 24 'Flood Risk Management - Policy 16'. Building on our legacy in sport, we support the provision of a sports stadium within the borough.

21.19 Merton is an Olympic borough and we have the opportunity to showcase the culture and facilities we have to offer, not just during the Games themselves but also in the run up and beyond. We will support the Mayor in the planning of the Games and use the opportunity to promote our culture and heritage of our towns and cities.



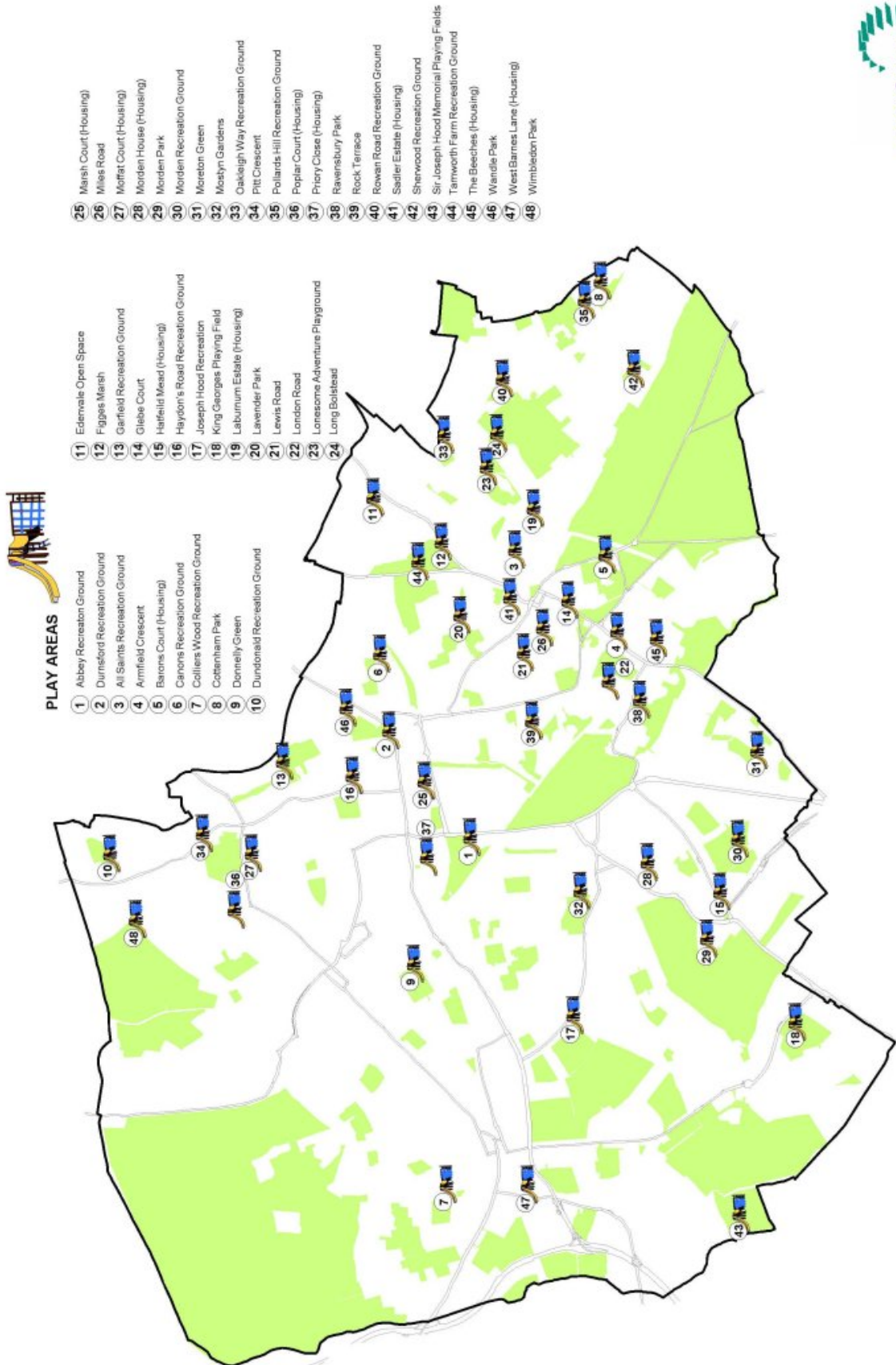
Figure 21.1 Metropolitan Open Land in Merton



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21 Open Space, Nature Conservation, Leisure and Culture - Policy 13

Figure 21.2 Play areas in Merton



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Key drivers

- A new Plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (April 2009)
- The London Plan Draft revised interim Housing Supplementary Planning Guidance (October 2009)
- The London Plan; Spatial Development Strategy for Greater London (2008)
- Mayor of London Implementation Report; Improving Londoners' Access to Nature (2008)
- Commission for Architecture and the Built Environment (CABE) - Public space lessons, Improving park performance (2008).
- London Plan Supplementary Planning Guidance; Providing for Children and Young People's Play and Informal Recreation (2008)
- GLA Open Space and Habitat Survey (2007)
- GLA review of sites of metropolitan importance for nature conservation in London Local Nature Reserve Management Plans (2007)
- Merton's Cultural Strategy, A better future for all 2007-2010 (2007)
- Merton's Allotment Strategy 2007-2010
- Merton Free Play Strategy 2007- 2012 (2007)
- Natural Environment and Rural Communities Act 2006 (2006)
- The London Plan Sub Regional Development Framework South London (2006)
- The Mayor's Food Strategy Summary - Healthy and Sustainable Food for London (2006)
- Merton Sport, Health and Physical Activity Strategy 2006-09
- ODPM (Office of The Deputy Prime Minister) Circular 06/2005 (2005)
- Merton Open Space Strategy (MOSS) 2005
- Community Plan 2005-15 (Sustainable Communities Strategy); Sustainable Communities; Healthier communities in Merton; Children and young people in Merton (2005 -15)
- PPS9: Biodiversity and Geological Conservation (2005)
- PPG17: Planning for Open Space, Sport and Recreation (2002)
- PPG17: Companion Guide: Assessing Needs and Opportunities (2002)
- Mayor of London: Connecting with London's nature: The Mayor's Biodiversity Strategy (2002)
- Mayor's Biodiversity Strategy (2001)
- Merton SPG Planting Landscaping and Nature Conservation Provision for Development Schemes (2001)
- PPG15: Planning and the Historic Environment para. 2.24 (1994)
- The Conservation (Natural Habitats & c.) Regulations 1994 (1994)

21 Open Space, Nature Conservation, Leisure and Culture - Policy 13

Delivery and Monitoring

This policy will be delivered through the development control process and monitored through the local performance framework. We will review the existing Planning Obligations SPD to include all contributions required to protect and enhance open space, encourage biodiversity and support leisure and culture in the borough.

We will work with the GLA and recognised agents such as the Environment Agency, Natural England and National Trust to maintain protection and encourage enhancement of our designated open spaces. This may also involve working with agencies such as CABE, Mitcham Common Conservators, and Wimbledon and Putney Commons Conservators. Monitoring will be undertaken through the Annual Monitoring Report (AMR).

Improving accessibility to open space will be delivered in tandem with the Policy CS 18 'Active Transport' policy.

The Wandle Valley Regional Park Management Board and local heritage and conservation groups will deliver the Wandle Valley Regional Park.

Protection of front and back gardens will be maintained through the development control process.

Protection of allotments will be implemented through the development control process in line with Merton's Allotment Strategy.

Policy CS13. point g will be delivered and monitored through the development control process and using National Indicator 197: Biodiversity by Merton's Biodiversity Group which is a partnership group including the council, Mitcham Common Conservators, London Wildlife Trust, Wimbledon and Putney Common Conservators and National Trust.

Policy CS13 point h will be delivered through the leisure services annual action plans and monitored through the local performance framework.

Since 2005 investment has been made in landscaping and open space but there is still a need to refurbish and replace many of the on-site buildings and facilities. The council's Leisure Services department has a rolling plan for upgrade and refurbishment of publicly owned leisure facilities. Where necessary planning applications will be submitted.

We will also work with Sutton and Merton Primary Care Trust and successor commissioners and the Department for Children Schools and Families to promote healthy lifestyles. Delivery will be managed through the planning application process and monitored through the council's Business Plan targets (Healthier Communities). The detailed approach will be set out in the Development Control Policies DPD.

Merton's Free Play Strategy (2007-12) responds to the need to provide positive opportunities to play and is measured through the council's annual performance indicators. We will also continue to ensure new housing proposals make provision for children's play and informal recreation as identified in the Planning Obligations SPD.

All requirements for additional educational buildings will need to be delivered through the development control process.

Wimbledon Common in the north west of the borough and Mitcham Common in the east cross the boundaries of the neighbouring boroughs. We will work with adjacent boroughs and partners to enable the potential for joint projects and encourage good communication and a shared vision.

22 Design - Policy 14



Strategic Objective

22.1 Strategic Objective 8: To promote a high quality urban and suburban environment in Merton where development is well designed and contributes to the function and character of the borough.

Policy CS 14

Design

All development needs to be designed in order to respect, reinforce and enhance the local character of the area in which it is located and to contribute to Merton's sense of place and identity. We will achieve this by:

- a. Conserving and enhancing Merton's heritage assets and wider historic environment particularly the valued centres, suburban neighbourhoods, industrial heritage and iconic green spaces, through conservation areas, statutory and locally listed buildings, scheduled ancient monuments, historic parks and gardens and archaeological sites and other non-designated heritage assets;
- b. Promoting high quality sustainable design that:
 - i. meets urban design and climate change objectives;
 - ii. responds to the 'distinctive areas of the borough';
 - iii. improves Merton's overall design standard;
 - iv. responds to heritage assets and the wider historic environment to enhance local character and distinctiveness;
 - v. retains and adapts existing buildings where appropriate to reduce CO₂ emissions and secure sustainable development;
 - vi. provides functional spaces and buildings with adequate internal amenity;
 - vii. enhances community safety.
- c. Protecting the valued and distinctive suburban character of the borough by resisting the development of tall buildings where they will have a detrimental impact on this character. Tall buildings may therefore only be appropriate in the town centres of Colliers Wood, Morden and Wimbledon, where consistent with the tall buildings guidance in the justification supporting sub-area policies, where of exceptional design and architectural quality, where they do not cause harm to the townscape and

significance of heritage assets and the wider historic environment, and where they will bring benefits towards regeneration and the public realm. Even with the identified centres, some areas are sensitive to tall buildings.

- d. Encouraging well designed housing in the borough:
 - (a) by ensuring that all residential development complies with the most appropriate minimum space standards;
 - (b) by requiring existing single dwellings that are converted into two or more smaller units of accommodation to:
 - i. incorporate the re-provision of at least one family sized unit where resulting in the loss of an existing family sized unit;
 - ii. comply with the most appropriate minimum space standards;
 - iii. not result in an adverse impact on the suburban characteristics of the streetscape.
- e. Requiring the development and improvement of the public realm to be accessible, inclusive and safe, simplified in design and unified by Merton's green character to create an environment of real quality.
- f. Using objectives, proposals and policies within national, regional and local policy, including local guidance or evidence such as design guides, character appraisals and management plans to shape new built form and enhance the overall design quality of the borough.

SA/SEA Implications

The design policy ensures a high quality built environment and public realm which will have positive social effects on public health, safety and travel. High quality design will be essential to balancing protection of the historic environment with a green infrastructure approach that will address climate change and reducing carbon emissions.

Justification

22.2 The character, distinctiveness and viability of a successful area often lie in the quality of its built environment and public realm. High quality design of buildings, places and spaces can create a high quality and attractive environment which sets a positive context for the development of successful places and sustainable communities.

22.3 PPS1 includes the delivery of safe, healthy, and attractive places as one of the main criteria for the achievement of sustainable development. PPS1 also defines good design as “ensuring attractive, usable, durable and adaptable places”. It goes further by stating, “good design should:

- Address the connections between people and places by considering the needs of people to access jobs and key services;
- Be integrated into the existing urban form and the natural and built environments;
- Be an integral part of the processes for ensuring successful, safe and inclusive villages, towns and cities;
- Create an environment where everyone can access the benefit from the full range of opportunities available to members of society; and,
- Consider the direct and indirect impacts on the natural environment.

The Historic Environment

22.4 Merton's historic environment is an important element of the character, cultural heritage and identity of the borough. In order to protect this, we have designated 28 Conservation Areas, as well as given protection to its existing open spaces and wildlife habitats. This is supplemented by a list of buildings with local historic, architectural or townscape value, a programme of character appraisals and management plans for the Conservation Areas. Statutorily listed buildings and other heritage sites, such as historic parks and gardens and scheduled ancient monuments help complete the key elements of the historic character of Merton.

22.5 Although, there are a higher number of Conservation Areas in the western parts of the borough around Wimbledon, West Wimbledon and Wimbledon Village, there is a fairly even distribution of listed buildings and other heritage sites within the borough. We will continue to develop character appraisals for each existing Conservation Area that may modify its boundaries, and by protecting the existing listed and other locally important buildings from inappropriate development that may harm the building or its setting.

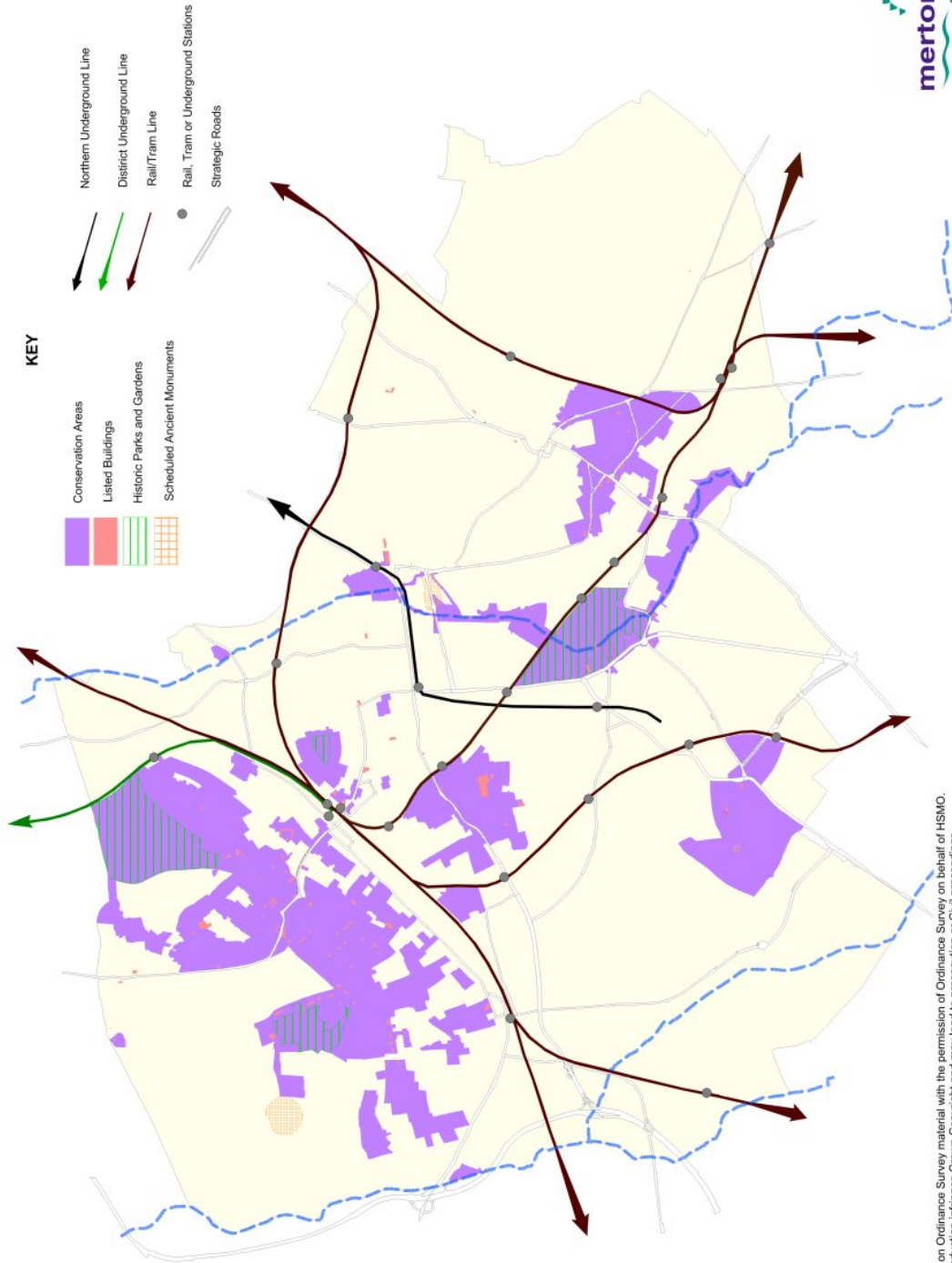
22.6 In line with PPS5, Merton's heritage assets and the wider historic environment should be used to make a positive contribution and inspire new development of imaginative and high quality design, forming a central part of future development and regeneration in the borough. This is particularly relevant for the regeneration of Mitcham and Morden where the significance of heritage assets such as Mitcham Cricket Green and Morden Hall Park will be used to inform new development or regeneration and contribute to the character and distinctiveness of each centre. This is expanded further in Chapters 12 'Mitcham Sub-Area - Policy 2' and 13 'Morden Sub-Area - Policy 3'.

22.7 The industrial heritage of the Wandle Valley is a particularly important part of the history of the borough and an important element of Merton's identity. This has been recognised by the designation of the Wandle Valley Conservation Area. New development in this area should play a positive role in relation to the Wandle Valley Regional Park. There is the opportunity for future development including the restructuring of Colliers Wood town centre to be heritage-led

in order to strengthen the character and local distinctiveness of the area consistent with the PPS5 and the London Plan. This is expanded further in Chapter 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1'.

22.8 The Beddington to Wimbledon overhead powerlines and 20 support pylons traverse through the Wandle Valley. We will support the relocation of existing powerlines, pylons and other visually intrusive servicing as part of planning agreements in relation to new developments where it is technically, practically, environmentally and economically achievable. The priorities for the Wandle Valley are outlined in Chapter 15 'Wandle Valley Sub-Area - Policy 5'.

Figure 22.1 Merton's Historic Environment (excluding locally listed buildings)



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High Quality Urban Design

22.9 Principles of good urban design are not just applicable to the quality of individual buildings, but to the arrangement of buildings in their environment, how they relate to their context, the spaces they create and also to the way an area functions. These principles need to be applied not just to the physical appearance of a building, but also to its functions and way it relates to the surrounding area and wider public realm. Good urban design creates buildings and environments that are long lasting. Government guidance By Design sets out seven key urban design objectives that should guide all new development.

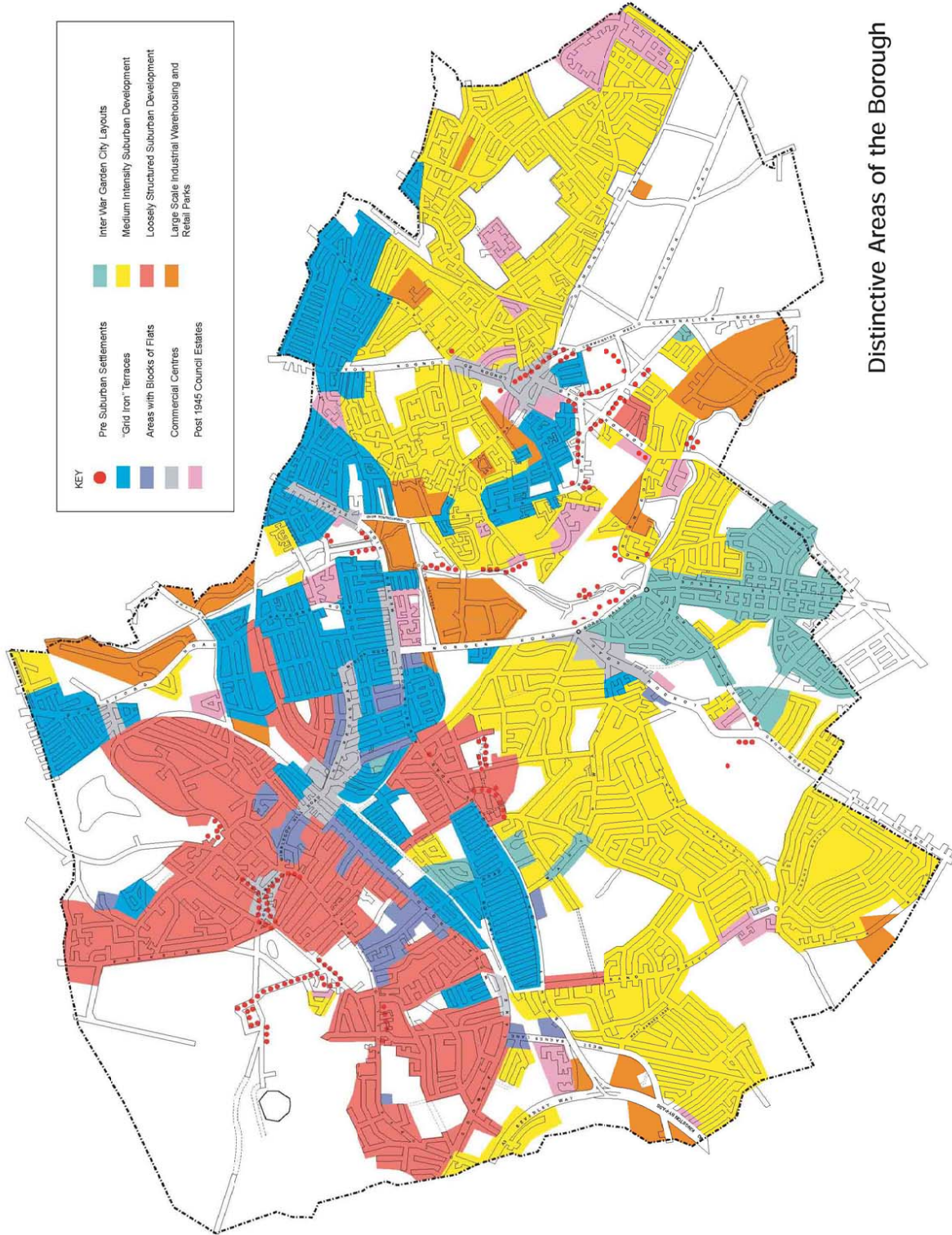
22.10 Whilst Merton is designated as an outer London borough in the London Plan, in terms of its overall character, it plays a transitional role from urban to suburban character, neither bordering Surrey nor central London. This is one of the key defining aspects of the borough's character, resulting in a diverse built form and population.

22.11 Due to the transitional nature of the borough between urban and suburban areas, the way it has developed from numerous original settlements, an obvious and clear identity for the borough as a whole has not readily arisen. Some areas between these settlements have been infilled by standardised forms of development, to the detriment of their often fragile but valued local character. This is particularly noticeable in Colliers Wood, Mitcham and Wimbledon. The lack of a strong identity has also put the borough at a disadvantage commercially when competing with other nearby and larger centres with stronger, more distinct identities or higher profiles. To address this issue the Core Strategy aims to strengthen the local distinctiveness of the borough by identifying local characteristics for the sub-areas and developing policies that promote development which respects and builds upon these characteristics. Refer to the sub-areas Chapters 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1', 12 'Mitcham Sub-Area - Policy 2', 13 'Morden Sub-Area - Policy 3', 14 'Raynes Park Sub-Area - Policy 4', 15 'Wandle Valley Sub-Area - Policy 5' and 16 'Wimbledon Sub-Area - Policy 6'.

22.12 Local characteristics within the sub-areas are informed by Merton's 'Distinctive areas of the borough' map (Fig 22.2). The map sets out distinctive areas of the borough which provide a framework for identifying their character, and assessing the appropriateness of new development. They are specific to Merton and a fundamental part of the existing built form character of the borough, and comprise pre-suburban settlements, "gridiron" terraces, loosely structured suburban development, medium intensity suburban development, areas with blocks of flats, inter war "Garden City" layouts, post 1945 council housing estates, commercial centres, and large scale industrial, warehousing and retail parks.

22.13 The future growth and development of the borough, including the provision of new housing as outlined in Chapter 18 'Housing - Policies 8-10', should not be at the expense of existing character and the areas of the borough with historic interest. New residential development should achieve appropriate densities on a site by site basis having regard to the London Plan density matrix and the requirements set out in the Design Policy 14.

Figure 22.2 Merton Distinctive Areas of the Borough.



22.14 New development in Merton should be sustainable, directed towards more accessible areas of the borough and designed to reduce CO₂ emissions. This is outlined further in Chapters 26 'Transport - Policies 18-20', 23 'Climate Change - Policy 15' and 18 'Housing - Policies 8-10'. Existing heritage assets should be retained and adapted rather than demolished, to reduce CO₂ emissions and contribute towards sustainable development in Merton. This is consistent with PPS5, and will be undertaken having regard to the relative significance of the asset using tools such as the Heritage Environment Records (HERS), and English Heritage guidance on climate change. Beyond heritage assets, opportunities for refurbishment rather than demolition and replacement will be encouraged as a more sustainable option.

22.15 New housing in the borough must be of a high quality, providing functional internal and external spaces that are fit for purpose, inclusive and flexible to meet the needs of various household types including small households, families and the ageing population. We will apply housing quality standards including minimum space standards to all new dwellings in the borough, including dwelling conversions and houses in multiple occupation (HMO's). Other tools such as CABE Building for Life, Lifetime Homes standards, London Housing Design Guide and other more recent or relevant national, regional or local guidance will be used to assess the quality of all new homes.

22.16 Good design has a role in offsetting negative environmental and health impacts and to create healthier communities. Health Impact Assessments (HIA's) of major developments can promote good design by addressing health impacts.

22.17 High quality design can create safer places and reduce the fear of crime within Merton by ensuring that new development enhances community safety through natural surveillance, active street frontages, continuous street frontages including around corners, improving movement and creating clear and safe access routes. The Community Plan identifies the importance of reducing the fear of crime within the borough and promoting a safer community. This is consistent with the draft London Plan where development should be consistent with the principles of 'Secured by Design', 'Designing Out Crime' and 'Safer Places', and community safety standards within Merton's Design SPG.

22.18 Good design is not a consideration limited to Conservation Areas, or to other sensitive areas, it is an important aspect of development across the borough, and is central to the whole concept of good planning. It covers not only issues of neighbourhood character and appearance, but also the quality of new development and public space and how they function. We will therefore use objectives, proposals and policies within national, regional and local policy, including local guidance or evidence such as design guides, character appraisals and management plans to shape new built form and enhance the overall design quality of the borough.

Tall Buildings

22.19 National guidance on tall buildings is produced by English Heritage and CABI. The London Plan defines tall buildings as those that are substantially taller than their surroundings, cause a significant change on the skyline or are larger than the threshold size for the referral of planning applications to the Mayor.

22.20 Merton's Tall Buildings Background Paper (2010) advises that tall buildings are generally not appropriate within the borough due to its predominately suburban low rise character, and will be resisted in all areas of the borough where they will be detrimental to this valued character. Tall buildings may be suitable in areas of the borough where all of the following factors are present:

- Regeneration or change is envisaged
- Good public transport accessibility
- Existing higher building precedent

22.21 Tall buildings of exceptional design and architectural quality may therefore be appropriate in the town centres of Colliers Wood, Morden and Wimbledon where justified in terms of their impact on the townscape and the historic environment, and the benefits towards regeneration and the public realm. More specific guidance on tall buildings is outlined in the Chapter 1111 'Colliers Wood and South Wimbledon Sub-Area - Policy 1', 13 'Morden Sub-Area - Policy 3', Chapter 1616 'Wimbledon Sub-Area - Policy 6' and the Tall Buildings Background Paper (2010).

22.22 Designated industrial locations including those at Shannon Corner and Morden Road Industrial Area are sensitive areas of the borough where taller buildings may be appropriate where contributing to the regeneration and enhancement of employment uses, and where they will not have a detrimental impact on areas outside of the designated industrial area.

22.23 Tall building proposals in Merton will need to have regard to the environmental impact of certain locations, including where adjoining or located nearby to conservation areas, the setting of listed buildings and scheduled ancient monuments, where overlooking open spaces, where they may impact on important local or strategic views, and where their presence could effect the valued and distinctive suburban residential character of the borough.

22.24 The valued and distinctive suburban character of Merton consists of much of the area outside the borough's main town centres including the local centres and neighbourhood parades, gridiron terraced streets (for example the Apostles in Raynes Park), medium intensity suburban development (for example Inter-war areas in Lower Morden), garden city layouts (for example St Helier Estate) and loosely structured suburban development (for example Merton Park), all of which have a very distinctive character which is an important and positive characteristic of the borough as a whole. This is expanded on in the Design SPG and will be further developed in a revised Design SPD with specific design policy guidance.

22.25 All proposals for tall buildings will also be assessed against the policy guidance in the London Plan and the criteria for evaluation in the CABE and English Heritage Guidance on tall buildings (July 2007).

Dwelling Conversions

22.26 In line with Chapter 18 'Housing - Policies 8-10', local evidence on future housing need identifies that nearly 50% of future housing delivery should take the form of 3 bedroom units with 47% being either 1 or 2 bedroom units (*Net Change in Required Housing Size Mix by Number of Bedrooms 2007-2021*). In terms of historical provision, 84% of new dwellings in the borough between 2004 and 2009 consisted of smaller units with 1 or 2 bedrooms.

22.27 The conversion of existing single dwellings into two or more smaller units typically involves the intensification of the boroughs suburban housing stock, resulting in the loss of larger units. Given the identified need for 3 bedroom units and the historical provision of smaller units, we are seeking to retain the existing stock of family sized units in Merton. Applications for conversion of existing family sized single dwellings into two or more smaller units must include the re-provision of at least one family sized unit. The London Plan (2009) defines a family unit as having three or more bedrooms.

22.28 Some single properties within the borough are considered to be too small to convert, as it is not physically possible to provide two or more units with rooms of an adequate size, or with sufficient internal circulation space. To ensure that dwelling conversions produce residential units of a high quality, all new dwellings including dwelling conversions must comply with the most appropriate minimum space standards. Guidance on dwelling conversions will be outlined in Supplementary Planning Documents.

22.29 The conversion of single dwellings into two or more units are most prevalent in the 'gridiron' terrace properties located in the denser northern wards of the borough including Abbey, Colliers Wood, Dundonald, Graveney, Hillside, Trinity and Wimbledon Park.

22.30 Merton's high quality suburban streetscapes are generally characterised by consistent front building setbacks, vegetated front gardens and adequate on-street parking provision. The detrimental impact of the conversion of existing single dwellings into two or more smaller units of accommodation can be:

- Interruption of consistent dwelling front setbacks due to off-street parking within front gardens.
- Reduction in front garden space and vegetation due to the installation of hard standing within front setbacks.
- Saturation of on-street parking resulting in car dominated environments.

22.31 We will therefore resist the conversion of dwellings where it would result in these detrimental impacts on the suburban characteristics of the streetscape. Reversion of previously converted properties back into a dwelling house may be acceptable under certain circumstances.

The Public Realm

22.32 Merton's Public Realm Strategy (2009) outlines local guidance for the design of new public spaces and improvements to the existing public realm. The strategy's vision seeks to unify Merton's public realm through simple uncluttered design to create an environment of real quality and rediscover the borough's green character. The principles of the strategy are the:

- Creation of generous streets for all;
- Improvement of existing and the creation of new quality public spaces;
- Reinforcement of the green character of the borough through planting;
- Sustainability of the borough's public realm in all aspects;
- Reinforcing of primary movement routes;
- Development of an image of quality for Merton;
- Promotion of the use of colour and vibrancy through public art, planting and feature lighting;
- Improvement of the legibility of the borough through clear signage and direct movement patterns for all users;
- Promotion of increased activities through events, street theatre, performance, art interventions and lighting; and,
- Creation of a better balance between vehicles, pedestrians and cyclists.

22.33 By harnessing these principles public realm improvements will be achieved across the borough, with particular emphasis on the boroughs centres of Colliers Wood, Mitcham, Morden, Raynes Park and Wimbledon, as well as along strategic routes.

Key drivers

- Tall Buildings Background Paper (2010)
- Dwelling Conversions Background Paper (2010)
- PPS5: Planning for the Historic Environment (2010)
- The London Plan Spatial Development Strategy for Greater London Consultation draft replacement plan (Oct 2009)
- A new Plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (April 2009)
- London Housing Design Guide (Interim edition August 2010)
- The London Plan Interim Housing Supplementary Planning Guidance (2010)
- Merton Public Realm Strategy (2009)
- Merton Street Scene Design Guide (2008)
- Lifetime Homes, Lifetime Neighbourhoods: A National Strategy for Housing in an Ageing Society (DCLG, Health Dept. Work and Pensions 2008)
- Building for Life (CABE, HBF 2008)
- The London Plan: Spatial Development Strategy for Greater London (2008)
- Conservation Principles, Policies and Guidance (English Heritage, 2008)

- Delivering Quality Places - Urban design Compendium 1 and 2, English Partnerships and The Housing Corporation (2007)
- Guidance on tall buildings (CABE and English Heritage, July 2007)
- PPS3: Housing (2010)
- PPS1: Delivering Sustainable Development (2005)
- DCLG: Safer Places, The Planning System and Crime Prevention (2004)
- Merton Design SPG (2004)
- Merton Accessible Environments SPG (2003)
- Safer Places: the Planning System and Crime Prevention, ODPM (2003)
- Building in context, New development in historic areas, CABE and English Heritage (2002)
- Merton Residential Extensions, Alterations and Conversions SPG (2001)
- By Design - Urban design in the planning system: towards better practice; DETR, CABE (2000)
- Crime and Disorder Act: Section 17 (1998)
- Secured by Design, ACPO (1994)
- Designing Out Crime, ODPM Home Office (1980)

Delivery and Monitoring

We will work with strategic partners such as English Heritage, The National Trust and local amenity societies and organisations to conserve and enhance Merton's historic environment. This may include identifying additional areas of significance within the borough. The council's Design Review Panel and the Design Champion will advise on development proposals.

Character Assessment and Management Plans will continue to be prepared for the boroughs 28 Conservation Areas. These are aimed at defining the special character of an area, identifying where it is under threat and identifying actions needed to protect and enhance its appearance. This may result in changes to the boundaries of Conservation Areas, including the expansion of some areas into other adjoining areas of significance.

We will produce supporting documents to assist with the implementation of Policy CS14 Design, including a Design SPD which will provide additional guidance on matters including dwelling conversions, tall buildings, amenity space, appropriate space standards and other matters relating to new development (daylight, sunlight, overlooking etc).

We are working corporately to ensure a consistent approach to highway upgrades and street furnishings, ensuring a joined up approach between the Council and other agencies. This is however undertaken outside of the planning process.

22 Design - Policy 14

A number of public realm projects are to be completed across the borough such as streetscene improvements and upgrades to Merton's open spaces. These projects are outlined further in the Chapter 27 'Delivery and Implementation'.

23 Climate Change - Policy 15



Strategic Objective

23.1 Strategic Objective 1: To make Merton a municipal leader in improving the environment, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively.

Policy CS 15

Climate Change

All minor and major development, including major refurbishment, will be required to demonstrate the following unless developers can robustly justify why full compliance with the policy requirements is not viable:

- a. How it makes effective use of resources and materials, minimises water use and CO₂ emissions;
- b. How development proposals are making the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
 1. Be lean: use less energy
 2. Be clean: supply energy efficiently
 3. Be green: use renewable energy
- c. How it is sited and designed to withstand the long term impacts of climate change, particularly the effect of rising temperatures on mechanical cooling requirements;
- d. Regeneration plan in town centre are an excellent opportunity to implement District Heat and Power networks, and all major development would be strongly encourage to be 'Multi Utility Services Company (MUSCo) ready where viable and actively contribute to the networks where possible;
- e. We will require all new development comprising the creation of new dwellings to achieve Code for Sustainable Homes Level 4;
- f. All non-domestic development over 500m² which does not qualify for assessment under Code for Sustainable Homes will be expected to be built to a minimum of BREEAM (Building Research Establishment Assessment Method) Very Good standard, and meet CO₂ reduction targets in line with the requirements of the London Plan or national policy, whichever is the greater.

SA/SEA Implications

Policy CS 15 is the key driver for addressing climate change by seeking to avoid actions that will generate environmental, social and economic harm, and to enhance energy efficiency. Wider sustainability benefits will also be derived from energy affordability, less pollution and, consequently, improved health and reduced resource scarcity.

Justification

23.2 Combating climate change is a priority for Merton. As set out in Chapter 5 'Issues and Opportunities', Merton's Core Strategy will address the impacts of climate change and accommodate new development sustainably. Climate change has social and economic impacts worldwide; Merton's residents and workers are affected by higher energy bills, food supply and more extreme weather events.

23.3 Merton has lead the way in addressing climate change. In 2003, after lobbying central government, Merton's new UDP was able to introduce a new planning policy, which demonstrates how the planning system is a major influence in promoting renewable energy and lowering the carbon footprint of the built environment.

23.4 The new planning policy, which subsequently became known as the "Merton Rule", required all new non-residential developments of over 1,000 square metres to incorporate renewable energy production equipment to provide at least 10% of predicted energy requirements, where this was viable.

23.5 This approach encouraged the use of sustainable building materials and re-use of materials, as well as the use of recycled aggregates in the construction of buildings. It also set out the means of generating renewable energy to be photovoltaic energy, solar powered and geo-thermal water heating, energy crops and biomass, but not energy from waste. The policy allowed development proposals to achieve carbon reductions through renewables where the technology best fit the local character of the area so that there was no harm to the amenity of the local environment.

23.6 By this measure, Merton has played a key role in ensuring that renewable energy policies became embedded into the mainstream. Over a hundred local authorities across the UK followed Merton's approach; this was instrumental in persuading the UK Government to include an addition in its national planning policy guidance (PPS22) confirming the legality of such policies. Since then PPS1 supplement, "Planning and Climate Change" encourages all local authorities to design policies that promote, and not restrict, low carbon energy production and supporting infrastructure.

23.7 The London Plan requires developments to make the fullest contribution to the mitigation of and adaptation to climate change. Over time, all new developments are expected to be Zero Carbon. The target dates for these are 2016 for domestic development and 2019 for non-domestic development. CO₂ emissions should be reduced by sustainable use of energy in accordance with the following energy hierarchy:

1. reduce energy needs through a combination of intelligent design and sustainable building techniques.
2. look for opportunities to deliver energy in a more efficient manner such as community combined heat and power or connection to a decentralised energy network.
3. further reduce CO₂ emissions through renewable energy generation.

Be lean - reducing energy needs

23.8 Responding to climate change should be an integral part of the design process and not seen as a set of 'bolt-ons'. It is in the interests of developers that proposals should address sustainability at the earliest design stage in order to minimise extra costs and ensure that proposals fully realise their environmental potential.

23.9 In accordance with Chapter 22 'Design - Policy 14' the retention, re-use and adaptation of our existing building stock including the historic environment should be the starting point, as a means of achieving sustainable development. Where development is being carried out, the existing building fabric and materials should be re-used wherever possible. Opportunities for refurbishment rather than demolition and replacements will be encouraged as a more sustainable option.

23.10 As set out in the London Plan, the highest standards of sustainable design and construction should be achieved to improve the environmental performance of new development. Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process.

23.11 To reduce energy needs, new development in Merton will have to comply with the draft London Plan policies, particularly those on minimising carbon dioxide emissions, sustainable design and construction, overheating and cooling and retrofitting.

23.12 Our commitment to high levels of sustainable design and construction is regarded as a priority due to the relatively dense urban characteristics of the borough where 60-65% of CO₂ emissions are generated from building stock in Merton. If the borough is to make progress to the national target of 80% CO₂ reduction by 2050 the energy efficiency of new development and existing stock needs to be enhanced and the borough's local energy generating capacity expanded.

23.13 While the Local Development Framework's influence over existing stock may be limited, it can ensure that any opportunities arising from new development to contribute to the existing stock's ability to mitigate or adapt to climate change are maximised. Retrofitting of

existing development will be addressed through looking at our own assets, such as schools and other government buildings, and by partnership working with others, such as Registered Social Landlords, energy companies and the private sector.

23.14 New development has the potential to add to the energy load and CO₂ emissions, increase pressure on water resources, reduce open space and increase traffic density. It may also have a negative effect on the borough's biodiversity and contribute to the urban heat island effect. Building Regulations are being strengthened in the areas of energy and water use, and the planning system has a role in tailoring solutions to local conditions and addressing those areas that Building Regulations do not reach.

23.15 National sustainable design and construction standards such as the Code for Sustainable Homes, EcoHomes and BREEAM ensure that a development's full impact on the environment, including such concerns as water run-off, biodiversity protection and waste and transport, are considered and addressed. Using these standards or any subsequently adopted set of national sustainable construction standards, will assist in the delivery on a number of aspects covered in this Core Strategy and align us with the aims of the London Plan and the London Housing Design Guide.

23.16 Be clean - supplying energy efficiently

23.17 Low and zero carbon energy infrastructure will play a significant part in reducing emissions from buildings and the Mayor has set a target for London to generate 25 per cent of its heat and power requirements through the use of local decentralised energy systems by 2025.

23.18 Decentralised energy, such as Combined Heat and Power (CHP) or energy from waste, generates power at the point of use, making more efficient use of primary energy by utilising generated heat that would otherwise be wasted in large scale thermal power generation plants.

23.19 Regeneration in Merton's town centres, such as Morden, present opportunities for the development of local decentralised energy networks. Over the next 10 years, there may also be opportunities arising via the South London Waste Plan in developing decentralised energy networks powered by energy from waste, where these do not have an impact on local amenity or environmental health.

23.20 As set out in the draft London Plan regeneration projects and new development in Merton will be expected to comply with draft London Plan, policies on decentralised energy networks and decentralised energy in development proposals, which will:

- a. Identify and safeguard existing heating and cooling networks;
- b. Identify opportunities for expanding existing networks and establishing new networks. We will use the London Heat Map tool and consider any new developments, planned major infrastructure works and energy supply opportunities which may arise;

- c. Develop energy master plans for specific decentralised energy opportunities;
- d. Require developers to prioritise connection to existing or planned decentralised energy networks where feasible.

23.21 Energy services companies (ESCOs) and Multi Utility Services Companies (MUSCo) can be set up either by private companies, local authorities or by working in partnership, to facilitate the technical and financial feasibility work to progress district-wide heat and power schemes.

23.22 This could help to deliver energy from a decentralised energy system such as Combined Heat and Power, to Merton's residents and businesses. Money can be ploughed back into climate change fund. Merton has carried out a feasibility study for CHP for the south east of the borough and for Morden Town Centre. We will investigate setting up an ESCo or MUSCo.

Be green - use renewable energy

23.23 As Merton set out in 2003, use of renewable energy presents a significant opportunity to reduce carbon dioxide emissions, and its development will also contribute to the security of energy supply.

23.24 Use of alternatives to traditional fossil fuels is a way to help improve air quality, reduce greenhouse gas emissions and improve energy security. Opportunities to develop the more widespread use of alternative energy sources include supporting emerging technologies and innovations, and supporting the development of supply chains, infrastructure and associated skill requirements.

23.25 Development in Merton will be expected to comply with London Plan policies on renewable energy and innovative energy technologies. This carries forward the Merton Rule in the presumption that all major development proposals will seek to reduce carbon dioxide emissions by at least 20 per cent through the use of on-site renewable energy generation wherever feasible.

23.26 Development in Merton will also be expected to mitigate against the impacts of climate change for the future users of that development. We will apply London Plan policies to address overheating and cooling, urban greening (such as tree planting, green walls, roofs and landscaping).

23.27 As set out in Chapter 24 'Flood Risk Management - Policy 16', sustainable drainage systems will be promoted in Merton to reduce surface water flooding.

Merton's approach

23.28 Merton's approach to sustainable design and construction is to ensure that all new development addresses all aspects of the energy hierarchy: using less energy, supplying energy efficiently and using renewable energy.

23.29 All new development will be expected to achieve as high a level of carbon reduction possible through best practice in sustainable design, construction techniques and site wide energy solutions, subject to viability. Where the developer contends the policy requirements in relation to viability of a particular proposal, the onus would lie with the developer to demonstrate what can viably be achieved through the submission of a viability assessment. We may seek payments from applications for the cost of independent viability assessment(s).

23.30 The mandatory introduction of Code for Sustainable Homes (Code) Level 4 is scheduled for 2013 but is already a requirement for the development of affordable housing. In order to drive up standards in sustainable design and construction in Merton all new dwellings created should conform to Code Level 4.

23.31 The development of non-domestic buildings that does not qualify for assessment under the Code for Sustainable Homes should comply with BREEAM Very Good and achieve the emissions reduction targets required by the London Plan or national policy. The use of the BREEAM standards and regional emissions reduction targets ensure that energy efficiency is maximised and opportunities for renewable energy production are realised.

23.32 There is currently no nationally recognised sustainable design and construction standard covering the refurbishment of domestic dwellings. However, the BRE are currently developing the BREEAM Refurbishment standard to address this shortcoming. Once the BREEAM Refurbishment standard has been launched and an appropriate level of the scheme can be identified it is our intention to introduce a minimum standard for domestic refurbishment.

23.33 As building regulations are tightened as part of the move to zero carbon development, Merton will continue to assess the viability of moving ahead higher levels of sustainable design and construction standard such as Code and BREEM. Where evidence suggest that higher levels of sustainable design and construction standards are viable, these will be introduced. This will ensure that the highest viable level of sustainable design and construction are sought within the borough.

23.34 Looking ahead to the implementation of the allowable solutions Merton will expect all on-site emissions reductions to be exhausted before examining any off site emissions reductions through the allowable solutions.

23.35 More specific minimum BREEAM credit requirements may be recommended in relation to other issues (for example flooding or ecology) depending on a developments location and local environmental issues.

23.36 Research into mechanisms to drive up the standards of sustainable design and construction and to address emissions from Merton's existing buildings stock is ongoing. This work will be used to inform and develop future strategies and timetables for the introduction and viability of higher environmental building standards.

23.37 As building regulations are tightened as part of the move to zero carbon development, Merton will continue to assess the viability of moving ahead higher levels of sustainable design and construction standard such as Code and BREEAM. Where evidence suggests that higher levels of sustainable design and construction standards are viable, these will be introduced. This will ensure that the highest viable level of sustainable design and construction are sought within the borough.

23.38 Looking ahead to the implementation of the allowable solutions Merton will expect all on-site emissions reduction to be exhausted before examining any off site emissions reductions through the allowable solutions.

Key drivers

- LB Merton's Sustainable Design and Construction Evidence Base (2010)
- Merton climate change: Renewable energy resources in Merton: a preliminary assessment (2009)
- Merton climate change research: Town Centre Morden: CHP Plant Option Appraisal (2010)
- Merton climate change research: Carbon assessment of domestic housing in London Borough of Merton (2010)
- PPS5: Planning for the Historic Environment (2010)
- The London Plan Spatial Development Strategy for Greater London draft replacement plan (2009)
- A new Plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (2009)
- Definition of Zero Carbon Growth, CLG (2008)
- London Plan: Spatial Development Strategy for Greater London (2008)
- GLA The London climate change adaptation strategy (2008)
- Mayor of London: The London climate change adaptation strategy, draft report (2008)
- LB Merton: Climate Change Strategy (2008)
- PPS Planning and Climate Change, Supplement to PPS1 (2007)
- CLG Code for Sustainable Homes (2006)
- EU Common Energy Policy: A European Strategy for Sustainable, Competitive and Secure Energy (2006)
- PPS 1 Delivering Sustainable Development (2005)
- PPS22 Renewable Energy (2004)

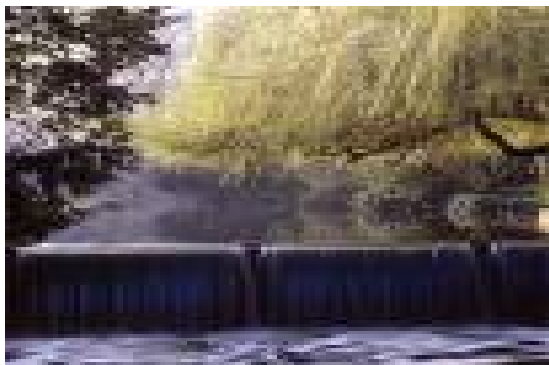
Delivery and Monitoring

We will work together with developers and residents to achieve a minimisation in CO₂ emissions and promote sustainable design and construction in Merton.

We will prepare a Sustainable Design and Construction SPD and accompanying guidance notes. The SPD will contain detailed analysis and guidance on the timeline and implementation of higher standards of sustainable design and construction within Merton.

Performance against sustainable design and infrastructure aims will be monitored through planning applications and where applicable, Code for Sustainable Homes and BREEAM certificates and reports.

24 Flood Risk Management - Policy 16



Strategic Objective

24.1 Strategic Objective 6: To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place.

Policy CS 16

Flood Risk Management

We will:

- a. Work with the Environment Agency, landowners and developers, based on the findings of the most recent Strategic Flood Risk Assessment and other plans, to manage and reduce flood risk from all sources of flooding;
- b. Apply the sequential and exception tests to avoid inappropriate development in relation to flood risk;
- c. Implement sustainable drainage systems (SUDs) across the borough and work towards effective management of surface water flooding;
- d. Fully engage in flood risk emergency planning including the pre, during and post phases of flooding event;
- e. Propose ensure the implementation of measures to mitigate flood risk across the borough that are effective, viable, attractive and enhance the public realm and ensure that any residual risk can be safely managed.

SA/SEA Implications

This policy will ensure individual development proposals will have no adverse impact and that essential community infrastructure will be at less risk of damage.

Justification

24.2 Merton has prepared a Strategic Flood Risk Assessment (SFRA) in conjunction with our neighbouring boroughs of Wandsworth, Sutton and Croydon, covering the river Wandle, Beverly Brook and their tributaries.

24.3 The SFRA has identified areas at risk from flooding along the Wandle, including around Colliers Wood town centre, the Pyl Brook (feeding into the Beverly Brook), Plough Lane and the Wandsworth border, and to the west of the borough around Shannon Corner.

24.4 To minimise flood risk in Merton, development is only permissible in areas at risk of flooding where it can be demonstrated that there are no reasonably available sites in areas of lower risk and that the benefits outweigh the risks from flooding, for example, the development must first pass the sequential test and where necessary, the exception test as set out in PPS25 and the Strategic Flood Risk Assessment for the river Wandle and its tributaries.

24.5 To assess vulnerability to flooding and inform suitable protection and mitigation measures, flood risk assessments should be undertaken for all developments within zones 2 and 3 to assess the risk of flooding to the development and identify options to mitigate the flood risk to the development, site users and the surrounding area.

24.6 The European Union Water Framework Directive (2003) requires us to manage water resources sustainably and to protect water quality through River Basin Management Plans. We will require the implementation of sustainable drainage systems (SUDs) in new developments. These systems mimic the natural movement of water from a development, reducing flood risk, improving water quality and often providing attractive features. SUDs offer an integrated approach that could play a key part in delivering the Directive's requirements. The surface water run-off should be managed as close to the source as possible and in line with the London Plan SUDs drainage hierarchy.

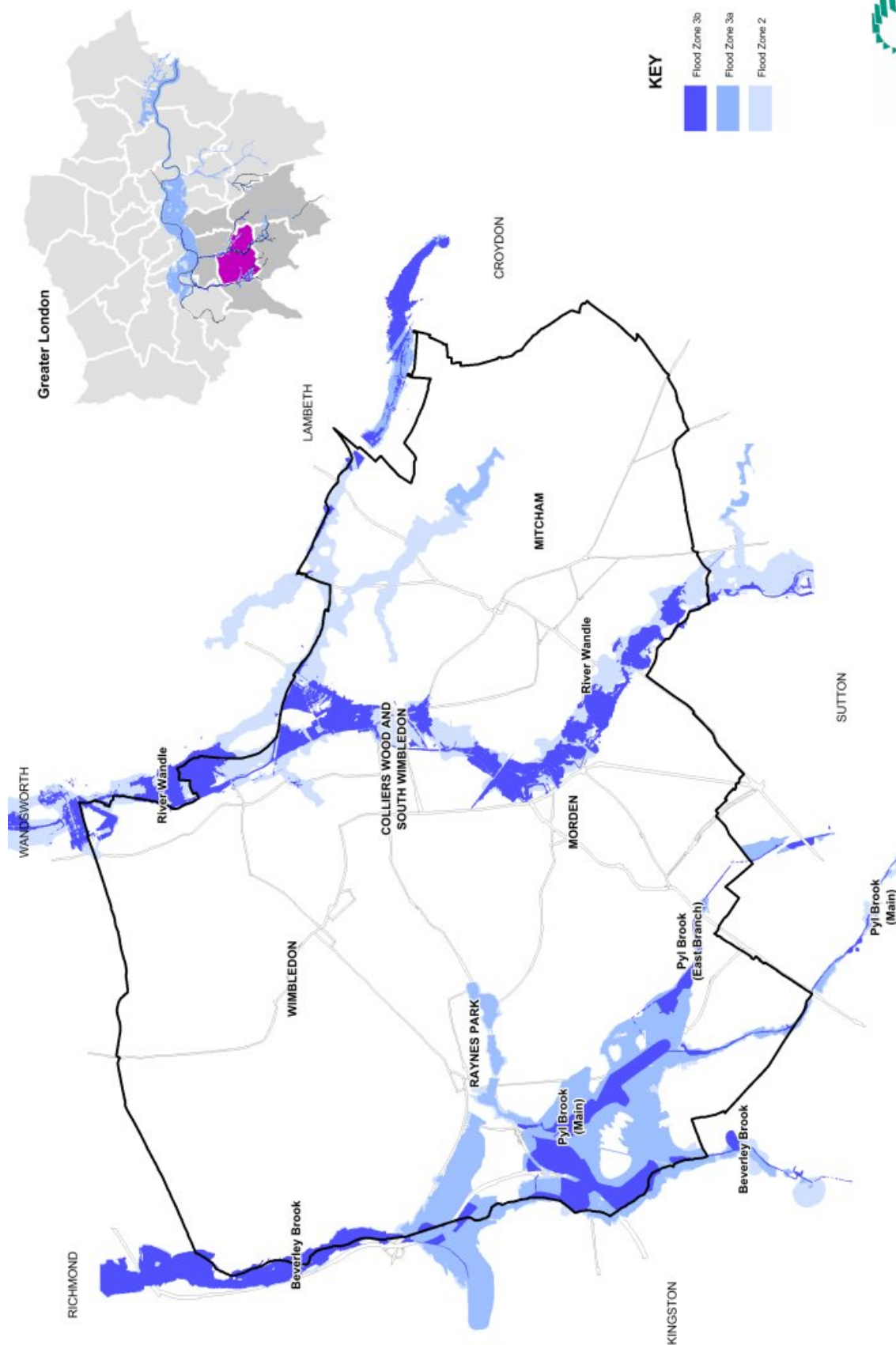
24.7 Flooding can also occur away from the flood plain as a result of development where off-site infrastructure is not in place ahead of development, for example flooding from sewers and non-permeable surfaces. Development will be expected to plan infrastructure need ahead and we will encourage the use of permeable surfaces, to reduce flood risk from surface water run off.

24.8 In order to reduce flood risk, we will work with landowners, developers and other stakeholders to:

- Ensure that floodplains operate efficiently, are protected and where possible restored;
- Realise the multifunctional nature of floodplains and deliver this through effective land use planning;
- Improve flood risk management infrastructure;
- Deculvert watercourses and restore natural river channel where possible;
- Ensure any flooding impacts can be reduced and managed.



Figure 24.1 Areas at risk from flooding in Merton



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24 Flood Risk Management - Policy 16

The regions shown on the map Figure 24.1 'Areas at risk from flooding in Merton' are indicative only as data is reviewed annually and is subject to change.

For site development purposes it is recommended that up to date flood risk information is checked via the Environment Agency website at <http://www.environment-agency.gov.uk>

Key drivers

- Thames River Basin Management Plan (2010)
- LB Wandsworth, Merton, Sutton and Croydon: Strategic Flood Risk Assessment (2009)
- The London Plan Spatial Development Strategy for Greater London Consultation draft replacement plan (Oct 2009)
- A new Plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (April 2009)
- DCLG Circular 04/2006 The Town and Country Planning: Flooding, (England) direction (2007)
- PPS 25 Development and Flood Risk (2006)
- PPS 25 Development and Flood Risk: Practice Guide (2006)
- Environment Agency: Building a better environment (2006)
- European Union Water Framework Directive(2003)
- Merton Sustainable Development SPG (2001)

Delivery and Monitoring

The Strategic Flood Risk Assessment (2009) for the river Wandle and its tributaries sets out how the sequential and exception test could be applied to development proposals and site allocations in Merton.

The SFRA level 2 sets out detailed considerations relating to flood risk and new development in terms of:

- Building design;
- Flood risk assessments and vulnerability;
- Developments behind flood defences;
- Specific measures for developments within the floodplain of the rivers Wandle, Graveney and Pyl Brook;
- Surface water flooding and the use of sustainable drainage systems;
- Water resources;
- Residual risk and Emergency Planning.

We will work jointly with the Environment Agency, Thames Water and developers on the preparation of flood management measures that are functional, attractive and viable.

25 Waste Management - Policy 17



Strategic Objective

25.1 Strategic Objective 6: To make Merton an exemplary borough in mitigating and adapting to climate change and and to make it a more attractive and green place.

Policy CS 17

Waste Management

- a. We support the objectives of sustainable waste management set out by the government in Planning Policy Statement 10: Sustainable Waste Management and the Mayor's London Plan.
- b. We will identify the necessary capacity in collaboration with the neighbouring south London boroughs of Croydon, Kingston-upon-Thames and Sutton to maximise self-sufficiency and meet the apportionment tonnages required by the London Plan for south London. In addition to new sites being identified, in line with criteria laid out in PPS10, existing sites will be protected unless compensatory provision is made and redevelopment of existing sites will be encouraged, where appropriate, to maximise throughput. The South London Waste Plan DPD set out the long-term vision, spatial strategy, polices and sites for the sustainable management of waste, how the strategy and polices will be delivered.
- c. The South London Waste Plan DPD sets out the long-term vision, spatial strategy, policies and sites for the sustainable management of waste, how the strategy and policies will be delivered and a framework for monitoring policies against targets.
- d. We are firmly against poor performing, outdated technologies such as old fashioned mass-burn incineration which is poorly designed, visually intrusive and releases high levels of noxious emissions. Developments of this nature will not be supported.
- e. We will increase recycling rates and address waste as a resource, looking to disposal as the last option in line with the waste hierarchy. To support recycling, the council will require integrated, well-designed waste storage facilities that will include recycling facilities for all new developments where appropriate.

SA/SEA Implications

The maximisation of self-sufficiency and recycling this policy, in conjunction with the policies in the South London Waste Plan, will reduce the need for landfill and the distance waste travels to be processed. The South London Waste Plan has been the subject of separate sustainability appraisal.

Justification

25.2 Burying our waste in the ground in landfill sites is no longer sustainable. This not only wastes resources which could be recycled, but harms the local environment around the landfill site and affects the wider environment by contributing to climate change. Reducing the amount of waste sent to landfill will directly reduce the amount of methane released into the atmosphere (as a greenhouse gas methane is 21 times more potent than CO²).

25.3 This is reflected in national and regional guidance that seek recycling rates and requires Merton to have enough facilities to deal with more of our own waste:

- By 2015 we should recycle and compost more than 45% of municipal waste.
- By 2020 we should have enough capacity to deal with all of our own waste (from all sources), recycle and compost 70% of our commercial and industrial waste and reuse and recycle 95% of construction waste.

25.4 To achieve this, we are working with our partners across south London to prepare a Joint Waste DPD, also known as the South London Waste Plan. The South London Waste Plan will identify the necessary capacity within the plan area to maximise self-sufficiency and meet the combined apportionment tonnages required by the London Plan. We will do this by:

- Promoting waste minimisation, re-use, recycling and composting and energy recovery before any other form of disposal, in line with the waste hierarchy;
- Identifying the most appropriate sites to enable the development of sufficient new waste management facilities to manage our waste, including safeguarding existing sites unless compensatory provision is made, and maximising the use of existing sites where appropriate;
- Using the most appropriate technology on-site that ensures the most environmental, social and economic benefits;
- Thinking of waste as a resource, especially for local businesses, and supporting co-location and the creation and maintenance of appropriate networks to achieve this;
- Supporting the aims and objectives of the boroughs' Municipal Waste Management Strategies.

25.5 Prior to the South London Waste Plan being adopted in 2011/12, these criteria should be used in considering planning applications for new waste management facilities.

Key drivers

- South London Waste Plan (2011)
- The London Plan Spatial Development Strategy for Greater London Consultation draft replacement plan (2009)
- The London Plan: Spatial Development Strategy for Greater London (2008)
- PPS10: Planning for Sustainable Waste Management (2005)
- EU Landfill Directive 99/31/EC
- EU Waste Framework Directive 2008/98/EC

Delivery and Monitoring

To achieve this, we are working with the neighbouring boroughs of Croydon, Kingston-upon-Thames and Sutton to prepare a Joint Waste Development Plan Document, also known as the South London Waste Plan. The South London Waste Plan will identify locations suitable for waste management facilities to meet the London Plan apportionment of approximately 1.3 million tonnes by 2021 and land use policies to support these.

Across the four boroughs around 7 hectares of additional land is required to divert waste from landfill and use waste as a resource. With regard to the location of sites, we shall be guided by the locational criteria provided in PPS10 and the broad locations of Strategic Employment Locations, Local Employment Areas and existing Waste Management Sites provided within the London Plan. To support this, we shall safeguard existing waste sites unless compensatory provision is made and support the re-development of existing sites to maximise their throughput.

Arrangements for monitoring the changes in the stock of waste management facilities, waste arisings and the amount of waste recycled, recovered and disposed of will be provided in the Joint Waste DPD.

On-site storage requirements for all types of developments are detailed in Merton's Sustainable Design and Construction SPD.

26 Transport - Policies 18-20

Active Transport

Strategic Objective

26.1 Strategic Objective 7: To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys.

Policy CS 18

Active Transport

We will promote active transport by:

- a. Prioritising for the access and safety of pedestrian, cycle and other active transport modes;
- b. Supporting schemes and infrastructure that will reduce conflict between pedestrians, cyclists and other transport modes;
- c. Encouraging infrastructure appropriate for all abilities and ages, catering for both commuter and recreational users and designed in accordance with Secure by Design;
- d. Working to ensure the pedestrian environment in the borough is safe, enjoyable and attractive;
- e. Partnership working to deliver high quality links or the enhancement of existing pedestrian and cycle networks, including the Capital Ring, Wandle Trail, Wandle Beverly Brook Link, the Greenways Network, the Cycle Super Highway, and the London Cycle Network;
- f. Requiring the submission of Travel Plans to accompany development proposals which meet or exceed the Department for Transport's indicative thresholds for Transport Assessment or the thresholds in relevant Transport for London guidance;
- g. Encouraging design that provides, attractive, safe, covered cycle storage, cycle parking and other facilities (such as showers, bike cages and lockers).

SA/SEA Implications

Active transport generates health benefits from increased levels of physical activity and less pollution as a result of a reduction in travel by car. Promotion of active transport will also improve equity as it will help those who do not have a car and it will help improve access to areas of the borough that were previously not so accessible, in particular in the east of the borough.

Justification

26.2 'Active transport' is a conceptual term used to describe walking and cycling as well as the many other human powered modes of travel. Active transport provides a healthier, proactive travel alternative to a private vehicle and provides a means of exercise while people are reaching a destination. Virtually all trips by car or public transport involve a walk of some distance at least at one end. Historically, walking has been undervalued or overlooked as a means of transport, despite its importance and the benefits it offers in terms of the environment, health, and social and economic matters.

26.3 The London Health Strategy recognises that walking and cycling are beneficial to people's health, and promotes both these modes, for example, by improving safety by separating cycles from motorised traffic. Merton's Community Plan aims to halve the year on year rise in obesity in children under 11 by 2025. The Community Plan encourages local people to choose to act in a sustainable way and take a sustainable approach to waste and energy. This is supported through the promotion of active transport.

26.4 The Cycle Super Highway, the Greenways Network and the London Cycle Network (LCN+) routes go through the borough, and these provide a strategic cycle network. There are also numerous proposed borough cycle routes that feed into the strategic cycle network, which together will provide a comprehensive cycle network within Merton.

26.5 The network of borough pedestrian routes and leisure routes links most of the centres in Merton. The 'Capital Ring' walking route crosses the north west of the borough, through Wimbledon Common and Wimbledon Park. The Capital Ring encircles London and is one of the Mayor of London's key Strategic Walking Network routes. The Wandle Trail follows the route of the River Wandle, passing through Merton as well as Wandsworth, Sutton and Croydon, and caters for both cyclists and pedestrians. The Greenways Network is a coordinated city-wide network of good quality walking and cycling routes; the project is managed by Transport for London, Sustrans and other partners.

26.6 Active transport is the most sustainable way to travel as activities such as walking and cycling do not use fuel or produce emissions. Road traffic is the key source of nitrogen dioxide levels in London, which accounts for approximately 60% of all emissions. The Mayor's Air Quality Strategy outlines the health implications associated with the increasing amount of air pollution, and promotes several measures to improve air quality, including encouraging a shift away from private vehicles to public transport, walking and cycling.

26.7 The Department for Transport's (DfT) Walking and Cycling: An Action Plan centres on providing improvements to the environment and facilities for walkers and cyclists with targeted information about travel choices, health benefits and recreational opportunities. It is the government's key plan in promoting active transport. We will require Travel Plans which meet or exceed the Department for Transport's indicative thresholds for transport assessment or the thresholds in relevant Transport for London guidance.

26.8 To maintain and revitalise the economic viability of our town centres and major employment areas it is essential to recognise and balance the respective street activities, functions and needs. Key to this success is providing for people with restricted mobility, ensuring good service provision and making sure the needs of pedestrians are fully served. Further details to improving active transport in each of Merton's town centres are provided in the sub area policies.

Key drivers

- Mayor's Transport Strategy (2010)
- A new Plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (2009)
- Public Realm Strategy (2009)
- DfT: Walking and Cycling: An Action Plan (2008)
- The London Plan: Spatial Development Strategy for Greater London (2008)
- Merton Community Plan 2005-15 (2005 updated 2008)
- Disability Discrimination Act (2005)
- Secured by Design Principles (2004)
- The Walking Plan for London (2004)
- London Cycling Action Plan (2004)
- Mayor's Air Quality Strategy (2003 updated 2008)
- PPG13: Transport (2001)
- London Cycle Network Plus (2001)

Delivery and Monitoring

The Council will use funding annually secured through LIP funding applications to Transport for London together with Merton Capital to deliver active transport improvements in the borough.

Between 2007 and 2011 the Council has successfully delivered major schemes which include significant active travel improvements at Mitcham Eastfields, Mitcham Junction, South Wimbledon Business Area benefiting from partnership funding.

Delivery of the larger transport infrastructure projects will be dependent on significant investment from partners like Department for Transport, Transport for London, and Network Rail. Specific major projects that will deliver transport improvements in Merton are set out in Table 27.2 "infrastructure projects", particularly under the delivery of Strategic Objectives 7 and 8. The Council will use its lobbying power to enable Merton to benefit from other funding opportunities.

Merton will continue to implement active transport and accessibility improvements through the use of planning obligations.

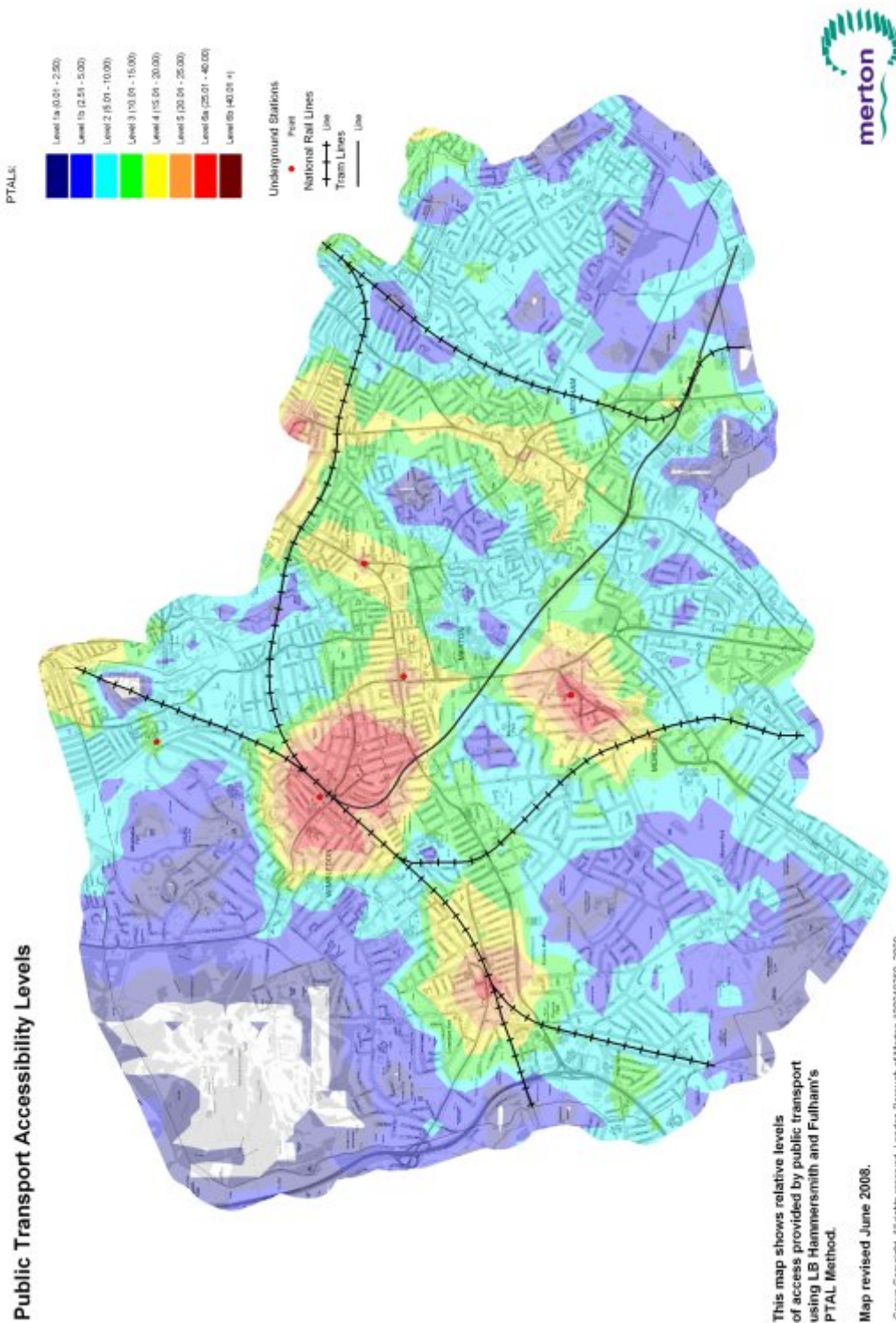
Walking and cycling in the borough will be supported through hard measures including priority and infrastructure improvements and through soft measures including the school travel plan programmes and cycle training.

A series of key walking routes will be identified and implemented through TfL's Local Implementation Program. They will be afforded high priority within the Local Implementation Programme in accordance with TfL's Best Practice for Local Walking Schemes.

Pedestrian improvements have been proposed by Living Streets in several areas of the borough including Mitcham town centre, Pollards Hill, Raynes Park, Wimbledon town centre and Morden town centre. Street audits will be considered subject to resources and funding.

Merton's Public Realm Strategy outlines focus areas for improvement within the borough, which includes the pedestrian and cycle environment. The plan supports improvements in the consistency of design, materials and management of pedestrian areas, as well as the simplification of footways, reallocation of road space (wherever possible), rationalising parking, improvements to crossings and aesthetic enhancements.

Figure 26.1 Merton Public Transport Accessibility Levels



Public Transport

Strategic Objective

26.9 Strategic Objective 7: To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys.

Policy CS 19

Public Transport

We will support and enhance our public transport network by:

- a. Encouraging developers to demonstrate that their proposals are adequately served by a variety of modes of transport and that the proposals do not have an adverse effect on transport within the vicinity of the site;
- b. Ensuring all major development demonstrates the public transport impact through Transport Assessments;
- c. Prioritising development that demonstrates innovative and intelligent design which promotes public transport travel and/or reduces the need for private vehicle travel;
- d. Seeking sustainable transport contributions towards the improvement of transport infrastructure through planning obligations;
- e. Ensuring Travel Plans accompany all major developments;
- f. Supporting town centre development that encourages innovative ideas to improve the public realm;
- g. Safeguarding land for construction of major public transport projects;
- h. Encouraging schools to complete school travel plans in line with the Mayor's London wide target;
- i. Supporting development which improves transport interchanges and transport reliability.

SA/SEA Implications

Improving public transport encourages alternatives to private car use and helps reduce pollution and congestion. Public transport improvements also have positive impacts on equity for those who do not have access to a car, as well as improving accessibility across the borough (in particular the eastern wards).

Justification

26.10 All tiers of government recognise the importance of providing a transport network that can meet the needs of a growing economy and increasing demand for travel whilst also achieving environmental objectives.

26.11 PPG13 (Transport), the Mayor's Transport Strategy, and the London Plan emphasise the need for transport and land use changes to be integrated and developed simultaneously. There is increasing recognition by the government of the importance of locating new development where good public transport is available, thus minimising traffic generation effects and reducing the need to travel, in accordance with Chapter 22 'Design - Policy 14', 18 'Housing - Policies 8-10' and Chapter **20 'Economic Development - Policy 12'**. Furthermore, large developments can act as a catalyst to the achievement of viable new transport schemes and to improvements of existing services.

26.12 Similarly, new transport infrastructure together with improvements to existing services can act as the catalyst to major developments. We will work with providers to ensure the provision of public transport services including underground and rail, bus, and tram services. Support is given to an extension of Tramlink and Crossrail 2. Merton Council aspires to improve the interchange between the end of the Northern Line and Morden South Rail Station.

26.13 Public Transport Accessibility Levels (PTAL) vary across the borough and significant areas in the south east and south west of the borough have the lowest accessibility levels in Merton. The higher PTAL levels are concentrated around the town centres and transport interchanges of Wimbledon, Morden, Colliers Wood, Mitcham and Raynes Park.

26.14 Merton's public transport network provides the foundation for determining the location of development. In line with Chapter **17 'Centres - Policy 7'** and Chapter 20 'Economic Development - Policy 12' we will ensure that proposals which generate a significant number of trips are located in areas of good public transport accessibility in order to reduce the need to travel, particularly by private car.

26.15 Merton's outer London location means that its surface transport networks are under pressure to accommodate through traffic as well as local journeys. Public transport offers an efficient way of moving people around the borough, particularly for journeys associated with work, shopping and leisure.

26.16 A comprehensive, integrated public transport network supports our strategy to improve accessibility without major road building. It also supports the Mayor for London's vision as outlined in the Mayor's Transport Strategy. Such a network should accommodate all modes of public and semi-public transport including bus, tram, underground, rail, taxi, car club and car share. Taxis and car share vehicles can reduce car use by providing good links to public transport services and are especially valuable for people with disabilities.

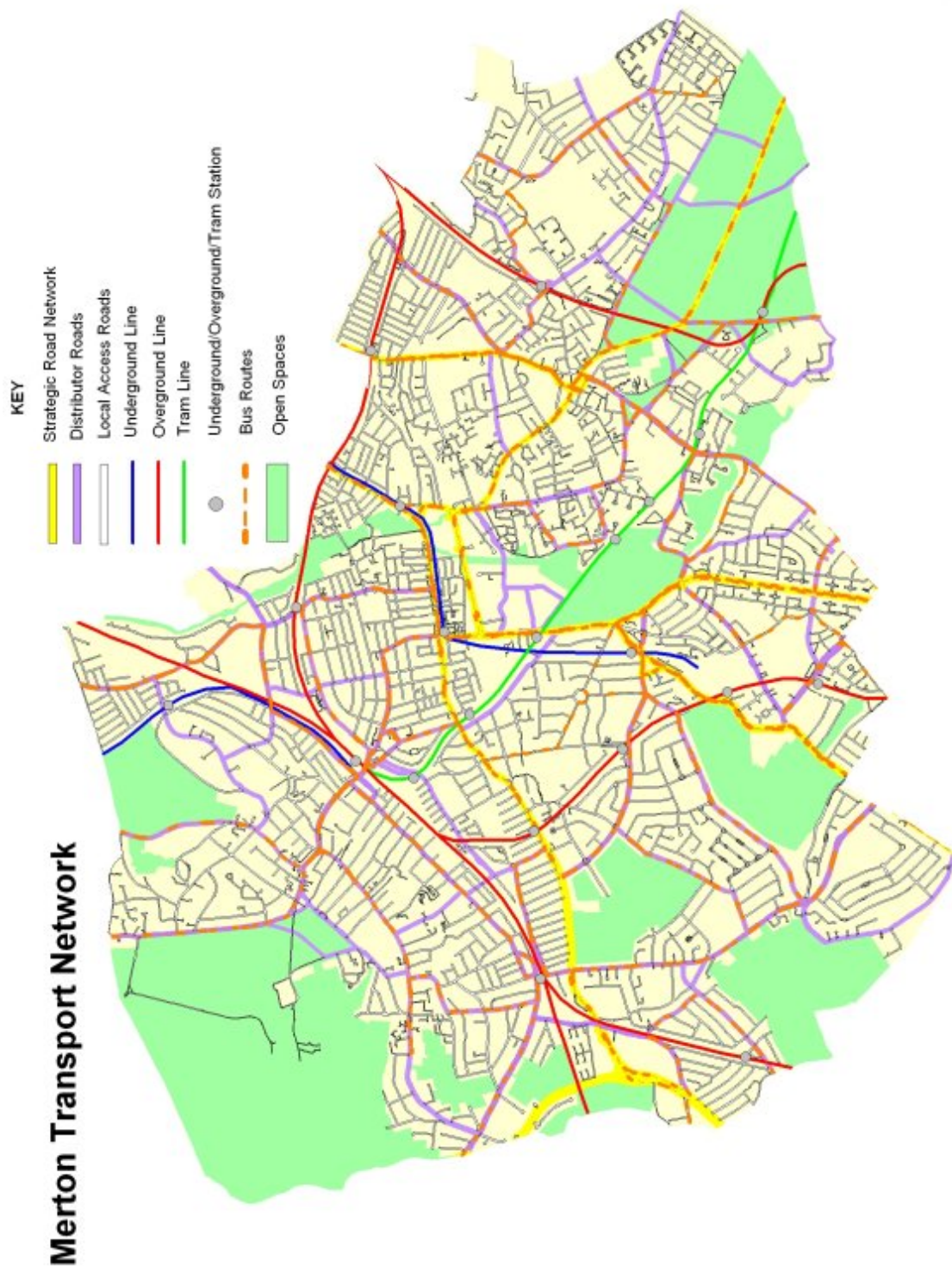
26.17 Public realm improvements that are related to public transport include the following:

26 Transport - Policies 18-20

- Signage/way finding (local maps, bus stop flags, timetable information).
- Facilities for rail services, bus services, taxis, car clubs.
- Cycle parking and storage.
- Car 'set-down' and 'pick-up' areas.



Figure 26.2 Transport Network



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26.18 We recognise the role of freight in the local and national economy, and many goods movements in Merton simply pass through the borough. Freight is a major contributor to congestion, road safety, parking and access problems, and these issues can impact on the ability of local freight to serve businesses and facilities within Merton.

26.19 Planning applications are supported where they demonstrate that the existing public transport levels sustain the public transport needs generated by a development or that satisfactory provision for increased capacity requirements has been arranged. Travel Plans must be submitted to the indicative thresholds referenced in the policy. Travel Plans provide a package of measures to reduce the need for private vehicle journeys and promote travel by public transport.

26.20 Further details to improving public transport in each of Merton's town centres are provided in the sub area policies.

Key drivers

- Mayor's Transport Strategy (2010)
- A new Plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (2009)
- The London Plan: Spatial Development Strategy for Greater London (2008)
- Merton Community Plan 2005-15 (2005 updated 2008)
- The Future of Transport: A Network for 2030 (2004)
- PPG13: Transport (2001)
- The Transport White Paper (2001)

Delivery and Monitoring

We will continue to work with local and regional transport partners in delivering public transport improvements through Merton's Local Implementation Plan, our annual programme of works, other council funding streams and developer contributions and obligations. The local and regional transport partners include:

- Bus: London Buses, Transport for London;
- Tram: London Trams, Transport for London;
- Tube: London Underground, Transport for London;
- Rail: Network Rail, Southern, First Capital Connect, South West Trains;
- Taxi: Public Carriage Office, Transport for London;
- Regional Partnerships: South London Transport Partnership.

We believe that a great majority of homes should be within 1.5 kilometres of a rail station with a 20 minute interval minimum off-peak service. This will be achieved through bus route and service improvements along with additional links within the borough's light rail network.

We will work with schools, developers and employers to progress a range of initiatives with the aim of encouraging the use of alternatives to the private car. We will work in partnership with developers, TfL and public transport operators to secure enhanced interchange and public transport facilities, particularly in our town centres.

Parking, Servicing and Delivery

Strategic Objective

26.21 Strategic Objective 7: To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys.

Policy CS 20

Parking, Servicing and Delivery

We will seek to implement effective traffic management by:

- a. Working with Transport for London and other partners to progress a range of transport improvements in key town centres, in particular, to enhance the environment and bring about significant improvements for all road users;
- b. Prioritising for people with restricted mobility and protecting vulnerable road users;
- c. Supporting development that includes car club bays and electric vehicle charging points;
- d. Requiring developers to demonstrate that their development will not adversely affect pedestrian and cycle movements, safety, the convenience of local residents or the quality of bus movement and/or facilities; on-street parking and traffic management;
- e. Providing car parking in accordance with the council's current parking standards;
- f. Considering new or expanding existing Controlled Parking Zones (CPZ) where it is deemed to reduce trip generation, promote road safety and protect existing residential amenity;
- g. Supporting permit-free developments in areas within CPZ's benefiting from good access to public transport (PTAL 4 - 6), with good access to facilities and services and/or in a town centre location. Permit free agreements may apply to proposals with or without off-street parking;
- h. Incorporating Merton's road hierarchy and Merton's Vehicle Crossover Information Pack when locating and designing access arrangements to developments;
- i. Requiring developers to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway or create areas which are unsafe at night or hours of low usage in accordance with standards set by the Freight Transport Association;
- j. Requiring developments to incorporate safe access to and from the public highway as well as on-site parking and manoeuvring for emergency vehicles, refuse storage and collection, and for service and delivery vehicles;
- k. Implementing measures to discourage/reduce pavement parking in industrial areas of the borough, particularly at Willow Lane, South Wimbledon/Morden Road and Weir Road / Durnsford Road;

- l. Including measures for visitor drop-off and pick-up areas, taxis, bus/coach parking, off street parking, set-down and pick-up facilities and Community Transport (e.g. Dial-a-ride) in development where appropriate;
- m. Seeking planning obligations to mitigate the impact of development proposals and provide improvements to the highway network/public realm;
- n. Promoting measures to reduce the impact of goods vehicles on residential areas and town centres.

SA/SEA Implications

Improving the experience for pedestrians and cyclists would have a positive effect, as well as enforcing maximum restraint based car parking standards and encouraging permit free development, to hopefully reduce the amount of travel by car. Although we wish to promote alternative travel modes to private car, we will not limit car parking so much that it restricts people's freedom to own and travel by car. To do so would be inconsistent in terms of social and economic sustainability.

Justification

26.22 Parking controls, CPZ's and standards are essential to manage traffic generation by restraining non-essential car movements within the context of improving road safety and access.

26.23 Traffic movement, parking and servicing are integral to achieving high quality development design and an attractive and legible public realm, as supported by Chapter 22 'Design - Policy 14'. The extent to which provision is made for off-street car parking spaces has a direct bearing on the layout and number of dwellings achieved on a site. The amount of a development site allocated for off-street parking or space for the manoeuvring of vehicles, can limit its development potential by impacting on the potential density of the site. The amount of on-street parking can cause traffic congestion and create a hostile and unattractive public realm.

26.24 PPG13, The London Plan and the Mayor's Transport Strategy (2010) provide guidance regarding parking and servicing arrangements. In accordance with regional documents, we have obligations to reduce traffic levels to improve air quality and to comply with the Traffic Reduction Act 1997. The Mayor's Transport Strategy sets a target to reduce weekday traffic volume in outer London by a third, with the aim of achieving zero growth or absolute reduction in outer London town centres.

26.25 These strategies support parking control, including maximum parking standards, controlled parking zones and permit free developments, as a means to reduce the growth in motorised journeys, encouraging means of travel that have less environmental impact and reduce the reliance on the private car.

26 Transport - Policies 18-20

26.26 We acknowledge that many people, particularly those in areas with comparatively poor access to public transport, will continue to rely on the use of the car for travel. Furthermore, industrial and commercial properties require good access and loading facilities if they are to operate satisfactorily. Getting the right balance and high quality design of on and off-street parking and servicing arrangements is an important part of ensuring the viability of our economy and an attractive and well designed borough. this is in accordance with Chapter 20 'Economic Development - Policy 12'.

26.27 In line with Chapter 20 'Economic Development - Policy 12', we seek and encourage improvements to the existing parking, servicing and delivery facilities within designated industrial areas and scattered employment sites; particularly with regards to minimising traffic congestion and to further enhance these sites for continued employment uses.

26.28 Many of our town centres and residential streets near major transport nodes and interchanges experience high parking demand. Measures to improve active transport and public transport do not reduce private car use on their own. Managing the amount of parking available for private cars is an important mechanism in promoting sustainable travel.

26.29 Measures to reduce the impact of goods vehicles on residential areas and town centres include:

- On-street loading/unloading time and location restrictions in town centres;
- Protecting rear servicing access;
- Width restrictions and other lorry restrictions;
- Overnight lorry bans;
- Lorry parking areas.

26.30 The above measures should be balanced with adequate provision for servicing, loading and unloading and turning facilities in accordance with the standards set by the Freight Transport Association.

26.31 Merton supports the regional guidance to use travel demand management initiatives including car clubs, car-sharing schemes, and electric charging points.

26.32 Car clubs provide realistic alternatives to car ownership. Transport for London research suggests that one car club vehicle can remove up to four private vehicles from the road and defer the purchase of a further six. Car club members are more 'travel aware' transferring car journeys to public transport, walking and cycling – leading to reductions in congestion and less car dependent communities. We encourage developers and businesses to contribute to car clubs as an alternative to providing private parking spaces for residents and employees.

26.33 The needs of the mobility impaired, including the disabled and the elderly, will be provided for in accordance with the Disability Discrimination Act, for example in Merton's public highway schemes and through the development management process.

26.34 The council's aim is to balance the supply of on-street and off-street parking spaces, for different and often conflicting needs, to improve road safety, to assist business, to facilitate short-stay visitor parking in town centres, to satisfy the different types of development in the borough and to promote high quality urban design in accordance with Chapter 22 'Design - Policy 14'.

26.35 This policy links with all sub-area policies as parking demands in each area are managed according to Public Transport Accessibility Levels (PTAL) and parking standards.

26.36 Planning that reduces the need to travel, and facilitates alternative travel options is essential in promoting an inclusive society, where everyone has access to employment, goods and services.

Key drivers

- Mayor's Transport Strategy (2010)
- Merton's Economic and Employment Land Study (2010)
- A new Plan for London Proposal for the Mayor's London Plan (the Spatial Development Strategy for Greater London) (2009)
- The London Plan: Spatial Development Strategy for Greater London (2008)
- Merton Vehicle Crossover Information Pack (2008)
- Disability Discrimination Act (2005)
- Merton's Sustainable Transport Strategy (2004)
- PPG13: Transport (2001)
- Road Traffic Reduction Act 1997
- Freight Transport Association

Delivery and Monitoring

This policy will be delivered through partnership working and the council's programme of works, for example public highway schemes, as well as through the development management process.

All developments are assessed according to our maximum parking standards.

Where a development will have significant transport implications, a Transport Assessment will be required. The Transport Assessment must evaluate the impact of the development on the existing transport network and provide for mitigation measures to alleviate any adverse effects.

27 Delivery and Implementation

Delivery of the Spatial Strategy and Core Policies

27.1 This section deals with the delivery of the Core Strategy policies and provides an overview of the ways the council will deliver the Core Strategy's vision and objectives. It focuses on:

- who our partners are and how we will work with them;
- what are our investment priorities;
- how we will make use of planning obligations; and
- how effective we are in delivering the Core Strategy.

Our partners and how we will work with them

27.2 As well as preparing research to inform the Core Strategy, we have to maintain close contact with our partners to make sure the Core Strategy can be delivered. We will deliver certain elements through our own funding initiatives but some will be implemented and delivered through a combination of private sector investment, the work of other agencies and bodies and some jointly through the Local Strategic Partnership.

27.3 We are working with other agencies to ensure priorities are aligned for effective resource management and coordination, some of which extend beyond the borough's boundaries. This assists with clearly identifying mechanisms and commitment where the actions required to implement policy are outside the direct control of the council, but have a reasonable prospect of delivery.

27.4 Some elements of delivery and implementation rely more on partnership working than necessarily being identifiable as specific projects or funding needs. There are a number of different types of local delivery vehicles to coordinate funding and delivery, as well as informal partnerships, such as local community groups and interested parties.

27.5 Merton is part of a number of key partnerships including:

1. Local Strategic Partnership (LSP), The Merton Partnership, to oversee the preparation of the Community Plan (Sustainable Community Strategy) and the Neighbourhood Renewal Strategy.
2. South London Partnership is an alliance of public, private and community organisations that promotes and represents the interests of the south London sub-region to national and London government. The Partnership's remit includes strategic planning for south London, including transport planning, economic development and ensuring secured benefits from the 2012 Olympic Games.
3. With south London councils of Croydon, Kingston-upon-Thames and Sutton to produce a Joint Waste Development Plan Document (South London Waste Plan).
4. Wandle Valley Regional Park Management Board working with Croydon, Sutton and Wandsworth councils to establish the Wandle Valley Regional Park.

5. Town Centre Partnerships (including the police, transport providers, Merton Chamber of Commerce, local businesses) in Mitcham, Morden, Wimbledon, Colliers Wood and Raynes Park.
6. Community Forums for local people to get involved in their local area based around the borough's centres of Colliers Wood, Morden, Mitcham, Raynes Park and Wimbledon as reference points for surrounding areas.
7. Community groups including local interest groups, business associations, environmental and conservation, ethnic minority, housing associations, faith groups, residents associations, civic societies older person and youth groups.

27.6 The government have updated guidance, Planning Together, which recommends using the Local Strategic Partnership to help deliver the Local Development Framework. It includes the suggestion to improve collaboration by establishing a Local Strategic Partnership (LSP) group for infrastructure and asset management and developing a shared evidence base and monitoring framework.

27.7 The council and the LSP are bringing forward key infrastructure programmes through the newly formed Infrastructure and Investment Board. The board considers what infrastructure is needed to make development work and support local communities particularly, in the town centres and parts of the borough that will experience most growth in future years. It provides a platform to engage with infrastructure providers, delivery partners and other relevant organisations to ensure that the necessary infrastructure is planned for co-ordinated and delivered.

27.8 These partnerships assist in driving forward local plans and proposals and joining up with other agencies such as the PCT and Police.

Table 27.1 Key Partners

Delivery Agency	Scope of delivery	Delivering policies	Commitment to partnership working with Merton Council
Sutton & Merton Primary Care Trust and successor commissioners	Lead NHS organisation assessing need, planning and securing all health services and improving health locally. Provide and develop primary care services, including GP's and dentists.	19 'Infrastructure - Policy 11'	Merton Partnership member (Including through the Infrastructure and Investment Board). Alignment through joint working on Local Area Agreement (LAA) – healthier communities and older people block.
Transport for London (TfL)	Manage transport services and implement the Mayor's transport strategy.	19 'Infrastructure - Policy 11'	Provision of funding and agreement of Local Implementation Plan.

27 Delivery and Implementation

Delivery Agency	Scope of delivery	Delivering policies	Commitment to partnership working with Merton Council
		26 'Transport - Policies 18-20'	Merton Partnership member (including the Infrastructure and Investment Board).
London Development Agency (LDA) (GLA)	Role in providing funding, leadership, co-ordinating activity to promote sustainable economic development.	20 'Economic Development - Policy 12'	Through various projects e.g. co-ordinating 'Go-Green Plus' Including through Infrastructure and Investment Board.
Merton Chamber of Commerce	Provide business advice and support. Operate Wimbledon town centre management.	20 'Economic Development - Policy 12'	Merton Partnership member.including through the Infrastructure and Investment Board. Alignment through joint working on LAA - economic development and environment block.
Registered Social Landlords (RSLs) - over 20 operate in the borough including Merton Priory Homes	Independent housing organisations, deliver affordable housing and fund repair and improvement programmes, in particular to meet specific needs.	18 'Housing - Policies 8-10'	Partnership working to develop and deliver Housing Strategy, through a well established multi-agency partnership structure. Merton Priory Homes is working on an estates renewal programme to improve the housing stock in partnership with the LSP, including through the Infrastructure and Investment Board.
Mitcham Common Conservators	Own and regulate Mitcham Common, any proposals that affect the Common considered by the Board of Conservators. Council is an active partner in the Common's maintenance.	21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13' 15 'Wandle Valley Sub-Area - Policy 5'	Conservators Board includes council representatives. Managed in accordance with adopted Management Plan. Annual council financial contribution to management and maintenance.

Delivery Agency	Scope of delivery	Delivering policies	Commitment to partnership working with Merton Council
Wimbledon & Putney Commons Conservators	Own and manage Wimbledon Common. Any proposals that affect the Common considered by the Board of Conservators.	21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13'	Administration and management independent from council. Conservators Board consulted upon proposals that may affect the Common.
Merton Council's Design Review Panel	The Panel advises the council on design issues in relation to important new development schemes and proposals for important public spaces, including both major planning applications and pre-application development proposals.	22 'Design - Policy 14'	Administration and management co-ordinated from within the council. The panel comprises a group of independent professionals working in the field of the built environment.
Homes and Communities Agency (HCA)	The national housing and regeneration delivery agency for England with the aim to create thriving communities and affordable homes.	18 'Housing - Policies 8-10'	Working with councils on a collaborative and consultative basis. Developing strong relationships at national, regional and local levels, including through the Infrastructure and Investment Board.
Metropolitan Police Authority	Police services that operate in Greater London.	19 'Infrastructure - Policy 11' 22 'Design - Policy 14'	Merton Partnership member. Alignment through joint working on LAA - Safer Merton Including through the Infrastructure and Investment Board.
Thames Water and Sutton and East Surrey Water	Manage water and wastewater services, including operating the Thames Water Ring Main. Some residents are served by Sutton and East Surrey Water.	19 'Infrastructure - Policy 11' 25 'Waste Management - Policy 17'	Merton Partnership member. Alignment through joint working on LAA - Environment and economic development block.

27 Delivery and Implementation

Delivery Agency	Scope of delivery	Delivering policies	Commitment to partnership working with Merton Council
		24 'Flood Risk Management - Policy 16'	
Environment Agency	UK government agency concerned mainly with rivers, flooding, and pollution.	22 'Design - Policy 14' 18 'Housing - Policies 8-10' 21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13' 24 'Flood Risk Management - Policy 16'	Merton Partnership member. Alignment through joint working on LAA - Environment block and through work on managing flood risk and surface water flooding.
Network Rail, Southern, South West Trains and First Capital Connect	Network Rail owns and operates Britain's rail infrastructure. Merton's eleven rail stations are managed by three different operators: Southern, South West Trains and First Capital Connect for Network Rail.	26 'Transport - Policies 18-20'	Merton Partnership member. Alignment through joint working on LAA - Sustainable Communities and Transport Thematic Partnership
Neighbouring boroughs including Wandsworth, Sutton, Croydon, Kingston and Lambeth Council	Work in partnership on the delivery of cross borough initiatives.	19 'Infrastructure - Policy 11' 21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13' 25 'Waste Management - Policy 17'	Wandle Valley Regional Park Go-Green Plus South London Waste Plan

Delivery Agency	Scope of delivery	Delivering policies	Commitment to partnership working with Merton Council
National Trust	<p>A charity that protects special places of interest in England. Concerned with conservation, heritage and learning.</p> <p>National Trust work in partnership with Merton particularly with regard to Morden Hall Park.</p>	<p>21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13'</p> <p>15 'Wandle Valley Sub-Area - Policy 5'</p>	<p>Merton Partnership member.</p> <p>Alignment through joint working on LAA - Environment block.</p>
Sustrans	<p>A civil engineering charity which designs and builds routes for cyclists, walkers and people with disabilities.</p>	<p>22 'Design - Policy 14'</p> <p>26 'Transport - Policies 18-20'</p>	<p>Merton Partnership member.</p> <p>Alignment through joint working on LAA - Environment, transport and economy blocks.</p>
Merton Voluntary Service Council (MVSC)	<p>A support and development agency formed and run by local voluntary and community groups to promote and encourage voluntary action in Merton.</p>	<p>22 'Design - Policy 14'</p> <p>18 'Housing - Policies 8-10'</p> <p>21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13'</p> <p>19 'Infrastructure - Policy 11'</p> <p>20 'Economic Development - Policy 12'</p>	<p>Merton Partnership member.</p> <p>Alignment through joint working on LAA -Sits within all five thematic groups.</p>

27 Delivery and Implementation

Delivery Agency	Scope of delivery	Delivering policies	Commitment to partnership working with Merton Council
Local Community Groups	Including local interest groups, business associations, environmental and conservation, ethnic minority, housing associations, residents associations, civic societies, faith groups, older person and youth groups.	18 'Housing - Policies 8-10' 19 'Infrastructure - Policy 11' 20 'Economic Development - Policy 12' 21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13' 22 'Design - Policy 14' 23 'Climate Change - Policy 15' 26 'Transport - Policies 18-20' -	Engagement through the LSP and the consultation process. moreMorden Wimbledon forecourt improvements Low carbon zone initiative Friends of parks groups -

27.9 Assistance with delivery may also come from other sources. Organisations such as Groundwork Merton, the Commission for Architecture and the Built Environment (CABE), Urban Design London (UDL), the Advisory Team for Large Applications (ATLAS) and Planning Aid can provide guidance and assistance, or an enabling role, to assist with the development of proposals or delivery. We also work closely with Friend's Groups, Residents' Associations, community groups and local trusts.

27.10 The Public Reform Bill (May 2010) gives new powers to allow Ministers to abolish, merge or transfer functions from public bodies. The proposal will lead to the reduction in the number of public bodies (quangos). In October 2010 the Coalition Government published its proposals for change, listing which bodies would be retained, merged, those that are to be

reformed and those that will no longer remain as a non ministerial department or public body. As of November 2010 some bodies remain under consideration. The partners listed in this chapter are currently working with the council and we will continue to work with them in their current capacity and any successor bodies in the delivery and implementation of the Core Strategy.

Funding Sources

27.11 In addition to providers' responsibilities, some of the key potential funding streams available in the borough include the following programmes:

27.12 Central Government funding for schools is provided to meet demographic pressures and to address maintenance needs. The funding provision will need to be allocated locally in the most cost-effective and targeted way. We are planning for the rapid increase in the school population which is impacting on primary school provision now and projected to impact on the secondary school phase from 2015. We will continue to implement the government's Extended Schools services where schools open up their facilities out of hours.

27.13 The **Local Implementation Plan (LIP)** for Merton sets out the council's traffic and transport investment proposals for 2005 through to 2011, the next plan will be presented in 2011 and run to 2016. The LIP represents a comprehensive set of connected polices and work programmes on traffic and transport investment across the borough intended to build upon existing schemes to produce a healthier, safer and more sustainable transport system in Merton.

27.14 Due to the general unpredictability of third party funding sources, the majority of work will be funded through the LIP through which the council seeks funding from Transport for London (TfL) to carry out work on an annual basis. However, the borough's 2009/10 LIP allocation was considerably less than the 2008/09 allocation and a fraction of the bid, highlighting the unpredictability of funding and the importance of planning delivery in advance.

27.15 In addition to borough LIP funding, **Transport for London (TfL)** provide other funding to boroughs, for example capacity development and training, enhanced TDM (Travel Demand Management) for example future bus demand and funding to partnerships, such as the South and West London Transport Conference (SWELTRAC).

27.16 The **London Development Agency (LDA)**, as the Regional Development Agency for London, was set up to transform the region through sustainable economic development. As a functional body of the Greater London Authority, the LDA has a key role to play in helping to deliver the Mayor's vision and priorities for London. In early 2010, the Mayor, London Assembly and London Boroughs submitted a package of joint proposals to fold the LDA into the Greater London Authority (GLA). The Coalition Government agreed to its abolition under the Public Reform Proposals for Change. Some activities may cease or be transferred elsewhere reflecting the need for a greater policy lead nationally. Discussions on this continue with the GLA.

27 Delivery and Implementation

27.17 The LDA's Investment Strategy 2010/13 sets the strategic direction the LDA (GLA) will take to invest, innovate and influence London's economic development over the next three years. In addition to providing funding, the LDA (GLA) provide a role in co-ordinating economic development activity, leveraging resources and leadership.

27.18 Public private partnerships (PPPs) are arrangements typified by joint working between the public and private sector. In the broadest sense, PPPs can cover all types of collaboration across the interface between the public and private sectors to deliver policies, services and infrastructure.

27.19 Where delivery of public services involves private sector investment in infrastructure, the most common form of PPP is the Private Finance Initiative (PFI). PFI is a small but important part of the government's strategy for delivering high quality public services.

27.20 By requiring the private sector to put its own capital at risk and to deliver clear levels of service to the public over the long term, PFI helps to deliver high quality public services and ensure that public assets are delivered on time and to budget. For example, the NHS Local Improvement Finance Trust (LIFT) is a public private partnership which aims to develop a new market for investment in primary care and community-based facilities and services.

27.21 There are a number of different streams from **National Lottery Funding**. The Heritage Lottery Fund (HLF) is available for a number of purposes, for example the River and Cloth Project celebrating the textile heritage of the borough. HLF grants are designed to open up the nation's heritage for everyone to enjoy, covering everything from museums and historic buildings to local parks and beauty spots, or recording and celebrating traditions, customs and history.

27.22 The Big Lottery Fund (BIG) is given to community groups and projects that improve health, education and the environment, and many of the programmes focus on those in disadvantaged area.

27.23 The council and its partners have agreed Merton's second **Local Area Agreement (LAA)** with central government, to run from 2008-2011. The Merton LAA consists of targets and outcomes that focus on improving the quality of life for Merton residents and 'Bridging the Gap' between the more deprived east and the more affluent west of the borough.

27.24 The LAA will see local partners focusing on delivering improvements in areas of public concern, for example, raising educational standards, reducing crime and the fear of crime, reducing waste, tackling climate change and narrowing health inequalities. Partners are expected to align core funding to deliver improvements, and the Partnership has welcomed the principle of the new non-ringfenced Area Based Grant which will pool a much wider range of grants which the council will be able to spend on the issues that matter locally.

27.25 The Homes and Community Agency (HCA) is the national housing and regeneration agency for England, providing funding for affordable housing and bringing land back into productive use. The HCA is a non-departmental public body which works along with the Tenant

Services Authority (the regulatory body for Registered Providers of social housing including former Registered Social Landlords). For the period 2008/09-2010/11 the HCA have allocated funding of £37,904,555m for 426 affordable housing units in Merton.

27.26 We will explore funding from the EU / INTERREG sources for investment in flood defence infrastructure to unlock sustainable forms of regeneration and development in the Wandle Valley. INTERREG IIIC is an EU-funded programme that helps Europe's regions form partnerships to work together on common projects.

27.27 We are also exploring how to make better use of our assets to deliver services or to generate funding to improve services. This will also include shared use of space.

How we will make use of planning obligations

27.28 In particular, **planning obligations** will be used to provide infrastructure and services on or off the development site. A standardised approach for areas of contribution expected in the borough is set out in Merton's Planning Obligations Supplementary Planning Document (SPD), including contributions towards education, open space and transport.

27.29 On 6th April 2010 the government introduced a new local levy that authorities can choose to introduce to help fund infrastructure in their area, the **Community Infrastructure Levy (CIL)**. CIL will help pay for the infrastructure required to serve new development. The levy should be based on evidence of the infrastructure needed and balanced against viability. CIL is not intended to be the main source of finance for infrastructure. Authorities were expected to advance their infrastructure planning in preparation for CIL, to ensure there is clear evidence about planned infrastructure, its costs, timing and likely source of funding. On this basis the Core Strategy includes a schedule for infrastructure projects delivery. The Coalition Government stated on 1 July "The Government are currently considering the future of the Community Infrastructure Levy (CIL). We will make a public announcement shortly".

27.30 Local Authorities are expected to continue to advance their infrastructure planning in preparation for, any future levy proposals, to ensure that there is clear evidence about planned infrastructure, its cost, timing and likely sources of funding. The levy would be backed up by sound planning for infrastructure delivery, so that the reasons for imposing it are fully justified and the purposes for its collection clear. We will investigate local needs and may set specific sub-area developer tariffs, for example where alternative energy sources are key to a new scheme.

27.31 Maximising opportunities for effective use of public funding will assist in making the borough attractive to private investors and give certainty in the wider context of how the borough is expected to change, particularly vital during the current economic uncertainty.

27.32 In line with PPS12, we carried out an **Infrastructure Needs Assessment** study in December 2008, which included an assessment of the following:

27 Delivery and Implementation

- Utilities infrastructure: sewerage, drainage, water and utilities. Waste is being covered under the South London Waste Plan (due to be adopted 2011)
- Transport infrastructure
- Social infrastructure: health, education, skills and adult education, leisure and culture, community facilities and emergency services

27.33 The study explored the proposed additional housing provision and predicted population growth over the period of the Core Strategy. We must ensure there is the infrastructure necessary to support the new development delivered at the right time and addressing existing shortfalls in provision. The Infrastructure and Investment Board is helping to identify and co-ordinate proposals.

Effective Delivery

27.34 The indicators and targets associated with each policy are set out in Chapter 28 'Monitoring' which provides a basis for monitoring. PPS12 advises that Core Strategies are expected to show how the vision, objectives and strategy for the area will be delivered by whom, and when. Deliverability is one of the key aspects for a sound strategy.

27.35 A key mechanism for delivering the Core Strategy will be the council's decisions on planning applications. The policies in the Core Strategy and other development plan documents will also provide a framework for these decisions.

27.36 The Core Strategy indicates that certain areas will see changes in a phased and planned approach. Detailed plans and delivery mechanisms could be set out in an Area Action Plan or Supplementary Planning Documents. Alongside ongoing improvements to reduce inequalities across the east of the borough, the Core Strategy envisages the implementation of the sub-area policies as follows:

- **Colliers Wood:** Further policy development is necessary to assess opportunities for longer-term delivery. A masterplan will be prepared in partnership with the GLA, the Environment Agency, landowners and developers, setting out how the proposed designation of Colliers Wood as a district centre will be implemented. The masterplan will also set out the boundary of the Area for Intensification and provide greater clarity and a viable, attractive resolution to flood mitigation measures. Adoption of the masterplan will precede Colliers Wood designation as a district centre.
- **Mitcham:** Proposals to be taken forward on a site by site basis alongside short-term improvements. We will work with partners for the development of key sites. Improving the overall environment of Mitcham Town centre and the surrounding area (including North Mitcham Local Centre) will be achieved through the planning application process. Specific economic interventions considered by the council for Mitcham and East Merton are set out in Merton's Economic Development Strategy (March 2010). Other measures aimed at contributing towards reducing inequalities are being delivered through the implementation of the Community Plan and the Neighbourhood Renewal Strategy. There may also be long-term opportunities for partnership working with the London Borough of

Sutton, to take forward the proposed Mitcham low carbon zone in conjunction with the proposed Hackbridge Sustainable Neighbourhood.

- **Morden:** An Area Action Plan is proposed to deliver the vision for regenerating Morden through intensified development in and around the town centre. Planning agreements will be sought from new development to achieve physical and social infrastructure improvements. A programme of short, medium and long term improvements to the town centre have been identified from 2008 to 2018 and beyond, and the Area Action Plan is expected to take forward public realm improvements.
- **Raynes Park:** There has recently been significant investment in Raynes Park town centre to improve the public realm following the Raynes Park Enhancement Plan. Further policy development will be considered in the long-term if monitoring indicates intervention necessary, such as planning briefs for key sites.
- **Wandle Valley:** Proposals to rejuvenate the area as a key business corridor, promote the strong heritage and create a regional park will be taken forward on a site by site basis. We will continue to build on the strong partnerships that already exist, particularly in terms of the Green Grid and creation of the Wandle Valley Regional Park and in exploring viable and appropriate measures that contribute to minimising flood risk in the area to encourage business and regeneration in the Wandle Valley.
- **Wimbledon:** Wimbledon Town Centre Project Officer Group will co-ordinate and guide significant development proposals, investment and public realm improvements, and secure partnership working including with Merton Chamber of Commerce, Network Rail, Transport for London, landowners and developers. In addition the focus will be on town centre management and promoting the Wimbledon 'brand' in conjunction with the Economic Development Strategy (March 2010) to encourage investment and the development of key sites.

27.37 In accordance with Chapter 22 'Design - Policy 14', we will continue to prepare Character Appraisals and Management Plans for Conservation Areas within the Sub-Areas to maintain and enhance the quality of neighbourhoods.

27.38 Further sub area policy development will be considered in the long-term if monitoring indicates intervention is necessary.

27.39 Chapter 19 'Infrastructure - Policy 11' identifies the key areas for concern in terms of infrastructure provision and recognises the priority to fund regeneration measures.

27.40 The table below identifies in further detail key specific requirements and outcomes, the projects to deliver them, with an indication of the level of commitment, delivery agencies and potential funding sources. Approximate capital costs have been included where they are known. This builds up the overarching picture of the delivery of the Core Strategy, in some areas signposting to other areas of work, where there is a reasonable prospect of provision.

27 Delivery and Implementation

27.41 Phasing and contingencies are described to indicate the priority for provision in line with current anticipated needs and developments. The table highlights links to the relevant sub-areas and thematic policies that elements arise from, though this is not intended to be an exhaustive list.

27.42 Current delivery covers infrastructure most likely to be already in the pipeline for the short-term; this has the greatest certainty of being delivered. Committed delivery is most likely to be for the medium term and has already been planned to a detailed extent. Future requirements are likely to be long-term aspirations that do not yet have the commitment, funding or details agreed.

27.43 The table below identifies a number of partners who are considered key to delivery of the Core Strategy. We have already started to align priorities and funding with these partners, and there is a level of commitment to delivery roles. Our partners are also working to their own plans and time scales, and are often subject to different financial pressures and funding streams. Where feasible this has been aligned with our plan to identify estimated delivery and implementation dates. The projects have been identified under the primary objective but some projects meet more than one of our strategic objectives.

Table 27.2 Infrastructure projects (accurate as of 27 October 2010)

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
Objective 1. To make Merton a municipal leader in improving the environment, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively.							
1A. Supporting the development of sustainable energy infrastructure Integrated low-carbon district heat and power (DHP) networks.	Dependent on location and suitability of building types and uses	2016-2020	Emphasis on reducing CO ₂ emissions from new and existing development.	Energy service companies (ESCos) / multi utility service companies (MUSCos); Developers; Private sector partners; Merton Council	Section 106; Private Sector partners; Merton Council	Reduce CO ₂ emissions	23 'Climate Change - Policy 15' 24 'Flood Risk Management - Policy 16' 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1' 12 'Mitcham Sub-Area - Policy 2' 13 'Morden Sub-Area - Policy 3'
1B. Supporting the development of sustainable energy from waste infrastructure	unknown	Waste Procurement Plan Joint Municipal Waste Management Strategy 2010-2026	Municipal waste procurement	London Boroughs of Croydon, Kingston, Merton and Sutton.	Private Finance Initiative	Sustainable management of municipal waste and reduction of CO ₂ emissions	25 'Waste Management - Policy 17'
1C. Development to support Mitcham as a low-carbon zone.	£45k	2009-2012	Emphasis on reducing CO ₂ emissions from new and existing development	LDA/GLA Merton Council Local communities	LDA/GLA ESCos Section Section 106;	Reduce CO ₂ emissions	23 'Climate Change - Policy 15' 24 'Flood Risk Management - Policy 16'

27 Delivery and Implementation

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
					Private Sector partners; Merton Council		11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1' 16 'Wimbledon Sub-Area - Policy 6' 12 'Mitcham Sub-Area - Policy 2' 13 'Morden Sub-Area - Policy 3'
1D. Sustainable Modes of Transport Strategy (SMOTS) (2010-2013)	£350k unknown	2010-2011 2011-2013	Achieving sustainable level accreditation for schools.	Merton Council; TfL;	TfL;	<p>Safer, more accessible, sustainable, efficient and attractive public realm.</p> <p>Improved accessibility, transport choices, and healthy lifestyles.</p>	26 'Transport - Policies 18-20' 23 'Climate Change - Policy 15'
1E. Green Infrastructure: This includes projects such as SUD's, open/ green space, tree planting and green roofs	unknown	Ongoing	Adaptation to the impacts of climate change	Wandle Valley Green Grid/All London Green Grid	Section 106; Private Sector partners; Merton Council	<p>Adaptation to the impacts of climate change. Will also address fluvial flooding and surface water run-off</p>	19 'Infrastructure - Policy 11' 21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13' 22 'Design - Policy 14' 23 'Climate Change - Policy 15'

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
							24. Flood Risk Management - Policy 16
Objective 2. To promote social cohesion and tackle deprivation by reducing inequalities.							
2A. Primary (Strategy for Change) Capital Programme	Approx £45 m	£15 m 2010-2015 £15 m 2016-2020 £15m 2021-2025	To increase education achievement and well being including extended services with a priority towards areas of deprivation and lower achievement. To compliment primary school expansion programme.	Merton Council (education authority)	Central Government funding	Providing quality choices to increase educational attainment Reduced inequalities: Skills match to sustain economic growth	19 'Infrastructure - Policy 11'
2B. Secondary School building development expansion programme refurbishing, modelling or re-building all Merton secondary schools (11 schools including secondary aged specials)	Approx £160 m	£30m 2010-2015 £130m 2016-2020	To transform and regenerate schools and their communities through new provision, improving education achievement and well being including purpose built 6th form	Merton Council (cross - departmental)	Central Government funding LB Merton funding	Providing quality choices to increase educational attainment Reduced inequalities: skills match to sustain economic growth	19 'Infrastructure - Policy 11' 20 'Economic Development - Policy 12'

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
			facilities. Entry 2010 and aim to start refurbishment by 2014/5.			Improved environmental performance of buildings	
Objective 3. To provide new homes and infrastructure within Merton's town centres and residential areas through physical regeneration and realignment of space.							
3A. moreMorden	Master planning, promotion and site assessment: £250k – 2010/11 £370k – 2011/12 £400k – 2012/13 Capital funding for public realm improvements for Mitcham, Morden and Wimbledon: £2.5m – 2011/12 £2.5m – 2012/13 HCA Borough Investment Plan (TO BE AGREED): MoreMorden master planning and site viability work:	MoreMorden Area Action Plan: AAP Timetable Consultation proposed for Summer 2010 Submission Autumn 2011 Adoption proposed for Summer 2012 An assessment of regeneration and delivery options such as Local Asset Backed Vehicle (LABV), Public Private Partnerships etc. will be undertaken to identify the most effective method	To regenerate Morden through intensified development in and around the town centre. Efficient use of council assets to unlock regeneration potential and attract private sector investment.	Merton Council HCA TfL: London Underground London Buses TfL Streets Design for London LDA	Merton Council TfL HCA LDA	Achieve the regeneration of Morden Town Centre into a vibrant and sustainable and attractive town centre	13 'Morden Sub-Area - Policy 3' 22 'Design - Policy 14' 18 'Housing - Policies 8-10' 20 'Economic Development - Policy 12'

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
	<p>£0.5m</p> <p>Project and development Management:</p> <p>£100k</p> <p>Public Realm:</p> <p>£20m</p>	<p>of achieving delivery of MoreMorden.</p>					
<p>3B. Rowan High School – Proposal consists of 217 new homes and includes landscaped public park, new scout hut and community facility and a new medical centre,</p>	<p>Funding comprised of HCA (Landowner) Crest Nicholson (Developer) with capital receipt to LBM (part land owner)</p> <p>Receipt and overage agreements TBC</p>	<p>Rowan High School Planning Brief 2003</p> <p>HCA grant provision</p> <p>Establishment of a design workshop</p> <p>Review of the Development Agreement</p> <p>Joint working and partnership approach between Merton Council, developer / housing association and HCA and SMPCT (or successor commissioners)</p>	<p>The proposal represents a sustainable form of mixed use development identified by the Department of Communities and Local Government Design for Manufacture as an exemplar in demonstrating that high quality sustainably constructed homes could be achieved at a cost of £60k per unit.</p>	<p>HCA</p> <p>Developer / Housing Association (Wandle HCA)</p> <p>Merton Council</p> <p>SMPCT</p>	<p>HCA</p> <p>Developer / Housing Association</p> <p>Merton Council</p> <p>SMPCT</p>	<p>Required to provide additional housing, including much needed affordable housing and associated community facilities.</p> <p>Health facility created to protect existing healthcare capacity of area and provide additional capacity for the population of the proposed development.</p>	<p>12 'Mitcham Sub-Area - Policy 2'</p> <p>18 'Housing - Policies 8-10'</p> <p>19 'Infrastructure - Policy 11'</p> <p>22 'Design - Policy 14'</p> <p>23 'Climate Change - Policy 15'</p> <p>21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13'</p>

27 Delivery and Implementation

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
		Due to commence early 2011					
<p>3C. Brenley Playing Fields</p> <p>Mixed use proposal consisting of 169 new homes and public open space</p>	<p>Funding from HCA (landowner), Key London Alliance (First Time Buyer / Key Worker initiative)</p> <p>In-space Homes and Notting Hill Housing Assc.</p>	<p>Brenley Playing Fields Planning Brief 2003</p> <p>Review of the Development Agreement</p> <p>Joint working and partnership approach between Merton Council, developer / housing association and HCA.</p>	<p>Required to provide additional housing including much needed affordable housing and a new public open space.</p>	<p>HCA</p> <p>Developer / Housing Association</p> <p>Merton Council</p>	<p>HCA</p> <p>Developer / Housing Association</p> <p>Merton Council</p>	<p>Provision of additional housing including much needed affordable housing and a new public open space.</p>	<p>12 'Mitcham Sub-Area - Policy 2'</p> <p>18 'Housing - Policies 8-10'</p> <p>22 'Design - Policy 14'</p> <p>21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13'</p> <p>19 'Infrastructure - Policy 11'</p> <p>23 'Climate Change - Policy 15'</p>
<p>3D. Primary school expansion programme:</p> <p>Increased primary school places provision through expansion of existing schools and a new school. Current estimate to provide an equivalent of 21 one-form entry (3419 places) from 2008 to 2014 and 1 SEN unit.</p>	<p>Approx £50-£100m</p>	<p>£35m in 2010-2015</p> <p>£15m 2016-2020</p> <p>Review in 2021-2025</p>	<p>Required to meet ongoing growth in child population alongside housing development</p>	<p>Merton Council (Education authority)</p>		<p>Enhanced community facilities</p> <p>Improved environment performance of buildings</p>	<p>19 'Infrastructure - Policy 11'</p> <p>20 'Economic Development - Policy 12'</p> <p>21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13'</p>

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
3E. Merton College refurbishment	Approx £30m+		Required to meet ongoing population change alongside housing development	Merton College	Section 106; Building Schools for the Future; Skills Council	Reduced inequalities; Skills match to sustain economic growth Improved environmental performance of buildings	19 'Infrastructure - Policy 11' 20 'Economic Development - Policy 12'
3F. Police:	Main funding from Met Police	2010-2015	Improvements to accessibility to Police Stations.	Metropolitan Police Authority;	Metropolitan Police Authority,	Emphasis on enabling flexible approach to better serve localities.	19 'Infrastructure - Policy 11'
3G. Police:	Main funding from Met Police	2010-2015	Improvements to borough Policing	Metropolitan Police Authority;	Metropolitan Police Authority,	Emphasis on enabling flexible approach to better serve localities.	19 'Infrastructure - Policy 11'
3H. Fire:	Main funding from London Fire Brigade	2010-2015	Upgrading of Brigade's estate as part of their property PFI project.	London Fire Brigade	London Fire Brigade	Emphasis on enabling flexible approach to better serve localities	19 'Infrastructure - Policy 11'
3I. Library facilities in Colliers Wood (break clause in lease available May 2010)	Approx £1.25m		Support for skills development Information provision re council and other services as well as general	Merton Council	Section 106 Merton revenue	Services cater for local needs; Improved social and economic well-being	19 'Infrastructure - Policy 11' 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1'

27 Delivery and Implementation

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
<p>3J. Mitcham Library Discussion only round how the library can support regeneration in Mitcham: If the location does not move then extensive rebuild internally to ensure better use of spaces that can co-locate other agencies and support learning.</p>	<p>Feasibility study £8k Rebuild – unknown</p>		<p>Skill development for employability and further education Health awareness to support Bridging the Gap Activities for teens – decrease fear of crime</p>	Merton Council	Section 106 Merton revenue	<p>Enhanced community facilities Enhanced learning opportunities Better health outcomes Reduced inequalities</p>	<p>19 'Infrastructure - Policy 11' 12 'Mitcham Sub-Area - Policy 2'</p>
<p>3K. Merton and Sutton Cemetery</p>	£2m	2013	Provision of additional graveyard space to support both Merton and Sutton	Merton and Sutton Council	Merton/Sutton revenue	<p>Enhanced community facilities. Services which cater for local needs</p>	19 'Infrastructure - Policy 11'
<p>3L New access road: Road from Carshalton Road onto Willow Lane, Mitcham</p>	£6m	2011-2015	Key to the regeneration of Willow Lane, Mitcham	TfL Merton Council	TfL Section 106	<p>Enhanced community facilities Reduced inequalities</p>	<p>26 'Transport - Policies 18-20' 19 'Infrastructure - Policy 11'</p>

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
Objective 4. To make Merton more prosperous with strong and diverse long term economic growth							
4A. Creative Business Units (Subject to approval by Cabinet of the Economic Strategy)	unknown	2010-2025	Development of appropriate flexible spaces in the Wimbledon area for creative businesses	Space provided by Merton	Section 106 Private investment		20 'Economic Development - Policy 12'
Objective 5. To make Merton a healthier and better place for people to live and work in or visit							
5A. Centre for Independent Living:	Costs to health are revenue funded	2011	Need to close NHS campus hospital at Orchard Hill and provide Independent Living accommodation by 2010.	Merton Council; SMPCT	Dept of Health	Accommodation which caters for residents need	19 'Infrastructure - Policy 11' Policy CS 9 'Housing Provision'
5B. Ongoing programme of enhancements to GP surgeries: To improve premises quality and cater for additional capacity to list size caused by housing developments:	Costs to health are revenue funded. No capital costs incurred by the PCT. Capital value circa £25m	Investment in GP surgeries in Colliers Wood, Mitcham, Raynes Park and Wimbledon by 2015 In Mitcham and St Heller 2016-2020 In Morden 2021-2025	Required to meet ongoing population change and changes in service provision, alongside housing development. Greater focus on events and outreach using existing locations.	NHS Trusts; SMPCT; Merton Disability Services	NHS Trusts SMPCT funding Merton Council Section 106	Reduced inequalities; Services which cater for local needs	19 'Infrastructure - Policy 11'

27 Delivery and Implementation

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
			(Summer 2009 Raynes Park business case was approved).				
5C. Ongoing programme of enhancements to GP surgeries: To improve premises quality across Merton.	Costs to health are revenue funded. No capital costs incurred by the PCT. Capital value circa £5m	2010-2020	Modernisation and replacement across PCT.	NHS Trusts; SMPCT; Merton Disability Services	NHS Trusts SMPCT funding Merton Council Section 106	Reduced inequalities; Services which cater for local needs	19 'Infrastructure - Policy 11'
5D. Protecting and improving the healthcare capacity of the borough currently serviced by Neison Hospital	Costs to health are revenue funded. No capital costs incurred by the PCT. Capital value £19m	Delivery 2013	Improved local access to a wider range of services.	SMPCT	PCT funding Section 106	Reduced inequalities; Services which cater for local needs	19 'Infrastructure - Policy 11'
5E. Protecting and improving the healthcare capacity of the borough currently serviced by Wilson Clinic	Costs to health are revenue funded. No capital costs incurred by the PCT Capital value £22m	Delivery 2013	Improved local access to a wider range of services.	SMPCT	LIFT capital and PCT revenue	Reduced inequalities; Services which cater for local needs	19 'Infrastructure - Policy 11'

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
5F. Morden Road Health Centre: To be synchronised with housing developments in Morden		Morden Area Action Plan	Improved local access to a wider range of services.	SMPCT	LIFT capital and PCT revenue Section 106	Reduced inequalities; Services which cater for local needs	19 'Infrastructure - Policy 11'
5G. Improvements to Leisure Centres: Morden Park Pool, Wimbledon Leisure Centre and Cannons Leisure Centre	£750k 2010-2012 Thereafter £350k p.a. For 3 years	Ongoing facilities maintenance improvements and development opportunities. 2016-2025	To keep the public leisure facilities up to date and fit for purpose.	Merton Council Leisure Contractors	Merton Council Leisure Contractors Lottery	Leisure facilities meet operational standards for community leisure needs	19 'Infrastructure - Policy 11' 23 'Climate Change - Policy 15'
5H. Morden Park Pool: Replacement facility	£15m	2010-2015 subject to funding	Structural Improvements to facilities to meet community needs.	Merton Council Leisure Contractors	Scheme delivered dependent on funding. Portfolio of funding sources will need to be pulled together based on funding bids.	Improved opportunities for active sport and active recreation for local people	22 'Design - Policy 14' 21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13'
5I. Wimbledon Theatre: Improvements to back of house and stage	£2.6m (includes £1.5m preparatory work)	2009 Stage improvements (£500k)	Enhance back of house and stage to enable larger and more	Ambassador Theatre Group	Council Capital 2011/12- £550k	Bigger and better shows for local peoples leisure time: Providing West End shows in the suburbs.	19 'Infrastructure - Policy 11'

27 Delivery and Implementation

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
		Preparatory work (£1.5m) 2010-2011 Further back of house improvements (£550k)	substantial West End shows to perform (e.g. Opera and Ballet).	Merton Council	Ambassador Theatre Group 08/09 -£1.5m (Preparatory Work)		21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13' 16 'Wimbledon Sub-Area - Policy 6' Policy CS 19 'Public Transport'
Objective 6. To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place							
6A. Protecting and enhancing open space: Creation and enhancement of Wandle Valley Regional Park		2021-2025	Emphasis on enhancing assets and improving access to increase usage.	Merton Council; Groundwork Merton; National Trust Mitcham Common Conservators Other Councils	Section 106; National Trust	Improved biodiversity and open spaces, with benefits for accessibility and healthy lifestyles. Green infrastructure has part in helping adopt to climate change	21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13' 13 'Morden Sub-Area - Policy 3' 22 'Design - Policy 14' 15 'Wandle Valley Sub-Area - Policy 5'
6B. Improvements to Morden Hall Park	Consultation £22k	2010-2025	Enhanced linkages to green spaces around Morden.	Merton Council Groundwork Merton National Trust	Section 106; National Trust	Improved biodiversity and open spaces, with benefits for accessibility and healthy lifestyles	21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13' 22 'Design - Policy 14'

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
							13 'Morden Sub-Area - Policy 3' 15 'Wandle Valley Sub-Area - Policy 5'
6C. Pathfinder Project: To upgrade 14 play areas in parks, open spaces by 2012 and play spaces within housing sites by 2010.	£1.2m (Subject to continued funding - yet to be confirmed)	2010-2015	Improved biodiversity and open spaces, with benefits for accessibility and healthy lifestyles.	Parks and open spaces team	Pathfinder funding	Improved facilities and open spaces, with benefits for accessibility and healthy lifestyles	21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13' 22 'Design - Policy 14' 13 'Morden Sub-Area - Policy 3' 15 'Wandle Valley Sub-Area - Policy 5'
6D. Upgrade pavilions and buildings sited in green spaces across the Borough	circa £900m	2010-2025	Improvements to building stock on open spaces Emphasis on enhancing assets and improving access to increase usage. Ensuring new stock is energy efficient.	Parks and open spaces team	Section 106 Merton revenue	Improved facilities and open spaces, with benefits for accessibility and healthy lifestyles	21 'Open Space, Nature Conservation, Leisure and Culture - Policy 13' 23 'Climate Change - Policy 15' 22 'Design - Policy 14' Waste Management - Policy 17

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
6E. Facilities provided to cater for waste: Nature of facilities required to be guided by Joint Waste DPD	Developer costs Joint partner borough costs	South London Waste Plan Procurement 25 yrs	Required to enable shift towards increasing composting and recycling.	Developers	DEFRA PFI	Sustainable management of waste	25 'Waste Management - Policy 17'
Objective 7. To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys							
7A. Measures to reduce congestion in Mitcham Town Centre: Improvements to parking, servicing and delivery. Expansion of Car Clubs		2010-2020	Measures required to address congestion hotspots and make efficient use of highway capacity.	Private Car companies TfL Merton Council	Private Car Club companies TfL Merton Council Section 106	Improved accessibility, transport choices and healthy lifestyles	26 'Transport - Policies 18-20' 12 'Mitcham Sub-Area - Policy 2' 22 'Design - Policy 14'
7B. Maintenance of the TRLN in Merton: Strategic Road Network carriageway's - TRLN		2010-2025	National target percentage of the Highway Authorities strategic road network where structural maintenance should be considered.	TfL	TfL	A safer, more accessible, sustainable, efficient and attractive public realm.	22 'Design - Policy 14' 26 'Transport - Policies 18-20' 23 'Climate Change - Policy 15'
7C. Principle Road Network - LBM:	Approx £350k p.a.	2010-2025	BV223: Percentage of the local authority	TfL	TfL	A safer, more accessible, sustainable,	22 'Design - Policy 14'

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
(Maintenance of the TRLN in Merton)			principal road network where structural maintenance should be considered.			efficient and attractive public realm.	26 'Transport - Policies 18-20' 23 'Climate Change - Policy 15'
7D. Classified Road Network carriageway's	Approx £1M pa	2010-2025	BV224a: Percentage of the non-principal classified road network where maintenance should be considered.	Merton Council	Merton capital	A safer, more accessible, sustainable, efficient and attractive public realm.	22 'Design - Policy 14' 26 'Transport - Policies 18-20' 23 'Climate Change - Policy 15'
7E. Unclassified Road network – carriageway's (Annual responsive maintenance programme)	Approx £100k pa	2010-2025	BV224b: Percentage of the unclassified road network where structural maintenance should be considered.	Merton Council	Merton revenue	A safer, more accessible, sustainable, efficient and attractive public realm.	22 'Design - Policy 14' 26 'Transport - Policies 18-20' 23 'Climate Change - Policy 15'
7F. Wimbledon Station Forecourt	£2.3m	2010-2012	Improvements to forecourt, public realm and passenger movement	Merton Council; Network Rail; Merton Chamber of Commerce	TfL Network Rail Section 106	A safer, more accessible, sustainable, efficient and attractive public realm.	<u>22 'Design - Policy 14'</u> <u>16 'Wimbledon Sub-Area - Policy 6'</u> <u>26 'Transport - Policies 18-20'</u>

27 Delivery and Implementation

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
7G. Bus route improvements including improved provision in Mitcham and Pollards Hill		Northern Line upgrade during 2012-2016.	Emphasis on improving choices and safety to increase usage.	Merton Council; TfL; Network Rail	Merton Council; TfL	Reduced inequalities, improved accessibility and transport choices	26 'Transport - Policies 18-20' 12 'Mitcham Sub-Area - Policy 2' 23 'Climate Change - Policy 15'
7H. Station improvements at Wimbledon and Raynes Park. Improved interchange at Morden.		Crossrail line 2 is long term (2010-2025)	Emphasis on improving choices and safety to increase usage.	Merton Council; TfL; Network Rail	Merton Council; TfL; Network Rail South West Trains Section 106	Reduced inequalities, improved accessibility and transport choices	26 'Transport - Policies 18-20' 12 'Mitcham Sub-Area - Policy 2'
Tramlink improvements and extensions to Mitcham and Morden.							13 'Morden Sub-Area - Policy 3'
Aspiration for Crossrail Line 2 (Chelsea-Hackney line) to serve the borough (subject to funding)							16 'Wimbledon Sub-Area - Policy 6' 14 'Raynes Park Sub-Area - Policy 4'

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
7I. Improvement of pedestrian and cycle facilities and links		2010-2025	Emphasis on improving choices and safety to increase usage.	Merton Council	TfL; Merton Council	Improved accessibility, transport choices and healthy lifestyles. Modal shift will facilitate the reduction in CO ₂ emissions	22 'Design - Policy 14' 26 'Transport - Policies 18-20'
7J. Public Rights of Way (Annual program to maintain level of access and signing of Merton's Public Rights of Way)	Approx £20k pa	2010-2025	BV178: The percentage of the total length of rights of way in the local authority area that are easy to use by the general public.	Merton Council	Merton Council	A safe, more accessible, sustainable, efficient and attractive public realm.	22 'Design - Policy 14' 26 'Transport - Policies 18-20' 23 'Climate Change - Policy 15'
7K. Strategic Road Network Footways – TRLN (Maintenance of the TRLN in Merton)		2010-2025	BV187: Percentage of the category 1, 1a and 2 footway network where structural maintenance should be considered.	TfL	TfL TfL Business Plan 2009 - 2018	A safer, more accessible, sustainable, efficient and attractive public realm.	22 'Design - Policy 14' 26 'Transport - Policies 18-20' 23 'Climate Change - Policy 15' 12 'Mitcham Sub-Area - Policy 2'

27 Delivery and Implementation

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
7L. Principal Road Network Footways – LBM (Maintenance of the TRLN in Merton)	Approx £100k pa	2010-2025	BV187: Percentage of the category 1, 1a and 2 footway network where structural maintenance should be considered	TfL	TfL	A safer, more accessible, sustainable, efficient and attractive public realm.	22 'Design - Policy 14' 26 'Transport - Policies 18-20' 23 'Climate Change - Policy 15' 12 'Mitcham Sub-Area - Policy 2'
	Approx £500k pa	2010-2025	BV224a: Percentage of the non-principal classified road network where maintenance should be considered.	Merton Council	Merton revenue	A safer, more accessible, sustainable, efficient and attractive public realm.	22 'Design - Policy 14' 26 'Transport - Policies 18-20' 23 'Climate Change - Policy 15' 12 'Mitcham Sub-Area - Policy 2'
	Approx £100k pa	2010-2025	BV224b: Percentage of the unclassified road network where structural maintenance should be considered.	Merton Council	Merton revenue	A safer, more accessible, sustainable, efficient and attractive public realm.	22 'Design - Policy 14' 26 'Transport - Policies 18-20' 23 'Climate Change - Policy 15'

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
							12 'Mitcham Sub-Area - Policy 2'
Objective 8. To promote a high quality urban and suburban environment in Merton where development is well designed and contributes to the function and character of the borough.							
8A. Investment in streetscene improvements	£2 m capital allocation in 2005/2006) including Raynes Park	2010-2020 Improvements in Mitcham, Morden and Wimbledon 2021-2025 Improvements in Colliers Wood, Raynes Park, and key movement corridors	Emphasis on improvements, delivery in accordance with Public Realm Strategy.	Merton Council TfL	Merton Council TfL	Enhanced public realm to improve quality of life, promote accessibility and economic growth. Improved local environmental quality e.g. SuD's to address surface water flooding	22 'Design - Policy 14' 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1' 12 'Mitcham Sub-Area - Policy 2' 13 'Morden Sub-Area - Policy 3' 14 'Raynes Park Sub-Area - Policy 4' 16 'Wimbledon Sub-Area - Policy 6'
8B. Street Lighting Replacement of existing and new columns (Annual assessment of % of existing columns to indemnify units in need of replacement working with EDF)	Approx £150k pa	2010-2025	Maintaining quality and quantity of street lighting essential for public safety and access.	Merton Council	Merton revenue	A safe, more accessible, sustainable, efficient and attractive public realm.	22 'Design - Policy 14' 26 'Transport - Policies 18-20' 12 'Mitcham Sub-Area - Policy 2' 23 'Climate Change - Policy 15'

27 Delivery and Implementation

Strategic Requirements	Cost	Delivery Phasing or known Action Plan	Need for scheme	Lead delivery agencies	Potential funding streams	Outcome	Core Strategy Policies Delivering
8C. Street Lighting Replacement of existing columns (Annual maintenance of existing columns working with EDF)	Approx £300k pa	2010-2025	Maintaining quality and quantity of street lighting essential for public safety and access.	Merton Council	Merton revenue	A safer, more accessible, sustainable, efficient and attractive public realm.	22 'Design - Policy 14' 26 'Transport - Policies 18-20' 12 'Mitcham Sub-Area - Policy 2' 23 'Climate Change - Policy 15'
8D. Merton Abbey Chapter House improvements	£300k	Colliers Wood	Providing or procuring the provision and management of or managing a different form of display of the Chapter House remains.	Merton Priory Trust Merton Council Conservation and enhancement of historic environment	Section 106	Enhanced community facilities	19 'Infrastructure - Policy 11' 11 'Colliers Wood and South Wimbledon Sub-Area - Policy 1' 22 'Design - Policy 14'

28 Monitoring

28.1 Monitoring will predominantly be undertaken through the production of an Annual Monitoring Report (AMR). The AMR will review the actual progress in terms of local development document preparation against the timetable and milestones set in the Local Development Scheme (LDS) and assess the extent to which policies in the local development documents are being implemented.

28.2 To assess policy performance, a number of indicators along with targets have been identified:

1. Core Output Indicators set by the Department for Communities and Local Government in the published Annual Monitoring Report guidance.
2. Contextual Indicators drawn from a range of sources and strategies.
3. Policy Indicators designed to measure the Council's performance against key policies in the adopted Unitary Development Plan (2003).

Indicators and targets are set out with the spatial policies.

28.3 The AMR draws on a number of key documents and data sources including:

- The London Plan (2008);
- The Community Plan (Sustainable Community Strategy);
- The Neighbourhood Renewal Strategy;
- The Sustainability Scoping Report (2006);
- The South London Sub-Regional Development Framework (2006);
- Best Value Performance Indicators (BVPI);
- ONS Census data and customer surveys;
- LDF Evidence Base documents;
- CLG, National Indicators for Local Authorities and Local Authority Partnerships;
- Data Management and Analysis Group (GLA);
- Home Office Research Development and Statics;
- Environment Agency;
- CLG Planning Policy Statements/Guidance notes;
- Other Mayoral publications.

Contingencies

28.4 Further sub-area policy development will be considered in the long-term if monitoring indicates intervention is necessary. Additional contingency planning for delivery of the Core Strategy includes:

Housing Delivery

28.5 The delivery of Merton's housing target will be monitored via the Annual Monitoring Report. Assessment of performance against this target will be monitored on a five year rolling basis to determine whether and what intervening action needs to be taken.

Morden

28.6 The regeneration of Morden town centre will be guided by a comprehensive planning framework, which will include a masterplan. This will set out the design aspirations, scope for development, growth and investment in Morden, including new homes, a revitalised retail and leisure offer, and improved public spaces and better transport interchange facilities. The plan will be monitored and refreshed if necessary to ensure that we are delivering the proposed regeneration needs of the centre to achieve the Core Strategy vision for Morden.

Colliers Wood

28.7 The need to work closely with the Environment Agency to ensure that there is effective flood mitigation and investment in flood defence in Colliers Wood. We will work in partnership to ensure that they are consulted on proposed development and the necessary plan revisions considered to support the regeneration of the area.

Wimbledon

28.8 Retention of Wimbledon as Merton's Major centre will be delivered in part through planning decisions and in part through initiatives via the Economic Development Strategy (March 2010). Contingencies would therefore include changes to the planning framework and different approaches to the Economic Development Strategy. Planning related changes could include greater restriction on retail and office growth outside of Wimbledon town centre. Other initiatives could include attracting business support and investment exclusively for Wimbledon town centre.

Education

28.9 Policy CS 13 on open space may need to be revisited if demand for school places beyond 2014 cannot be met on previously-developed land. In the event that an options appraisal demonstrates there are no alternatives to building on open space a choice will have to be made between providing local school places for children or protecting a particular open space or spaces.

Waste

28.10 If not enough waste management facilities are created in south London to manage our waste in accordance with Chapter 25 'Waste Management - Policy 17' and the South London Waste Plan, Merton will need to export its waste to outside of south London, while sites are being found and facilities constructed.

28.1 Monitoring Framework

Table 28.1 Monitoring Framework

Strategic Objective 1- To make Merton a municipal leader in improving the environment, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively.			
CS Policy Ref	Indicator	Borough Target	Contingencies
Policy CS15 Climate Change	The number of developments or floor area in Merton that have been built to a higher level of Sustainable Design and Construction Standard or higher level of energy efficiency compared to the baseline level of Sustainable Design and Construction Standard or energy efficiency standards required by national policy.	The number of qualifying development (as specified in CS15 e. and f.) submitting viability assessments which prove that it is not viable to achieve targets set out CS15 should not exceed 50% of those submitted. Where the viability assessment does meet the sustainable design and construction targets set out in CS15 Merton will require 100% delivery.	The policy will be delivered through developer negotiations. The target that no more than 50% of developments should submit successful viability claims will give a good indication of whether the sustainable design and construction targets are pitched at the right level. Should the number of developments submitting successful challenges to the targets in CS15 exceed 50%, this will trigger a review of the viability of the targets set. However, due to the delivery of policy through developer negotiations there will need to also be internal qualitative checks to ensure that the goals of CS15 are being achieved. These will take the form of an annual review of the level of council resources needed to deliver policy CS 15 and the level of council resources available. The annual checks will enable any contingency planning.
Strategic Objective 2 To promote social cohesion and tackle deprivation by reducing inequalities			
Policy CS2 Mitcham Sub-Area	Increase the delivery of housing in Mitcham.	The major housing sites	Major housing sites in Mitcham:

28 Monitoring

		identified in the 'Infrastructure Projects' table are delivered within the plan period.	<ul style="list-style-type: none"> • Former Rowan High School – due on site March 2011 • Former Brenley Playing Fields: due on site March 2011
	Retail vacancy rate in Mitcham town centre.	Maintaining the retail vacancy rate below the national average for the annual monitoring year.	Monitored in Annual Monitoring Report annually since 2004/05. In 2009/10 the retail vacancy rate for Mitcham town centre was 12% this is below the national average for 2009/10. If the target is above the national average for a rolling three year period, interventions through the Economic Development Strategy and planning interventions would be considered.

Strategic Objective 3 - To provide new homes and infrastructure within Merton's town centres and residential areas, through physical regeneration and effective use of space

Policy CS3 Morden Sub-Area	Increase the delivery of housing in Morden.	To deliver new housing in accordance with paragraph 13.5 and 18.42 (as updated) within the plan period.	
	Retail vacancy rate in Morden town centre.	Maintaining the retail vacancy rate below the national average for the annual monitoring year.	<p>Monitored in Annual Monitoring Report annually since 2004/05. In 2009/10 the retail vacancy rate for Morden town centre was 6.5% this is below the national average for 2009/10.</p> <p>If the target is above the national average for a rolling three year period, interventions through the masterplan, Economic</p>

			Development Strategy and planning interventions would be considered.
Policy CS4 Raynes Park Sub-Area	Retail vacancy rate in RaynesPark Local Centre.	Maintaining the retail vacancy rate below the national average for the annual monitoring year.	To be monitored in the Annual Monitoring Report. In 2009/10 the vacancy rate for RaynesPark was 5.4% this is below the national average. If the target is above the national average for a rolling three year period, interventions through the Economic Development Strategy and planning interventions would be considered.
	Restricting further town centre type development around Shannon Corner that could locate in town centres.	No further town centre type development around Shannon Corner that could locate in town centres.	Acceptable deviation around minor town centre type developments (e.g. small shop to serve local need). Unacceptable deviation would be major town centre type developments. If major town centre type developments were completed in Shannon Corner contingencies would be explored on inward investment and publicity for Wimbledon town centre and other nearby centres through the Economic Development Strategy.
Policy CS8 Housing Choice	Number and proportion of new dwellings that are affordable on sites with a threshold of 10 units or more.	40% of all new housing on sites with a threshold of 10 units or more to be affordable housing.	Although the proportion of new affordable housing has been annually monitored in the AMR since 2004/05, monitoring the target of new affordable housing against 40% of new residential units delivered annually will be a new target.

28 Monitoring

			If the total % of new affordable housing delivered annually falls below the 40% monitoring target over a three year period, planning interventions would need to be considered.
	Proportion of affordable dwellings: social rented and intermediate.	New affordable dwellings to consist of: 60% social rented and 40% intermediate provision.	Although the proportion of new affordable housing tenure mix has been annually monitored in the AMR since 2004/05, monitoring the target against 60%:40%; social housing: intermediate respectively will be a new target. If the total % of social housing and intermediate residential units delivered annually falls below the 60% and 40% target over a three year period, planning interventions would need to be considered.
	Proportion of all new developments of 1 to 9 units which include an affordable housing equivalent to that provided on-site as a financial contribution.	To ensure that all developments of 1 to 9 units include 20% equivalent to that provided on-site as a financial contribution.	This is a new monitoring target. If the total developments of 1- 9 units financial contributions fall below 20% affordable housing equivalent that could be provided on-site over a three year period, planning interventions would need to be considered.
	The number and proportion of new dwellings built to 'Lifetime Homes' Standards.	All new housing built to 'Lifetime Homes' Standards.	This is a new monitoring target. If we fail to meet this target over a three year period, planning interventions would need to be considered.
	The proportion of dwellings designed to be	10% of all new housing designed	This is a new monitoring target.

	wheelchair accessible, or easily adaptable for wheelchair users.	to be wheelchair accessible, or easily adaptable for wheelchair users.	If % of all new housing designated to be wheelchair accessible, or easily adaptable for wheelchair users is below the 10% target over a three year period, planning interventions would need to be considered.
Policy CS9 Housing Provision	Net additional housing completed over the plan period: 2011 to 2016 2016 to 2021 2021 to 2026 Total over 15 years	1,600 net additional units 2011 to 2016 1,600 net additional units 2016 to 2021 1,600 net additional units 2021 to 2026 15 year total 4,800	Assessment of performance against this target will be monitored on a five year rolling basis to determine whether and what intervening action needs to be taken. Where this indicates that performance does not fall within acceptable ranges, for example 10-20% the council will conduct a risk assessment after a rolling three year period and undertake management actions if this continues for an additional two years.
Strategic Objective 4- To make Merton more prosperous with strong and diverse long term economic growth			
Policy CS1 Colliers Wood and South Wimbledon Sub-area	Designation of Colliers Wood as a District Centre in the London Plan hierarchy.	Adoption of masterplan by 2012 resulting in the designation of Colliers Wood as a District Centre.	Merton Council works closely with the Environment Agency regarding effective flood mitigation and investment in flood defence in Colliers Wood. Annual monitoring on progress of masterplan, (due to start in 2012). Contingency on delayed progress of masterplan around bidding for additional resources (funding, secondment etc) to progress masterplan
	Improved range of town centre uses within Colliers Wood centre commensurate with its	Additional town centre uses (not including retail) in line with the masterplan	If additional town centre type developments were not completed in Colliers Wood district centre, contingencies would be explored on inward investment for Colliers

28 Monitoring

	retail offer as a District Centre.	adoption from 2012.	Wood district centre through the Economic Development Strategy.
	Retail vacancy rate in Colliers Wood town centre following adoption of the masterplan from 2012.	Maintaining the retail vacancy rate of below the national average for the annual monitoring year.	<p>Monitored in Annual Monitoring Report annually since 2004/05. In 2009/10 the retail vacancy rate for Colliers Wood town centre was 14.8% this is above the national average for 2009/10.</p> <p>If the target is above the national average for a rolling three year period, interventions through the masterplan and Economic Development Strategy and planning interventions would be considered.</p>
Policy CS3 Wimbledon Sub-area	Retail vacancy rate in Wimbledon town centre.	Maintaining the retail vacancy rate below the national average for the annual monitoring year.	<p>Monitored in the Annual Monitoring Report annually since 2004/05. In 2009/10 the retail vacancy for Wimbledon Town Centre was 3.6% this is below the national average for 2009/10.</p> <p>If the target is above the national average for a rolling three year period the Economic Development Strategy and planning interventions would be considered.</p>
	Office vacancy rate in Wimbledon town centre.	Office vacancy rate of below national average in Wimbledon town centre	<p>Although office vacancy rates have been monitored in the AMR since 2004/05 however, office vacancy rates were not specified by area.</p> <p>This is a new target to be monitored in the Annual Monitoring Report.</p>

			<p>If the target is above the national average for a rolling three year period, interventions through the Economic Development Strategy and planning interventions would be considered.</p>
	<p>Comparison retail floorspace in Wimbledon town centre.</p>	<p>Growth in comparison retail floorspace in Wimbledon town centre.</p>	<p>To be monitored annually in the Annual Monitoring Report.</p> <p>Monitored in the Annual Monitoring Report since 2004/05 to 2005/2006. However since then this has been monitored as part of the annual shopping survey and town centre health checks.</p> <p>If the target shows no growth or a decline in existing comparison retail for a rolling three year period, interventions through the Economic Development Strategy and planning interventions would be considered.</p>
	<p>Major office development in Wimbledon town centre.</p>	<p>New major office floorspace to locate in Wimbledon town centre.</p>	<p>This is a new target to be monitored annually in the Annual Monitoring Report.</p> <p>Monitored as part of the overall office growth for the borough in the Annual Monitoring Report annually since 2004/05 however growth in office monitoring was not categorised by area.</p> <p>If the target shows no growth or a decline in existing office floorspace for a rolling three year period, interventions through the</p>

28 Monitoring

			Economic Development Strategy and planning interventions would be considered.
Policy CS7 Centres	Amount of completed retail, office and leisure development. Percentage of retail offer and leisure development found in town centres (COI).	<p>More than 50% of A1 and A2 uses to be sited in Major or District Town Centres of Wimbledon, Mitcham, Morden or Colliers Wood (seeking re-designation).</p> <p>Remaining developments (to make up a total of 100%) should be located in Local Centres and Neighbourhood Parades.</p>	<p>Monitored in the Annual Monitoring Report annually since 2006/07. In 2009/10 on average, 66% of A1 and A2 uses were sited in Major or District Town Centres of Wimbledon, Mitcham, Morden or Colliers Wood (seeking re-designation).</p> <p>If the target falls below 50% for a rolling three year period, interventions through the Economic Development Strategy and planning interventions would be considered.</p>
Policy CS12 Economic Development	Retention of existing employment facilities or refurbishment to provide attractive business space.	No net loss of employment land for which there is a demand. As measured each year in the Annual Monitoring Report. Target to be considered on 5-year basis.	<p>This is a new target to be monitored annually in the AMR.</p> <p>Merton's employment land has been monitored in the Annual Monitoring Report annually since 2004/05 however has not been monitored against loss of employment land for which there is demand.</p> <p>If the target shows that there is a decline in employment land for which there is a demand over a five year period (employment land needs will be forecasted based on five year increments), interventions through the</p>

			Economic Development Strategy and planning interventions would be considered.
	Support to local businesses (see above).	As set out in Merton's Economic Development Strategy (detailed initiatives).	<p>This is a new target to be monitored annually in the AMR.</p> <p>Based on the monitoring of the net loss of employment land for which there is a demand over a five year period (see above), this indicator will demonstrate if the detailed initiatives used by Merton Council in the Economic Development Strategy are being successful.</p> <p>If the target shows that there is a decline in employment land for which there is a demand over a five year period and that the initiatives used by Merton Council are not successful; the Council will need to consider using alternative initiatives in / interventions through the Economic Development Strategy. Also planning interventions would be considered.</p>
Strategic Objective 5 - To make Merton a healthier and better place to live and work in or visit			
Policy CS5 Wandle Valley Sub-area	Progress towards designation of Wandle Valley Regional Park.	Creation of the Wandle Valley Regional Park.	<p>The regional park is the basis for the sub-area inclusion. Reporting on the progress of the creation of the park will be an appropriate indication of the</p> <p>Sub-area development as the park is not only about promoting open spaces, it is also about encouraging planning and development, industry, heritage</p>

28 Monitoring

			and maximising economic potential. Contingency not realistic or appropriate.
Policy CS10 Accommodation for Gypsies and Travellers	Net additional pitches for Gypsies and Travellers within the borough as identified through local research or the publication of the London Plan.	Borough pitch target to be met through the Local Development Framework (Site Allocations DPD or an Area Action Plan) within the time frame specified in the sub-regional or local assessment.	Contingencies not appropriate while target unknown but could be around using the Council's or partner assets to deliver suitable accommodation if new sites were needed and none were forthcoming via DPDs.
Policy CS11 Infrastructure	Healthcare delivery	Delivery of healthcare projects in line with the Infrastructure Projects Table.	Contingencies if developments did not come forward as set out in the 27.2 Infrastructure projects table would be around requiring people to travel further to access primary healthcare or by exploring the capacity to create new health facilities in alternative locations (e.g. large supermarkets or as part of hospitals). Acceptable deviation will be explored during the plan period with respect to factors such as population growth, housing growth, capacity and range of existing facilities.
Policy CS13 Open space, nature conservation leisure and culture	Protection and enhancement of open space and creating opportunities for culture, sport, recreation and play facilities.	No net loss of open space apart from that needed for educational establishments.	In line with PPG17 and the London Plan, open space will continue to be protected. We currently report any losses of open space in our Annual Monitoring Report (AMR). This will continue to be measured. The policy is ancillary to the London Plan policy to protect open space.

			<p>If open space, leisure or play facilities were lost, contingencies would be explored where appropriate around the enhancement of nearby open space.</p> <p>Income from s106 over past 5 years equates to approx £1m so suggested baseline target of £200k per year.</p> <ul style="list-style-type: none"> Contingency if we didn't get this investment for more than 3 years in a row could be to increase council expenditure on open space / sports; attract more investment via marketing / commercialisation, encourage facilities to be owned or managed by external groups.
Strategic Objective 6 To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place			
	Proportion of local sites where positive conservation management has been or is being implemented (NI197).	Increase in proportion. (Baseline of 50%)	<p>To be monitored in the Annual Monitoring Report. The conservation management implementation rate in 2009/10 was 60%.</p> <p>Contingency would be to increase council expenditure on conservation or find alternative funding, e.g. contributions from development.</p>
	Protection of biodiversity.	Changes in areas of biodiversity importance. (Core	To be monitored annually in the Annual Monitoring Report.

28 Monitoring

		Output Indicator E2).	In 2009/10 there was no loss or addition of in areas of biodiversity importance.
Policy CS16 Flood Risk Management	Improve flood risk management (NI 189).	Agreed actions to implement long term flood and coastal erosion risk management plans that are being undertaken satisfactorily with the Environment Agency and in line with Merton's NI 189 Flood Risk Management Plan.	NI 189 will be monitored annually in Annual Monitoring Report. Contingency through Merton's Flood Risk Management group (highways, planning policy, DC, emergency planning, housing) and Environment Agency who meet regularly to monitor and review the management plan. The group will react to identified risks and take appropriate action with guidance from the Environment Agency.
	Promote sustainable drainage systems (NI 189).	In line with Merton's NI 189 Flood Risk Management Plan	As above; Contingencies will be identified through the Flood Risk Management Group.
Policy CS17 Waste Management	To identify sufficient capacity through the production of a Joint Waste DPD	Adoption of Joint Waste DPD in 2012 to identify sufficient combined waste management capacity for 1366 thousand tonnes by 2021.	It would be inappropriate to identify ranges of acceptable deviation of performance against targets for Policy CS17 – Waste Management because they are related to the collective performance across all four partner boroughs within the South London Waste Plan area.
	% of municipal waste recycled and composted.	45% by 2015, 50% by 2020 (Draft Replacement London Plan 2009) (baseline 2010).	It would be inappropriate to identify ranges of acceptable deviation of performance against targets for Policy CS17 Waste Management because they are related to the collective performance across all four

			partner boroughs within the South London Waste Plan area.
	% of commercial and industrial waste recycled and composted.	70% by 2020 (Draft Replacement London Plan 2009) (baseline 2010).	It would be inappropriate to identify ranges of acceptable deviation of performance against targets for Policy CS17 – Waste Management because they are related to the collective performance across all four partner boroughs within the South London Waste Plan area.
	Loss of existing sites without adequate compensatory measures to manage the necessary waste (baseline 2010).	Zero loss of existing sites without adequate compensatory measures to manage the necessary waste (baseline 2010).	It would be inappropriate to identify ranges of acceptable deviation of performance against targets for Policy CS17 – Waste Management because they are related to the collective performance across all four partner boroughs within the South London Waste Plan area.
Strategic Objective 7 - To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys.			
Policy CS18 Active Transport	Production of a new Sustainable Transport Strategy for Merton.	Decrease in the mode share for car trips in the London Borough of Merton (1% decrease 2015 from a base TBC through discussions with TfL in March 2010). (3-5 year review in line with LIP)	The Sustainable Transport Strategy and Local Implementation Plan (LIP2) 2011 -2026 has been approved by Cabinet for formal consultation. To identify the effectiveness of this strategy a series of performance indicators has been developed to measure the strategic objectives and the MTS goals and objectives. TfL require annual monitoring and a progress report at the end of the third year. The Performance indicators are: <ul style="list-style-type: none"> PI 1: Decrease in the mode share for car trips in the London Borough of Merton
	Improvement to walk and cycle network.	To reduce carbon emissions through promotion of	

28 Monitoring

	Increase in external funding.	sustainable transport.	<ul style="list-style-type: none"> • PI 2: Increase in the mode share for cycling trips in London Borough of Merton • PI 3: Increase in the mode share for walking in London Borough of Merton • PI 4: Increase in the mode share for public transport in London Borough of Merton • PI's 5 - 8: Reduction in total number of people killed or seriously injured in Road Traffic Accidents in London Borough of Merton (inc; Children, Cyclists and Motor cyclists) • PI 9: Maintain mean Excess Waiting Time • PI 10: Reduction in % of principal road network in need of repair • PI 11: Reduction in CO2 emissions in London Borough of Merton • PI 12: Decrease in the total amount of children travelling to school by car in London Borough of Merton
	Estimated annual carbon savings.		
	Increasing physical activity as part of everyday activity	Increase in footfall at bus, underground and mainline stations. (Assume travellers in Merton walk to public transport facilities).	
Policy CS19 Public Transport	Production of a new Sustainable Transport Strategy for Merton.	A convenient, safe and integrated transport network, accessibility to all parts of the borough.	<p>As part of the review mitigation and re-prioritising of the LIP2 proposals and funding will be considered for any area under performing or failing area of performance.</p>
	Increase patronage levels.		
	Results of 'Hands up' surveys of school plans to show positive modal shifts to sustainable travel modes.	All schools to have a school travel plan.	
	Production of a new Sustainable Transport Strategy for Merton.	TfL and Mayor of London; introduction of new hybrid technology buses in London.	
	Estimated annual carbon savings.		
Policy CS20 Parking, Service and Delivery	Production of a new Sustainable Transport Strategy for Merton.	Expansion of Controlled Parking Zones.	
	Number of new or enhanced CPZ's (Controlled Parking Zones).		

	Effective enforcement of CPZ's.		
	Percentage of change in traffic generation.	Reduction in growth of traffic generation.	
	Number of car clubs and electric cars.	Increased uptake of sustainable modes (car clubs and electric cars).	
	Percentage change in levels and spread of car ownership.	Reduction in car ownership levels.	
Strategic Objective 8 - To promote a high quality urban and suburban environment in Merton where development is well designed and contributes to the function and character of the borough			
Policy CS 14 Design	Listed Buildings at Risk in Merton.	Number of Listed Buildings at Risk in Merton to be at or lower than the average in Merton in a rolling 5 year period.	Average number of buildings at risk in Merton from 2005-10 = 8 buildings at risk (baseline for 2011-12). If rose for more than three consecutive years, contingencies would be explored appropriate to the site.
	The number of planning appeals dismissed per total number of appeals citing design policies.	Increase in the % of appeals dismissed per total number of appeals citing design policies.	Of the appeals citing design policies (UDP Built Environment policies) in 2010, 70% were dismissed and 30% were permitted. We will be seeking an increase, however if the ratio of 70% dismissed falls by 10-20% we will identify the aspects of design policy which are failing and provide additional planning guidance.
	The number of total new build completions on	Year on year increase in the	If year on year decrease in completions reaching this target

28 Monitoring

	housing sites (with at least 10 new dwellings) reaching very good, good, average and poor ratings against the Building for Life criteria.	number of major housing completions reaching very good or good ratings (measured in LDD).	for a rolling three year period, then contingencies will be pursued around extra investigation and advice on Design and Access statements submitted with new major housing applications, to improve design standards.
	Protection of family sized units in dwelling conversions.	All conversion of existing family sized single dwellings into two or more smaller units to include the re-provision of at least one family sized unit.	Enforce where this is not being adhered to through the development management process.
	Public realm improvements.	Delivery of public realm projects in-line with the Infrastructure Projects Table.	If projects weren't being delivered in line with the Infrastructure Projects table or significant new development, then bid for more money through LIP, explore additional public realm and design guidance, use planning obligations in more targeted way to address area-based deficiencies.
	To improve urban design and the local environment	Increase number of major schemes reviewed by the Design Review Panel at pre-application stage from 2 per year	Strengthen pre-application process in this regard if this target was not being met through the current arrangements.
All Strategic Objectives			
Policy CS11 Infrastructure	Delivery of additional school places in line with the most recently adopted Education Strategy.	Delivery to meet statutory duty to secure sufficient school places.	The delivery of primary school places is necessary to ensure the council provides access to a local school place for all its residents who want one.

			Contingency to meet projected demand is to consider expansion of existing school sites through erection of temporary accommodation and to expand onto open space as identified in policy CS13 (e).
	Healthcare development.	Delivery of healthcare projects in line with the Infrastructure Projects Table.	See above in Strategic objective 5.
	Improving local infrastructure (e.g. emergency services)	Delivery of infrastructure in line with the Infrastructure Projects Table.	If the developments were not to come forward in line with the operational needs of the Police and Fire Brigade, contingencies would be explored through the Infrastructure and Investment Board, for example to investigate shared facilities or collective assets / sites review.

29 Evidence Base

- A New Future: An Economic Prospectus for Merton – London Borough Merton Economic Development Strategy (2010)
- Core Strategy Pre-Representations Stage Sustainability Report (2010)
- Education Expansion Strategy (2010)
- Habitats Regulation Assessment Screening Exercise for Merton's Local Development Framework (2010)
- Heart of Merton Study (2008)
- GLA London Industrial Benchmarks (2007 and 2010 update)
- Live/work Developments in Merton (2010)
- Local Area Agreement (LAA) (2008-2011)
- London Borough's of Wandsworth, Merton, Sutton and Croydon Strategic Flood Risk Assessment (2009)
- London Housing Strategic Housing Land Availability Assessment and Housing Capacity Study (2009)
- London Policy Office Review (November 2009)
- London-wide Town Centre Health Checks (November 2009)
- Merton Priory Conservation Management Plan (2006)
- Merton's Accessible Environments Supplementary Planning Guidance (2003)
- Merton's Affordable Housing Viability Assessment (2010)
- Merton's Affordable Housing Viability Study - Statement of Initial Findings (2009)
- Merton's Viability of Code for Sustainable Homes in Merton : Supplementary Presentation of the Local Development Framework Affordable Housing Viability Study (2010)
- Merton's Allotment Strategy 2007-2010 (2007)
- Merton climate change: Renewable energy resources in Merton: a preliminary assessment (2009)
- Merton climate change research: Town Centre Morden: CHP Plant Option Appraisal (2010)
- Merton climate change research: Carbon assessment of domestic housing in London Borough of Merton (2010)
- Merton's Climate Change Strategy (2008)
- Merton's Conservation Area Character Assessments (various)
- Merton's Cultural Strategy, a better future for all 2007-2010 (2007)
- Merton's Design Supplementary Planning Guidance (2004)
- Merton's Dwelling Conversions Background Paper - Interim Statement of Findings (October 2010)
- Merton's Dwelling Conversions Background Paper (2010)
- Merton's Employment Land Study (DTZ Pineda 2005)
- Merton's Economic and Employment Land Study (2010)
- Merton's Free Play Strategy 2007-2012 (2007)
- Merton's Housing Needs Study (2005)
- Merton's Housing Strategy 2008-2011 (2008)

- Merton's Infrastructure Needs Assessment Study (2008)
- Merton's Neighbourhood Renewal Strategy (2005-2010)
- Merton's Older Persons Housing Strategy 2006-2008 (2006)
- Merton Open Space Strategy (work in progress)- Statement of Initial Findings (July 2010)
- Merton's Open Space Strategy (2005 and 2010-final update)
- Merton's Planning Obligations Supplementary Planning Document (2006)
- Merton's Planting, Landscaping and Nature Conservation Provision for Development Schemes Supplementary Planning Guidance (2001)
- Merton's Public Realm Strategy (2009)
- Merton's Residential Extensions, Alterations and Conversions Supplementary Planning Guidance (2001)
- Merton's Residents Survey (2008)
- Merton's Retail and Town Centre Capacity Study (in progress) - Position Statement (November 2010)
- Merton's Sports, Health and Physical Activity Strategy (2006)
- Merton's Strategic Housing Market Assessment (2010 – in progress)
- Merton's Sustainable Community Strategy (Community Plan) (2009-2019)
- Merton's Sustainable Design and Construction Evidence Base (2010)
- Merton's Sustainable Development Supplementary Planning Guidance (2001)
- Merton's Sustainable Transport Strategy (2004)
- Merton's Tall Buildings Background Paper (2010)
- Merton's Town Centre Capacity Studies (2005 and 2008 update)
- Mitcham Town Centre Development Brief Supplementary Planning Document (2006)
- Morden Park Vision (2009)
- moreMorden Consultation (2008)
- Raynes Park Local Centre Enhancement Plan 2008-2011 (2008)
- South West London Strategic Housing Market Assessment (2010 – Final Draft)
- South West London Sub-Regional Investment Framework 2008-2011 (2010)
- South London Waste Plan (Joint Waste Development Plan Document) (2011)
- South London Waste Plan land availability study (2010)
- Volterra Economic Assessment (2008)
- Wandle Valley Regional Park: A vision for the future (2008)
- Wimbledon Competitiveness Study (2007)

30 Strategic Objectives and Core Strategy Policies Matrix

30 Strategic Objectives and Core Strategy Policies Matrix

30.1 The purpose of table 30.1 is to identify at a glance which Core Strategy policies are able to deliver the relevant Strategic Objective(s). If the table shows a tick this represents that the Strategic Objective is being met within the policy. If two ticks are shown this represents the main Core Strategy policy delivering the objective. For example Strategic Objective 1 is delivered equally across the Core Strategy policies identified and Strategic Objective 2 highlights Mitcham CS2 as the main policy to deliver this strategy.

Strategic Objectives	Colliers Wood	Mitcham	Morden	Raynes Park	Wandle Valley	Wimbledon	Centres	Housing Choice	Housing Provision	Gypsies and Travellers
1. To make Merton a municipal leader in improving the environment, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively.	✓	✓	✓	✓	✓	✓	✓		✓	
2. To promote social cohesion and tackle deprivation by reducing inequalities	✓	☀✓			✓		✓	✓	✓	✓
3. To provide new homes and infrastructure within Merton's town centres and residential areas through physical regeneration and effective use of space.	✓	✓	☀✓	☀✓		✓	☀✓	✓	☀✓	
4. To make Merton more prosperous with strong and diverse long term economic growth	☀✓	✓	✓	✓	✓	☀✓	✓			
5. To make Merton a healthier and better place for people to live and work in or visit	✓	✓	✓	✓	☀✓	✓	✓	☀✓	✓	☀✓
6. To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place	✓	✓	✓	✓	✓	✓	✓			

30 Strategic Objectives and Core Strategy Policies Matrix

Strategic Objectives	Colliers Wood	Mitcham	Morden	Raynes Park	Wandle Valley	Wimbledon	Centres	Housing Choice	Housing Provision	Gypsies and Travellers
7. To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys	✓	✓	✓	✓	✓	✓	✓			
8. To make Merton a well designed borough with an attractive urban and suburban environment	✓	✓	✓	✓	✓	✓	✓			

	Infrastructure	Economic Development	Open Space, Nature Conservation, Leisure and Culture	Design	Climate Change	Flood Risk Management	Waste Risk Management	Public Transport	Active Transport	Parking, Servicing and Delivery
1. To make Merton a municipal leader in improving the environment, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively.	✓	✓	✓	✓	☀️	✓	✓	✓	✓	✓
2. To promote social cohesion and tackle deprivation by reducing inequalities	✓	✓								
3. To provide new homes	✓		✓							

30 Strategic Objectives and Core Strategy Policies Matrix

	Infrastructure	Economic Development	Open Space, Nature Conservation, Leisure and Culture	Design	Climate Change	Flood Risk Management	Waste Risk Management	Public Transport	Active Transport	Parking, Servicing and Delivery
and infrastructure within Merton's town centres and residential areas through physical regeneration and effective use of space.										
4. To make Merton more prosperous with strong and diverse long term economic growth	✓	☀✓			✓	✓		✓	✓	
5. To make Merton a healthier and better place for people to live and work in or visit	✓	✓	✓	✓	✓		✓	✓	✓	✓
6. To make Merton an exemplary	✓		☀✓	✓	☀✓	☀✓	☀✓	✓	✓	

	Infrastructure	Economic Development	Open Space, Nature Conservation, Leisure and Culture	Design	Climate Change	Flood Risk Management	Waste Risk Management	Public Transport	Active Transport	Parking, Servicing and Delivery
borough in mitigating and adapting to climate change and to make it a more attractive and green place										
7. To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys	✓			✓				☀✓	☀✓	☀✓
8. To make Merton a well designed borough with an attractive urban and suburban environment			✓	☀✓						

31 UDP Policies replaced by the Core Planning Strategy

31 UDP Policies replaced by the Core Planning Strategy

31.1 The Core Planning Strategy replaces elements of the Unitary Development Plan, including Chapter 1 - UDP Strategy and the individual policies listed in the table below. The UDP will be entirely replaced at such time as more detailed planning policy guidance is adopted, such as in the Development Control DPD.

Table 31.1

UDP Policy Number	UDP Policy Name	Replaced by Core Planning Strategy Policies
Chapter 2: Strategic Planning Policies		
ST.1	Sustainable Development	CS15 Climate Change
ST.2	Equity	CS8 Housing Choice, CS11 Infrastructure CS12 Economic Development and CS11 Design
ST.3	Mixed Uses	CS7Centres, CS12 Economic Development and CS9 Housing Provision
ST.4	Environmental Capital	CS15 Climate Change
ST.5	Key Features and Assets	The London Plan
ST.6	The Wandle Valley	CS5 Wandle Valley Sub-area
ST.7	Key Areas for Revitalisation	CS7 Centres and CS12 Economic Development
ST.8	Colliers Wood	CS1 Colliers Wood Sub-area
ST.10	Mixed Use Neighbourhoods	CS9 Housing Provision
ST.12	Development on Previously Developed Land	CS9 Housing Provision
ST.13	Housing Needs	CS8 Housing Choice
ST.14	Employment Land	CS12 Economic Development

UDP Policy Number	UDP Policy Name	Replaced by Core Planning Strategy Policies
ST.15	Environmentally Friendly Economic Development	CS12 Economic Development
ST.16	Economic Diversity	CS12 Economic Development
ST.17	Built Environment	CS11 Design
ST.18	Heritage	CS11 Design
ST.19	Natural Environment	CS13 Open Space, Nature Conservation, Leisure and Culture
ST.20	Metropolitan Open Land	CS13 Open Space, Nature Conservation, Leisure and Culture
ST.21	Biodiversity	CS13 Open Space, Nature Conservation, Leisure and Culture
ST.22	Environmental Protection	CS15 Climate Change, CS16 Flood Risk Management and CS17 Waste Management
ST.23	Environmental Protection	CS16 Flood Risk Management
ST.24	Leisure, Recreation, Arts and Culture	CS1 Centres and CS13 Open Space, Nature Conservation, Leisure and Culture
ST.25	Tourism	CS7 Centres
ST.26	Town Centres	CS7 Centres
ST.27	Wimbledon Town Centre	CS6 Wimbledon Sub-area
ST.28	Mitcham and Morden Town Centres	CS2 Mitcham Sub-area and CS3 Morden Sub-area
ST.29	Development Outside Designated Centres	CS7 Centres
ST.30	Local Shopping	CS7 Centres
ST.31	Land Use/Transport Integration	CS19 Public Transport
ST.32	Traffic Restraint/Reduction	CS20 Parking, Servicing and Delivery

31 UDP Policies replaced by the Core Planning Strategy

UDP Policy Number	UDP Policy Name	Replaced by Core Planning Strategy Policies
ST.33	Green Transport	CS18 Active Transport
ST.34	Public Transport	CS19 Public Transport
ST.35	Parking	CS20 Parking, Servicing and Delivery
ST.36	Community Benefits	CS11 Infrastructure
Chapter 3: Living and Working in Merton		
U.1	Urban Village Designation	CS2 Mitcham Sub-area
U.4	Residential Uses	CS9 Housing Provision and CS14 Design
CW.3	Transport Infrastructure	CS1 Colliers Wood Sub-area and CS18 Active Transport
MU.4	Live/Work Development	CS12 Economic Development
HP.1	Housing Target	CS9 Housing Provision
HP.5	Flat Conversions: Size of Original Unit	CS14 Design
HP.7	Accommodation for Travellers	CS10 Accommodation for Gypsies and Travellers
HN.2	Provision of Affordable Housing from Other Sources	CS8 Housing Choice
HN.3	Dwelling Mix	CS8 Housing Choice
HS.2	Sustainable Housing	CS15 Climate Change
E.11	Environmental Improvements for Employment Development	CS15 Climate Change
C.11	Youth Services	CS11 Infrastructure Policy
Chapter 4: A Safe, Green and Healthy Merton		
NE.3	Green Chains	CS13 Open Space, Nature Conservation, Leisure and Culture
NE.5	Sites of Specific Scientific Interest	CS13 Open Space, Nature Conservation, Leisure and Culture

UDP Policy Number	UDP Policy Name	Replaced by Core Planning Strategy Policies
NE.6	Local Nature Reserves and Sites of Importance for Nature Conservation	CS13 Open Space, Nature Conservation, Leisure and Culture
NE.7	Species Protection	CS13 Open Space, Nature Conservation, Leisure and Culture
NE.9	Management of Land	CS13 Open Space, Nature Conservation, Leisure and Culture
NE.10	Nature Conservation in Backland Areas	CS13 Open Space, Nature Conservation, Leisure and Culture
NE.12	Trees, Hedges and Landscape Features	CS13 Open Space, Nature Conservation, Leisure and Culture
BE.4	Areas of Distinctive Quality	CS14 Design
BE.19	High Buildings; Sensitive Locations	CS14 Design, CS1 Colliers Wood Sub-area, CS3 Morden Sub-area and CS6 Wimbledon Sub-area
BE.20	High Buildings; Appropriate Locations	CS14 Design, CS1 Colliers Wood Sub-area, CS3 Morden Sub-area and CS6 Wimbledon Sub-area
PE.13	Energy Efficient Design and Use of Materials	CS15 Climate Change
L.10	Allotments	CS13 Open Space, Nature Conservation, Leisure and Culture
Chapter 5: Town Centres and Shopping		
TC.5	Good Urban Design and Public Realm	CS14 Design
WTC.6	Office Development	CS7 Centres and CS6 Wimbledon Sub-area
WTC.7	Hotel Development	CS7 Centres and CS6 Wimbledon Sub-area
Chapter 6: Transport		
PT.1	Local and Regional Needs	CS19 Public Transport

31 UDP Policies replaced by the Core Planning Strategy

UDP Policy Number	UDP Policy Name	Replaced by Core Planning Strategy Policies
PT.2	Rail Services	CS19 Public Transport
PT.3	Railway Stations	CS19 Public Transport
PT.4	Public Transport Interchanges	CS19 Public Transport
RN.1	Priority Networks	CS18 Active Transport and CS19 Public Transport
RN.2	Improvements to the Road Network	CS20 Parking, Servicing and Delivery
RN.4	Road Safety	CS18 Active Transport
RN.5	Traffic Management	CS20 Parking, Servicing and Delivery
RN.6	Lorry Bans	CS20 Parking, Servicing and Delivery
RN.7	Provision for Goods Vehicles	CS20 Parking, Servicing and Delivery
RN.8	Rail Freight	CS20 Parking, Servicing and Delivery
RN.9	Accessibility	CS18 Active Transport and CS19 Public Transport
WC.1	Increasing Walking	CS18 Active Transport
WC.2	School Routes to School	CS18 Active Transport and CS19 Public Transport
WC.3	Cycle Facilities	CS18 Active Transport
WC.4	Cycle Routes	CS18 Active Transport
TO.1	Traffic Management in Town Centres	CS20 Parking, Servicing and Delivery
TO.2	Integrating Development and Accessibility Options	CS18 Active Transport, CS19 Public Transport and CS20 Parking, Servicing and Delivery
PK.1	On-Street Parking Schemes	CS20 Parking, Servicing and Delivery
PK.2	Car Parking Standards	CS20 Parking, Servicing and Delivery
PK.3	Car Parking and Development	CS20 Parking, Servicing and Delivery
PK.4	Management of Public Parking	CS20 Parking, Servicing and Delivery

UDP Policy Number	UDP Policy Name	Replaced by Core Planning Strategy Policies
PK.5	Change of Use of Car Parks	CS20 Parking, Servicing and Delivery
PK.6	Car Free Residential Development	CS20 Parking, Servicing and Delivery
PK.7	Commuter Parking in Town Centres	CS20 Parking, Servicing and Delivery
PK.8	Commercial Vehicle Parking	CS20 Parking, Servicing and Delivery
LU.1	Transport Infrastructure and Development	CS20 Parking, Servicing and Delivery
LU.2	Public Transport Accessibility	CS19 Public Transport
LU.3	Transport Impact of New Development	CS19 Public Transport and CS20 Parking Servicing and Delivery
LU.4	Consistency of Development Proposals with Transport Facilities	CS18 Active Transport, CS19 Public Transport and CS20 Parking, Servicing and Delivery
LU.5	Developer Contributions	CS18 Active Transport, CS19 Public Transport and CS20 Parking, Servicing and Delivery
Chapter 7: Resources and Implementation		
LD.2	Vacant and Underused Sites	Introduction and Purpose
F.3	Council Expenditure	Delivery and Implementation

32 Glossary of terms

Glossary of Terms:

A complete glossary of planning terms can be found at the Planning Portal website: <http://www.planningportal.gov.uk/> The glossary below should be used as a guide only and should not be considered the source for statutory definitions.

Affordable Housing - Affordable Housing addresses the needs of eligible households unable to access or afford market housing. Affordable housing includes social rented and intermediate housing and excludes low cost market housing. Affordable housing should be available at a cost low enough for eligible households to afford, determined with regard to local incomes and local house prices. Provision of affordable housing should remain at an affordable price for future eligible households or if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision. Further information can be found in Planning Policy Statement 3 (Housing)

Area Action Plan (AAP) – Area action plans are part of the Local Development Framework. They should be used when there is a need to provide the planning framework for areas where significant change or conservation is needed. Area action plans should deliver planned growth areas, stimulate regeneration, protect areas particularly sensitive to change, resolve conflicting objectives in areas subject to development pressures or focus the delivery of area based regeneration initiatives.

Area for Intensification (AFI) – As defined in the London Plan. Areas that have significant potential for increases in residential, employment and other uses through development of sites at higher densities with more mixed and intensive use.

Brownfield land - Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed-surface infrastructure. The definition covers the curtilage of the development. Planning Policy Statement Note 3 (Housing) has a detailed definition

Community Plan – refer to Sustainable Community Strategy (SCS).

Comparison Retailing - Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

Convenience Retailing - Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.

Conservation Area - An area of special architectural and historic interest, the character or appearance of which it is desirable to preserve or enhance.

Core Strategy (CS) - The Core Strategy is the key plan within the Local Development Framework. Every local planning authority should produce a core strategy which includes:

- an overall vision which sets out how the area and the places within it should develop;
- strategic objectives for the area focusing on the key issues to be addressed;
- a delivery strategy for achieving these objectives. This should set out how much development is intended to happen where, when, and by what means it will be delivered. Locations for strategic development should be indicated on a key diagram; and
- clear arrangements for managing and monitoring the delivery of the strategy.

Development Plan Documents (DPD) – The statutory component parts of the [local development framework](#). Core strategies, area action plans and site-specific allocations are all DPDs. The procedure for their creation is set out in [Planning Policy Statement 12](#).

District Centre – District centres comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

Floodplain - Generally low lying areas adjacent to a watercourse, tidal lengths of the river or sea, where water flows in times of flood or would flow but for the presence of flood defences.

Floorspace (gross) - all floorspace enclosed within the building envelope

Floorspace (net - for retail purposes) - area of a shop that is accessible to the public: sales floor, sales counters, checkouts, lobby areas, public serving and in-store cafes. Excludes goods storage, delivery, preparation area, staff offices, staff amenity facilities, plant rooms, toilets and enclosed public stairwells and lifts between floors.

Historic environment – All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

Independent Examination - The process by which a planning inspector may publicly examine a [development plan document](#) before issuing a binding report.

Intermediate Housing – housing at prices and rents above social rent but below market price or rents. This includes various forms of shared equity products. Homes provided by the private sector or without grant funding may be included for planning purposes as affordable housing, providing these homes meet the affordable housing definition as set out in Planning Policy Statement 3 (Housing).

Issues, Options and Preferred Options - The pre-submission/ pre-production consultation stages on a [development plan document \(DPD\)](#) with the objective of gaining public consensus before submission of documents for [independent examination](#).

Listed Buildings - These are buildings or other built structures included in the statutory list of buildings of special architectural or historic interest of national significance, which is compiled by the Secretary of State for Culture, Media and Sport. Buildings are graded and are protected both internally and externally. [Listed building consent](#) is required for almost all works to a listed building.

Local Area Agreement (LAA) - Local Area Agreement is normally a three year agreement, based on the Sustainable Community Strategy vision that sets out improvement targets for the priorities of a local area. The agreement is made between central government and local authorities and their partners on the Local Strategic Partnership.

Local Centre - Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include services such as a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette.

Local Development Framework (LDF) - The Local Development Framework is the collection of local development documents produced by the local planning authority which collectively delivers the spatial planning strategy for its area.

Local Development Scheme (LDS) - This is the business plan for production of the [local development framework](#) (LDF). It identifies and describes the [development plan documents](#) (DPDs) and when they will be produced. It covers a three-year timespan and is subject to updating following production of an annual monitoring report to check progress.

Local Planning Authority (LPA) - The statutory authority (usually the local council) whose duty it is to carry out the planning function for its area.

Local Strategic Partnerships (LSP) - Local Strategic Partnerships are not statutory bodies, but they bring together the public, private and third sectors to coordinate the contribution that each can make to improving localities.

London Plan - the London Plan is the Spatial Development Strategy for London. Produced by the Mayor of London, it provides the overall spatial vision for the entire region, identifying the broad locations for growth, often by identification of sub-regions, and major infrastructure requirements, together with the housing numbers to be provided for in boroughs' LDFs. It is part of the development plan for Merton together with the borough's LDF documents and should be used to guide planning decisions across London. All LDF documents have to be in general conformity with the London Plan

Major Centre – Major Centres normally have over 50,000 square metres of retail floorspace and their retail offer is derived from a mix of both comparison and convenience shopping. Some Major Centres, which have developed sizeable catchment areas, also have some leisure and entertainment functions.

Neighbourhood parades: convenience shopping and other services easily accessible to those walking or cycling or those with restricted mobility.

Planning Application - Administrative process by which permission to carry out development is sought from the [local planning authority](#). The form and content of the application is laid down in guidance. Application can be made in outline or detailed form for some categories of development.

Planning Permission - The consent given by the [local planning authority](#) for building operations as defined in the Town and Country Planning Act that do not constitute permitted development as defined in the general permitted development order (GPDO) or uses permitted by the use classes order. Usually subject to conditions and sometimes a legal agreement.

Planning Policy Guidance Notes (PPG) - Former central government guidance on a range of topics from transport to retail policy giving advice to regional and local policy makers on the way in which they should devise their policies in order to meet national planning goals. Most PPGs have now been replaced by [Planning Policy Statements](#).

Planning Policy Statements (PPS) - Planning Policy Statements set out the government's policies on different aspects of spatial planning in England.

Public realm - This is the space between and surrounding buildings and open spaces that are accessible to the public and include streets, pedestrianised areas, squares, river frontages etc.

Spatial Development Strategy - (see London Plan)

Registered Social Landlords (RSLs) - Technical name for independent, not-for-profit organisations registered with and regulated by the Housing Corporation. These organisations own or manage affordable homes and are able to bid for funding from the Housing Corporation.

Sequential Test - A planning principle that seeks to identify, allocate or develop certain types or locations of land before others.

Scattered Employment Sites - An employment site that is not a designated employment site (a site that is not a Strategic Industrial Location or Locally Significant Industrial Site) as detailed in Merton's adopted Proposals Map (as amended).

Sites of Importance for Nature Conservation (SINC) - Locally important sites of nature conservation adopted by local authorities for planning purposes and identified in the local development plan.

Site of Special Scientific Interest (SSSI) – A site identified under the Wildlife and Countryside Act 1981 (As amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of its plants, animals and natural features relating to the earth's structure.

Socially Rented Housing - Planning Policy Statement 3 (Housing) states that this is rented housing owned and managed by local authorities and registered social landlords for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements (specified in Planning Policy Statement Note 3) as agreed with the local authority or the Housing Corporation as a condition of grant.

Statement of Community Involvement (SCI) - This sets out how, when and where the council will consult with local and statutory stakeholders in the process of planning for the local authority area, both in producing development plan documents and in carrying out the development control function.

Strategic Environmental Assessment (SEA) - A process of environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. It is required by European Directive 2001/42/EC (the Strategic Environmental Assessment or SEA Directive)

Supplementary Planning Documents (SPDs) - Supplementary planning documents (SPDs) give further guidance on specific policy topic areas such as [affordable housing](#) provision, that have been identified in core policy in the [local development framework](#) (LDF), or to give detailed guidance on the development of specific sites in the form of a [master plan](#) framework plan or [development brief](#).

Sustainability Appraisal (SA) - A form of assessment used in the UK, particularly for regional and local planning, since the 1990s. It considers environmental, social and economic effects of a plan and appraises them in relation to the aims of sustainable development. Sustainability appraisals that fully incorporate the requirements of the [SEA Directive \(2001/42/EC\)](#) are required for [local development documents](#) and [regional spatial strategies](#) in England under the Planning and Compulsory Purchase Act 2004.

Sustainable Community Strategy (SCS) – The overarching strategy for the local area, which sets out of the overall direction and vision for the borough over the next 10 years. It tells the story of a place, and what needs to be achieved for the local area and its residents, based on what is most important to them. It is also known as the Community Plan.

Sustainable development - Development which meets the needs of the present generation without compromising the ability of future generations to meet their own needs.

Town centre type uses – In accordance with PPS4 Planning for Sustainable Economic Development, the main uses to which town centres policies can apply are:

- retail development (including warehouse clubs and factory outlet centres)

- leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls)
- offices, and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)

Unitary Development Plan (UDP) - This is the former statutory development plan system and contains the framework to guide development in local areas. Under the Planning and Compulsory Purchase Act 2004 it was replaced by Local Development Frameworks. UDP policies will continue to operate for a time after the commencement of the new development plan system in 2004, by virtue of specific transitional provisions, though they should all be eventually superseded by LDF policies

Use Classes Order – Schedule of class of use for land and buildings under Town and Country Planning (Use Classes) Order 1987 as amended 2005:

A1	Shops
A2	Financial and Professional Services
A3	Restaurants and Cafés
A4	Drinking Establishments
A5	Hot Food Take-away
B1	Business
B2	General Industrial
B8	Storage or Distribution
C1	Hotels
C2	Residential Institution
C2A	Secure Residential Institution
C3	Dwelling Houses
D1	Non-residential Institutions
D2	Assembly and Leisure
Other	Sui Generis

Index

(Please refer to the full definition 123
of employment uses as defined in
PPS4: Planning for Sustainable
Economic Growth (2009)).....