between urban design, transport and commercial requirements in the SPD. Such infrastructure should not prejudice the character and open nature of the Fair Green nor the linear character and human scale of the pedestrianised London Road as a street.

8.41 New development must not propose or allow for, a design solution for the tram, that is likely to present future technical or legal obstacles to successful implementation of a tram service in the future, that cannot be reasonably avoided as part of the town centre regeneration. Development proposals in relation to safeguarding future tram provision must be designed to the satisfaction of the Council and Transport for London, with due regard given to the HSE Railway Safety Principles. Development proposals that would prejudice the future provision of a tram service are likely to be refused planning permission.

8.42 PROVISION OF EASTFIELDS RAIL STATION. The regeneration should secure the provision of Eastfields station as proposed in the UDP (Policy PT.2). This should be achieved in co-ordination with TfL and Network Rail and include extended or diverted bus routes to link the station with the town centre and improvements to the quality of the direct pedestrian route via Laburnum Road.

Transport Strategy

8.43 Transport proposals should be developed in partnership with key stakeholders, including the Council, Transport for London and the emergency services to provide a co-ordinated transport strategy supporting and enabling the successful regeneration of Mitcham town centre. It should take a holistic approach, not only in embracing all modes, but being fully integrated with the wider economic, urban design and environmental aims of this SPD.

8.44 The strategy should aim to maximise modal split in favour of public transport, walking and cycling, whilst managing through vehicular traffic and minimising its detrimental effect on the town centre environment. Proposals should be in accordance with Council planning and transport policies, and in conformity with the aims of the Local Implementation Plan (see Section 14 – Background Documents).

8.45 The strategy should be submitted as part of a combined Transport Impact Assessment and Green Travel Plan. The strategy must be supported by sound analysis, including detailed traffic modelling and testing that demonstrates the feasibility of the proposals. The strategy should be evolved, based on the guidance in this SPD, in close dialogue with Transport for London and the Council’s transport planning officers.

9.0 Development Guidance for Sites Outside Core Regeneration Area

9.1 In addition to the core area that the main design and development guidance focuses on, a number of other sites have development potential that can contribute to the regeneration of Mitcham. Brief design guidelines for these sites are given below. These sites are shown on Plan 17. Any development proposals for these sites should be in accordance with the Council’s adopted Unitary Development Plan. Guidance given in this section on suitable land uses (for sites that are not Proposals Sites in the UDP) are based on site context and characteristics, but proposals will also be required to conform with UDP policy in this respect, based on existing land uses.

Plan 17

Site A: NOS. 190-200 LONDON ROAD
(REMAINDER OF UDP SITE 4.MI)

9.2 The UDP allocates this site for residential and office (B1) use. The larger, northern part of the site has already been developed, with planning permission granted for offices, houses and flats. The office element was subsequently granted change of use to a doctor’s surgery, which now occupies the ground floor. The building is rather plain in appearance, the surgery presents a poor quality dead frontage at street level and the corner of the building fails to provide an attractive and meaningful entrance to either the building or the town centre.

9.3 Development on the remainder of the site should avoid these negative design features. Given the permission for change of use to a surgery, it is considered that a flexible approach be taken to the provision of a

*In this definition London Road is the length of street between Holborn Way to the north and Majestic Way to the south.

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9.3 Development on the remainder of the site should avoid these negative design features. Given the permission for change of use to a surgery, it is considered that a flexible approach be taken to the provision of a
commercial (B1) use on this site. The primary aim should be to provide an active frontage to London Road that contributes visually to the street scene and generates human activity on the street and some commercial uses will be more appropriate than others in this respect. The residential element would be more appropriately sited above the commercial uses and/or to the rear of the site, providing an active frontage to Bond Road.

9.4 The site is in several ownerships. To ensure an efficient use of land and co-ordinated design for the site, it should be developed as a single site and not in a piecemeal manner. Given the scale of buildings in the surrounding area, any new building should be no more than four storeys in height. With redevelopment of this site, opportunity should be taken to improve the quality and appearance of the Bond Road frontage. The road here is also very narrow and opportunity should be taken to widen it as appropriate to allow safe two-way traffic flow and provision of a footway on the north side.

Site B: NOS. 117-125 LONDON ROAD (UDP SITES 7.MI & 38P RETAIL WAREHOUSE & ASSOCIATED CAR PARKS)
9.5 The UDP allocates this site for residential use. This allocation will ensure an appropriate separation of the town centre commercial uses to the south and the local shops and businesses at and opposite Laing’s Corner. The site suffers from an unattractive frontage of car parking with an equally unattractive retail shed to the rear. Residential development gives the opportunity to provide a more human scale and responsive urban form. The key urban design aim of any new development should be to provide a strong built frontage to London Road and provide proper street connections from London Road to Marsh Avenue and Feltam Road.

9.6 This should provide improved and direct connections to the large residential area to the east. The streets should not provide for through vehicular traffic. The type of layout should reflect the existing housing with building fronts facing the street with small front gardens and parking and private amenity space to the rear. This site would be suitable for town houses with flats above, and flats on the London Road frontage. Appropriate building heights should be three storeys facing London Road and 2 - 212 storeys to the rear of the site.

Site C: NO. 53 UPPER GREEN EAST (REMAINDER OF UDP SITE 8MI ON THE CORNER WITH CLARENDON GROVE)
9.7 The UDP allocates this site for residential and retail (A1). The rear part of the site facing Clarendon Grove has been developed for residential use. Given this, and the site’s prominent corner location the most appropriate use would be retail, possibly with residential above. The site is currently occupied by an open courtyard used for car sales. It presents a generally poor and untidy appearance, giving a poor image of the town. Its close proximity to the town centre shops and quiet residential street makes it an inappropriate use for the location, in addition to it being a low grade use in a town centre. Any new building should address the corner of the street in a positive manner and have a strong, well defined building frontage, relating well to adjacent building lines. Appropriate building heights would be 2 – 212 storeys. This site lies with in a Conservation Area and adjacent to a listed building and any new development should have appropriate regard to this.

Site D: NOS. 174 LONDON ROAD & 14 BOND ROAD (LIGHT INDUSTRIAL PREMISES TO THE REAR OF SITE 4.MI)
9.8 This is a potential backland infill site that could provide for either improved office & commercial units or a courtyard of residential development, dependent on conformity with relevant UDP policies.

Site E: MITCHAM LIBRARY, LONDON ROAD
9.9 This site will become vacant when a new library is provided in the town centre community facilities building. The original library building is locally listed and is attractive and retains much of its original internal features. The modern extension to the rear, currently the rear part of the library is of no architectural note. There is a small car park to the rear.

9.10 Any new development must retain a community use on the site and retain the locally listed building. It should also take the opportunity to replace the modern extension with a better quality building, sensitively designed to sit comfortably with the original library building. There is potential to intensify the density of development on this site. The locally listed building occupies a small part of the whole site, fronting London Road. The remainder of the site, fronting both London Road and Armfield Crescent, should be redeveloped to provide a positive and attractive frontage, with parking and servicing to the rear.

9.11 The locally listed original library building should be retained for community use. There may also be demand for additional community facilities. These should be provided as appropriate in a new building linked to the original building. Particular care should be taken with the design of any new building on the corner of the site, this being an appropriate location for any additional community space. An appropriate storey height for new building would be 2-3 storeys at the front and three storeys to the rear. Any new building should not dominate or undermine the presence of the library building in the street scene. Residential or office (B1) use would be a suitable use for this site after the provision of community facilities, dependent on conformity with relevant UDP policies.

Site F: NOS 189-191 LONDON ROAD
9.12 This site consists of a plain 1960s building of no architectural note. This is in contrast to the more attractive parade of shops to the north. The realignment of St. Mark’s Road will expose the blank side wall of the building. Opportunity exists to provide a building that will better address the corner of the site at the new junction and present a positive image of the town as people arrive by car or pass by. It also provides the opportunity to help provide a more gradual change in building height from the 2-storey parade to the north to the 4-5 storey anchor store to the south. It is recommended a new building be 3 storey with retail at ground floor and residential above.

Site G: NOS. 29-33 UPPER GREEN EAST, NORTH SIDE
9.13 This site consists of two plain and generally unattractive three storey buildings, occupied by a bank, bakery and a currently vacant shop unit. No. 29-31 is stepped back from the building line and exposes an unattractive blank side wall to No. 33. The rear of No. 29-31 is a surface car park extending half the length of Montrose Gardens. The rear of No. 33 is occupied by single storey ancillary buildings.

9.14 Redevelopment of this site provides the opportunity for a better quality building that respects the building line to Fair Green, provides a proper frontage to Montrose Gardens and makes more efficient use of the site. Building heights should remain at three storeys. Appropriate uses would be retail in A1 and A2, housing Fair Green and residential or office fronting Montrose Gardens. Parking and servicing should be to the rear.

Site H: NOS. 1-7 CLARENDON GROVE (CAR REPAIR GARAGE)
9.15 This site consists of a garage, yard and ancillary buildings occupying a significant

The attractive library building with the unsympathetic and functional addition to the side. Relocation of the library can provide the opportunity to provide a more appropriate extension to the original building.
This site is currently occupied by a small industrial yard, converted from residential garages. This has the potential for redevelopment for improved quality small business starter/office units. Should demand for such use prove this to be unviable, any other proposed use will only be permitted dependent on conformity with relevant UDP policies.

Site I:
NO. 30 ST. MARK’S ROAD (COMMUNITY HALL AND WAREHOUSE)

9.16 This site is currently occupied by unattractive single storey buildings with poorly managed space around them. Opportunity exists here to provide an improved community facility. This should be explored in conjunction with the possibility of providing a facility that includes purpose built space for the Royal British Legion Club. A building of 2-3 storeys in height could be appropriate for this site and should provide an attractive frontage to the street with an entrance at the corner with Chalkey Close. There may be opportunity for some limited residential accommodation above, dependent on conformity with relevant UDP policies.

Site J:
NO. 26 ST. MARK’S ROAD (ROYAL BRITISH LEGION CLUB).

9.17 The club occupies a converted house with extensions to the rear for meeting space. The building has suffered from acts of graffiti and vandalism. Providing a facility as part of a general community building could provide the opportunity to create a purpose built space and deter anti-social behaviour. The house could then be returned to residential use and the rear of the site redeveloped, also for residential use.

Site K:
NO. 159 COMMONSIDE EAST & ALPINE WORKS, HALLOWELL CLOSE

9.18 This is an underdeveloped light industrial site and detached house with large garden at the end of the long terrace of houses on Commonsidw East. This site has the potential to provide intensified development over 2-3 storeys for residential and small business starter/office units of high quality. Any development should provide a built street frontage to continue the built form of the adjacent residential terrace.

Site L:
LIGHT INDUSTRIAL YARD (ADJACENT TO NO. 2 HALLOWELL CLOSE)

9.19 This site is currently occupied by a small industrial yard, converted from residential garages. This has the potential for redevelopment for improved quality small business starter/office units.

Concept

10.1 Sustainable development is a concept that touches all aspects of our life today and seeks to protect and enhance our natural and built environment as well as improve our quality of life. In seeking to produce attractive, high quality urban regeneration, this guidance includes a range of measures that will promote the social, economic and environmental performance of Mitcham while protecting the heritage and environmental assets and enhancing their setting. A generally accepted definition of sustainable development is ‘development that meets the needs of the present without compromising the ability of future generations to meet their own needs’ (1987 Brundtland Commission).

Social, Economic and Historic Sustainability

10.2 This guidance encourages activity at a human scale to make the public realm attractive, vibrant and safer and attempts to address a range of sustainability issues. These include social (equity and social inclusion), economic and historic (re-use of buildings) sustainability. Equality and social inclusion are also addressed by the provision of a mixed development of affordable and market value housing, together with a healthy mix of business uses and a range of community facilities. Community involvement in the production of the brief has been encouraged from the outset, through the commitment to undertake public consultation and ensure that an input from local stakeholders is encouraged throughout.

10.3 The issue of economic sustainability in the town centre is addressed through an approach that encourages a good distribution of activity (footfall) throughout the area and a land use strategy that matches pedestrian sensitive uses to areas where high activity levels are envisaged. The provision of new employment opportunities in the area, that will come with the proposed - mainly retail related - developments, will significantly contribute to the economic sustainability of Mitcham as a whole.

10.4 Conservation through the sustainable treatment of historic assets is one of the key concerns of this guidance. Respecting the historic character and preservation of the historic buildings and green spaces is a key requirement for all new development in the area.
Environmental Sustainability

10.5 The two key environmental sustainability issues are the threat of climate change resulting from the burning of fossil fuels and the unsustainable use of finite resources. In this context, new developments in Mitcham will be expected to contribute to minimising CO₂ emissions and wastage of finite resources through the use of sustainable energy systems and sustainable design and construction techniques. All new buildings are expected to exceed Part L of the Building Regulations with regard to thermal insulation levels. It is also expected that energy efficient space and water heating systems will be used with sustainable and renewable energy production systems incorporated wherever possible.

10.6 New development will be expected to follow environmental and safety good practice with respect to materials specification and use, such as ozone safe insulation products, sustainably sourced timber accredited by World Wildlife Fund and where feasible, recycled materials. Construction waste will be minimised by adhering to the waste hierarchy of: reduce, reuse, recycle. User-friendly recycling facilities will be installed in all developments as appropriate, with the required access needed for efficient collection. Water saving infrastructure will be used in all properties suitable for end user behaviour patterns. The use of high-quality prefabrication will be encouraged where appropriate, as this can sometimes significantly reduce waste and energy use in construction as well as providing significantly better thermal performance than conventionally constructed buildings.

10.7 The above guidance is consistent with a range of Unitary Development Plan (UDP) policies, including: ST.1 Sustainable Development, PE.13 Energy Efficient Design and Materials and PE.9 Waste Minimisation and Disposal. In addition the London Development Agency (LDA) is promoting and funding sustainable energy initiatives through the establishment of strategic Energy Action Areas. Mitcham lies in one of these areas and the LDA is funding an in depth feasibility study for a South East Merton district heat and power network (DHP). The regeneration of Mitcham town centre provides the opportunity for developing the infrastructure for this network with minimal disruption and potentially reduced capital and running costs. The Council will be looking to developers to commit to such a system. In light of this the Council may publish further technical guidance on this matter to support the sustainable development aims of this Supplementary Planning Document.

Context

11.1 CB Richard Ellis have provided strategic property advice to assist and inform the preparation of the regeneration proposals from a commercial feasibility perspective. This provides a commercial context for this SPD and an analysis of the function of different land uses in the town centre. CB Richard Ellis have reviewed, in broad terms, each of the relevant property sectors, including: retail, commercial and leisure; office and employment; and residential. Each property sector was analysed and its current role within the town centre summarised. This was followed by advice related to opportunities to enhance the current offer and possible property drivers for change in the future regeneration of the town centre. The full report produced by CB Richard Ellis is appended to this SPD at Appendix D. Below is a summary of the CBRE findings. It is however, acknowledged, that further detailed work is likely to be needed to aid understanding of the commercial feasibility of regenerating the town centre.

Commercial

11.2 Research by CBRE suggests there is little demand for commercial business or employment space within Mitcham town centre. There may be limited opportunities to provide managed workspace or ‘start up’ units as part of a mixed use development, but given the current demand from occupiers and rental levels, it is unlikely that such development would be viable in isolation. Following the analysis by CBRE, the Council commissioned a detailed Employment Land Study by DTZ Pieda and a Town Centre Study by Nathaniel Litchfield & Partners. These provide a more in-depth and technical analysis of the retail and commercial climate in Mitcham and will be used by the Council in developing future planning policies and assessing development proposals for the town centre.

Residential

11.3 CB Richard Ellis identified the current demand for residential development opportunities in Mitcham and considered that residential uses will form a significant part of any development proposal within the town centre. Research indicates that the most appropriate form of development would be relatively high density, providing flats predominantly and some terraced or town house properties. Opportunities to introduce a new and more diverse population to Mitcham will be key to creating a new catchment market for any future retail development.

Retail

11.4 New retail development should maximise visibility and prominence and it is essential that a new scheme be anchored by a good quality operator. In a district centre such as Mitcham, this is most likely to be provided by a food store. Without detailed retail capacity modelling, it is difficult to determine the quantity of retail space that Mitcham town centre can support (see reference to Town Centre Study at Para. 11.2 above). In addition to a new food store anchor, it is expected that the provision of additional retail units, providing a more modern retailing environment, will be attractive to national multiples. It is also expected that commercial leisure and A3 (restaurants, cafes & bars) uses could form an integral part of a mixed use development, particularly given the quantum of residential development being considered.

Market & Community Facilities

11.5 While further work is required to consider the size and future management and operational issues associated with the provision of market stalls, a purpose-designed space which will not conflict with the requirements of retailers is recommended. This warrants further investigation. In order to maximise the potential footfall in Mitcham town centre, further investigation is required to identify opportunities to locate Council and other community facilities, including health facilities and the library. Such services act as an important draw and act as a further anchor to a neighbourhood commercial centre.
12.0 Implementation and Phasing

12.1 The Council will be seeking a planning application covering redevelopment of all the sites for which guidance is provided in Section 7 of this SPD. The purpose of this is to ensure commitment from a developer(s), to the full and comprehensive regeneration of the town centre. An important element of this will be to establish the mechanics of how redevelopment will be implemented. The Council will therefore be seeking a phasing agreement with a developer(s). This will establish the order in which sites will be developed and a timescale.

12.2 A key element of any implementation plan must be the retention of the majority of shops, open and trading as usual, throughout the redevelopment process. This is particularly important with respect to food shops. It is expected there will need to be an element of temporary relocations around the town centre whilst redevelopment work is undertaken. Any planning application must include a phasing, implementation and relocation plan that shows clearly how redevelopment will be achieved.

12.3 A second priority for the Council will be to ensure that the community facilities building is constructed and operational early on in the development process, to guarantee that the full benefits of the regeneration are realised for the people of Mitcham. This should also help ensure long term support and tolerance by local people for the disruption to the town centre throughout redevelopment work.

12.4 Development site numbers are shown on Plan 12. The Council will expect development phasing to be achieved in the following order:

   Phase 1: SITE 1 & 4 – retail foodstore anchor & triangular mixed use site
   Phase 2: SITE 6 – community facilities building
   Phase 3: SITES 2 & 3 – mixed use sites between London Road & Holborn Way
   Phase 4: SITES 5 & 12 – White Lion & Market Square

   Phase 5: SITE 7 – mixed use site south of Fair Green (Iceland)
   Phase 6: SITES 8 & 9 – mixed use sites (Blockbuster/Netto & Raleigh Gardens car park)
   Phase 7: SITE 13 – Mitcham Fair Green
   Phase 8: SITES 10 & 11 – mixed use site (Western Road) & mixed use site (Langdale Parade)

12.5 The timescale for such a major regeneration initiative is likely to vary over time. However, it is currently envisaged that a planning permission could be granted by late 2006, with construction starting on the first three phases six months later, and the new anchor foodstore opening after a further 18 months. The completion of all major sites in the SPD, given successful site assembly and favourable market conditions, could possibly be achieved by 2012.

13.0 Planning Applications and S106 Agreements

13.1 This Supplementary Planning Document aims to encourage the submission of a planning application for an appropriate and viable regeneration of Mitcham town centre. A S106 Planning Agreement will be expected to accompany any planning application. The Council’s approach to planning obligations and developer contributions is set out in Policies ST.36, LU.5, F.1, F.2 of the Unitary Development Plan.

13.2 In accordance with the Council’s aim of securing a comprehensive regeneration in the town centre, any planning application will be expected to include development and regeneration proposals for all sites in the core town centre area. As a result the following documentation must be provided with any planning application:

   - Transport Impact Assessment
   - Green Travel Plan
   - Design Statement
   - Archaeology Assessment
   - Sustainable Development Statement

13.3 A S106 agreement will be expected to include the following subject headings, to an appropriate level of detail in order to secure appropriate community and planning benefits:

   - Environmental Management Scheme (treatment and disposal of waste).
   - Combined Heat & Power Scheme (funding for its development and connection to grid).
   - Fair Green, Market Square & Pedestrianised Streets Environmental Enhancements (GLA involvement, community involvement, designer selection & appointment, implementation).
   - Three Kings Pond Environmental Enhancement (funding for dredging & cleaning out of pond, removal of clutter, enhancement and reprofiling of banks, tree planting and resurfacing of spaces around pond).
   - Community Facilities Building (construction and fitting out). To include (i) new relocated library, (ii) Mitcham Link, (iii) public toilets, (iv) business training & support one-stop shop, (v) community recreation & leisure facilities (meeting hall & studios), (vi) healthy living centre, (vii) Local Service Providers Accommodation (Police office, town centre management office, town centre warden office).
   - Town Centre Management Initiative (funding contributions).
   - Maintenance and Upkeep of Public Spaces & Landscaping (funding regimes to guarantee the public realm is kept in good order).
   - Secure Cycle Parking & Changing Facility (as part of interchange facilities).
   - Sustainable Transport Initiatives (cycle routes and facilities, travel plans, bus infrastructure and service improvements, city car club, CPZ etc.).
   - Funding to secure the provision of Eastfields Station (to give Mitcham a convenient rail service).
   - Affordable Housing (social, key worker & intermediate).
Background Documents

Statutory Documents
- Town and Country Planning (Local Development) (England) Regulations 2004 (Part 5 (17 & 18) Public Participation)

National Policy Guidance
- PPS 1: Delivering Sustainable Development (January 2005)
- PPG 3: Housing (March 2000)
- PPG 3: Housing Update – Supporting the Delivery of New Housing (January 2005)
- PPS 6: Planning for Town Centres (March 2005)
- PPS 12: Local Development Frameworks (September 2004)
- PPG 13: Transport (October 2002)
- PPG 15: Planning and the Historic Environment (September 1994)

Government Publications
- Community Involvement in Planning: The Government’s Objectives, ODPM, February 2004
- Guidance on Tall Buildings, English Heritage & CABE, March 2003
- Urban Design Compendium, Llewelyn Davies, English Partnerships & Housing Corporation, 2000
- Towards and Urban Renaissance, Urban Task Force, 1999

Development Plan Publications
- The London Plan, February 2004
- Merton Council Unitary Development Plan, October 2003

Supplementary Planning Guidance
- Mitcham Urban Village SPG, January 2003
- Affordable Housing SPG (Draft), April 2004
- Archaeology SPG, September 1999
- Design SPG, September 2004
- Designing out Crime SPG, September 1999
- New Residential Development SPG, September 1999
- Sustainable Development SPG, October 2001
- Sustainable Transport SPG, April 2004

Council Transportation Publications
- Merton Borough Transport Spending Plan 2005/6-2007/8
- Transport Interim Local Implementation Plan, 2006/7-2010/11
- Public Transport in Pedestrian Areas, TfL & TRL Limited, October 2003
- Utilities Survey for Mitcham Town Centre, Aiden Proprietary Ltd, October 2004
- Merton Annual Transport Monitoring Report, June 2004

Other Council Publications
- Mitcham Town Centre Urban Design Brief, Space Syntax Ltd, February 2005
- Mitcham Urban Village Street Environment Study, Urban Initiatives, August 2002
- Town Centre Capacity Study, WS Atkins & Drivers Jonas, May 1999
- Town Centre Study, Nathaniel Litchfield & Partners, September 2005
- Merton Employment Land Study, DTZ Pieda Consulting, April 2005
- Merton’s Neighbourhood Renewal Strategy: Creating Sustainable Communities in East Merton 2005-10, Merton Partnership, October 2004
- London Borough of Merton Housing Needs Survey and Stock Condition Study, Fordham Research, July 2005

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Active uses/ frontages
Building uses that generate and attract activity in relation to the street they face - e.g. shop- fronts and displays, cafes & restaurants and building entrances and wind- es.

Adopted
The status of a document once the local planning authority (the Council) has adopted, by resolution of the relevant Council Committee, the document as Council policy.

Affordable Housing
Home ownership for households on a range of low and moderate incomes who cannot afford to rent or buy on the open market.

Anchor store
A large store, such as a supermarket or department store that will attract a large number of customers in its own right, and makes viable the location of other smaller stores nearby that would not otherwise be able to attract sufficient custom to be viable.

Building Regulations (Part L)
Building Regulations are national law and provide the basis for the Council’s policies and proposals for the development and other use of land and buildings within its area. In Mitcham these currently consists of the London Plan, Mitcham Unitary Development Plan (UDP) and a number of documents providing Supplementary Planning Guidance. The UDP part of the system is in the process of being replaced by the Local Development Framework (see below).

Bus penetration
The provision of bus services close to key centres of activity such as town centres and interchanges.

Car-free residential development
That does not provide spaces for car parking and where there is a Controlled Parking Zone in operation whereby permits are issued to residents of car-free developments.

CCTV (Closed Circuit Television)
A system of security cameras, usually providing surveillance of public streets and spaces, used to deter crime and in the prosecution of criminal acts by providing video evidence.

Climate change
The gradual change in the overall temperature of the atmosphere caused by the release of certain gases by human activity, leading to changes in the climate of the planet.

Combined Heat & Power (CHP)
An energy efficient means of producing electricity and heat. Heat, which is normally lost in traditional methods of electricity production is retained and used. A wider range of raw materials, including those from more sustainable sources and wastes, can be used.

Comprehensive development
Co-ordinated development of a number of sites within a wider area, rather than a single site.

Compulsory purchase powers
Powers invested in the Council by the Planning and Compulsory Purchase Act 2004, enabling it to acquire land by the making of a Compulsory Purchase Order, usually for development, irrespective of the current owner’s willingness to sell the land.

Conservation Area
An area designated for its architectural or historic interest under the Planning (Listed Buildings and Conservation Areas) Act 1990 designated as an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.

Controlled Parking Zone (CPZ)
An area in which all on-street spaces are controlled by either waiting or loading restrictions or by designated parking spaces. The aim being to equitably and safely manage competing demands on scarce road space.

Core area
The central part of the town centre as defined in Plan 1 of the relevant retail uses are concentrated.

Critical mass
The quantity of development or uses required for something to operate successfully on its own without outside assistance - eg. the amount of development required for a cinema to be commercially viable.

Dead frontage
Frontages that have no interaction with the street and generate no activity, usually devoid of windows, doors or shop-fronts, or having no buildings fronting the street at all.

Defensible space
Public and semi-public space that is ‘defensible’ in the sense that it is perceived, has an obvious boundary (e.g. a garden wall) or is clearly maintained by somebody.

Deprivation (socio-economic)
Lack of access to basic facilities in relation to a range of factors, such as domestic facilities, access to jobs, services, recreation, knowledge, healthcare etc.

Design Statement
A statement prepared by applicants for planning permission, detailing the reasons and justification for the particular design being proposed.

Developer contributions
Contributions made by developers for specific purposes in order to satisfy particular planning policies or to mitigate against adverse effects of the proposed development.

Development Brief
A document informing developers and other interested parties of constraints and opportunities on a site or area and the type of development expected or encouraged by the local planning authority (usually the Council).

Development consortium
A partnership of companies, usually brought together by a developer, in order to gain planning permission for and implement a large scale development.

Development Plan
A document or documents that set out the Council’s policies and proposals for the development and other use of land and buildings within its area. In Mitcham this currently consists of the London Plan, Mitcham Unitary Development Plan (UDP) and a number of documents providing Supplementary Planning Guidance. The UDP part of the system is in the process of being replaced by the Local Development Framework (see below).

District Centre
A town or suburban centre of a certain size as defined in the Council’s Unitary Development Plan. Mitcham is designated as a District Centre.

District Heat & power scheme (DHP)
A district wide network of energy supply using Combined Heat and Power (CHP).

Employment Resource Centre
A one-stop-shop providing access to jobs training, to help employed and unemployed people improve their employment skills.

Enclosure
The streets and spaces are given a sense of enclosure by elements such as buildings, walls and landscape features.

End user behaviour patterns
The behaviour characteristics of different types of occupants of housing, based on a range of factors, such as tenure and type of housing, and the socio-economic profile of the occupants.

Energy Action Area
Areas designated by the Mayor for the promotion and use of energy efficient e.g. low carbon technologies such as Combined Heat and Power (CHP) and renewable energy sources.

Enterprise Centre
A one-stop-shop for businesses, providing business support and information.

Finite resources
Energy resources of which there is not an infinite supply - e.g. coal and oil and gas.

Footfall
The amount of pedestrian activity passing a particular location.

Fossil fuels
Fuels that have been produced from the decay and fossilisation of vegetation in the distant past - e.g. coal, oil and gas.

Front-loading
Consultation of interested parties on issues and ideas prior to the development of a formal proposal for an area in order to ensure that they can be taken into account and to increase a sense of involvement and ownership.

Greater London Authority (GLA)
The GLA is the regional government body for London as a whole. It provides London-wide planning policies and guidance in addition to promoting the economic and social development, and environmental improvement of the capital.

Green Travel Plan
A plan produced by an organisation to manage the transport needs of its staff, with the aim of reducing car use and encouraging the use of more environmentally friendly modes of transport to travel to work.

Gyratory
A one-way arrangement of traffic flow around a large roundabout or a series of streets.

Hard landscaping
The use of paving and other solid materials and structures as a hard surface.

Holistic approach
An approach that takes into account all aspects of something and does not simply approach it from a single perspective, discipline or way of thinking.

H/ha
Habitable rooms per hectare. A measure of the density of development. A habitable room is a living room or bedroom, e.g. a two bed flat is likely to have three habitable rooms.

Human scale
The use within developments of elements that relate well in size to an individual human being and their assembly in a way that makes people feel comfortable rather than overawed.

Inclusive
Something that does not exclude people because of their financial, social, religious, ethnic or other circumstances.

Index of Deprivation
A measure of the relative levels of deprivation in any given area.

Judicial Review
A legal review by the High Court of a decision by the Council.

Land Use Planning
Town planning policies that set out the proposed uses for particular sites and what land uses will be appropriate in particular areas.

Listed building
A building statutorily protected by the Planning (Listed Buildings and Conservation Areas) Act 1990 by virtue of architectural or historic merit. Applications to either the exterior or interior of listed buildings will usually require Listed Building Consent in addition to any other planning consents.

Local Development Framework (LDF)
The series of planning documents that will replace the current Unitary Development Plan as part of the overall Development Plan for the borough. Local planning authorities are required to produce a Local Development Framework under the Planning and Compulsory Purchase Act 2004.

Local distinctiveness
The positive features of a place and its communities that contribute to the character of places, defining its distinctiveness from other places.

Locally listed building
A building in the Council’s architectural or historic merit, which is important in the local context, rather than the national context sufficient to justify statutory protection. Locally listed buildings are protected by policies in the Unitary Development Plan.

London Bus Priority Network (LBPN)
A network of designated cycle routes aimed at increasing cycle safety and linking key destinations to better encourage cycling.

London Development Agency (LDA)
The regional development agency responsible for delivering regeneration in London, producing the Mayor’s Economic Development Strategy.

London Distributor Roads
Roads that perform the role of distributing traffic around a given area, carrying local traffic and being suitable for emergency vehicles and buses.

Material/Planning consideration
An issue or subject that is relevant to planning and should be a consideration taken into account by the local planning authority when deciding whether to grant planning permission.

Mixed use
The provision of more than one land use on any particular site. This could be used set side by side, or above each other - e.g. flats or offices above shops.

Glossary
Mixed/balanced communities
Communities that are balanced socially, economically and culturally and demographically (i.e. age range).

Modal split
The proportion of people using different modes of transport - eg. bus, car, train, walking & cycling.

Modes of transport
Different means of transport - eg. bus, car, train, walking & cycling.

Natural surveillance
The monitoring of and use of public spaces, such that people living in and using areas are easily aware of the activities around them and can thus deter, by their presence, anti-social behaviour or report to the police. Thus natural surveillance requires building design to provide entrances and windows overlooking streets and spaces, and a range of land uses that will ensure people occupy an area throughout the day and night - eg. shops open in the day, cafes & restaurants in the evening and housing throughout the night.

Neighbourhood Renewal Strategy
An area based strategy that identifies areas of deprivation, analyses the problems and the impact on residents, and develops proposals for what needs to be done to reduce the level of deprivation.

ODPM
Office of the Deputy Prime Minister

Ozone safe products
Products that do not contribute to the production of gases that deplete the protective ozone layer in the atmosphere.

Pedestrian accessibility level
The ease at which pedestrians can access an area based on the quality and quantity of routes available and the simplicity or complexity of routes.

Pedestrian desire line
The route pedestrians would take between two points given no barriers to their movement.

Pedestrian Movement Network
The network of pavements, footpaths, crossings and pedestrianised areas available for pedestrian use.

Perimeter block
The arrangement of buildings where building fronts face public streets and spaces and servicing and private amenity spaces such as gardens are located to the rear. Such blocks are usually defined by public streets.

Planning and Compulsory Purchase Act 2004
This act introduces the new town planning regime of Local Development Frameworks that will replace the existing Unitary Development Plan, and new procedures for making Compulsory Purchase Orders.

Planning conditions
Conditions covering specific topics that form part of a grant of planning permission, to ensure the proposed development adheres to the Councils planning policies.

Planning Policy Guidance (PPG)
Guidance notes produced by the Government on particular subjects that are used in preparing policies at the borough level and that are used in assessing planning applications. Also referred to as the Planning Policy Statements.

Planning Policy Statement (PPS)
Guidance notes that replace Planning Policy Guidance notes.

Prefabrication
Construction of buildings or parts of buildings prior to assembly on-site.

Public Realm/Domain
The part of the urban environment that is publicly accessible, generally streets and open spaces.

Public Transport Accessibility Level (PTAL)
A measure of accessibility to public transport, based on time taken to walk to public transport services and the frequency and range of services available. Every part of the borough is given a PTAL value on a graded scale: 0, 1a, 1b, 2, 3, 4, 5, 6a, with 6a having the greatest number of routes or range of services available.

Retail offer
The quality, quantity and range of shops available in an area.

S106 Agreement/ Planning obligation
A legal agreement made according to Section 106 of the Town and Country Planning Act 1990 between the Council and an applicant, securing a range of benefits and forming part of the conditions on which planning permission is given.

Severance
Restrictions on movement across an area produced by features such as wide or busy roads with few safe or convenient crossing places.

Signal phasing
The process by which traffic lights allocate time to competing traffic movements, the aim being to balance the demands of competing traffic flows, pedestrians and cyclists.

Single-aspect development
Development that has windows and doors facing in only one direction.

Social exclusion
People or areas that suffer from a combination of tried problems such as unemployment, poor skills, low incomes, poor housing, high crime environments, bad health and family breakdown.

Social housing
Affordable housing provided by Housing Associations, the Council and other housing providers for rent.

Soft landscaping
The use of grass, formal planting, shrubs and trees and other plants in the layout of streets and spaces.

Spatial accessibility (value)
The relative accessibility of streets and spaces according to how well connected they are with other streets and spaces.

Spatial planning/ development
The approach to planning upon which the new regime of Local Development Frameworks is based. This goes beyond traditional land use planning based on the regulation and control of land. It addresses the social, economic and environmental factors that influence the development of places, including health, education, employment and crime prevention.

Statement of Community Involvement
Part of the Planning Brief that outlines the Council’s arrangements for involving the community and how they will be consulted in preparing the LDF and that sets standards for good practice in doing this.

Sustainability Appraisal
An appraisal of a proposal or of a proposal according to how well it promotes sustainable patterns of development. It is required by the Planning and Compulsory Purchase Act 2004 to form part of Supplementary Planning Documents.

Sustainability Checklist
A checklist that is completed by the Council for developments above a certain size to assess how well it accords with principles of sustainable development, in accordance with UDP policy ST.1.

Sustainability Development
This is defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Development Statement
A statement accompanying a planning application detailing how the proposal accords with principles of sustainable development and the Council’s policies relating to sustainable development.

The London Plan

Thermal performance
How energy efficient a building is in terms of heating and cooling.

Town & Country Planning
The landscape of urban areas.

Transport Impact Assessment
A statement detailing the transport impacts of a proposed development with an approved plan that allows it to function without mitigating any adverse consequences of the development.

Transport for London (TfL)
Part of the Greater London Authority (GLA) responsible for the capital’s transport system. TfL is responsible for buses, the Underground, the Docklands Light Railway, Tramlink and the capital’s main road network.