20 Wimbledon sub-area - Policy 7

Map 1 Wimbledon sub area
Analysis

20.1 Wimbledon is the borough’s largest town centre, identified as a Major Centre in the London Plan. It provides a wide range of facilities and attracts visitors from outside the borough and is probably one of the best known parts of south London; the annual All England Tennis Championships meaning international recognition of the Wimbledon ‘brand’.

20.2 With excellent transport connections to central London and south east England, attractive historic surroundings including high quality homes and schools, and a lively cultural offer, Wimbledon town centre is an attractive business location and shopping destination.

20.3 There is a focus of retail, as the main high street comparison shopping destination in the borough, plus office and leisure services. It also provides community services, is a major night-time leisure destination, including two theatres and a multiplex cinema.

20.4 Wimbledon has good 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.

20.5 Wimbledon is a linear centre stretching east from the station along The Broadway, tightly bound by high quality housing, including conservation areas to the north and west.

20.6 The quality of buildings within the town centre is very mixed; a wide range of heights, facades, unit sizes and frontages giving a disjointed impression which does not complement the surrounding attractive historic environment.

20.7 The Wimbledon Bridge area around the station including Centre Court Shopping Centre comprises mostly multiple retailers of comparison goods in a range of store sizes. The more modern units in the vicinity of the Centre Court Shopping Centre are distinctive in style and aesthetically in good condition, though the quality of the buildings around the station is mixed. Facades along the south of Wimbledon Hill Road and Worple Road are of poorer quality in comparison.

20.8 The quality of the landscaping in this area is very poor, suffering from a range of street clutter and basic quality paving that do not match the quality of the retailers nor suit the borough’s main shopping centre. The town centre is particularly lacking in quality and quantity of open space, and existing open spaces could be better designed and utilised.

20.9 Heavy traffic flowing through the centre exacerbates these issues, adding to the 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.
20.10 A cultural quarter has evolved towards the eastern end of The Broadway with The Polka Theatre, The New Wimbledon and Studio Theatres, surrounded by restaurants. There is a good mix of unit sizes, including well maintained smaller units with good quality facades. However, due to the distance from the retail area and transport interchange, pedestrian flows are significantly lower here at the periphery of the centre and there are fewer shops.

20.11 To the north west of Wimbledon town centre, on higher ground, lies Wimbledon Village. It operates as a Local Centre though it is favoured by high end comparison retailers, cafés and restaurants over grocery shopping and therefore attracts visitors from a wider hinterland than most local centres.

20.12 The Village benefits from excellent landscaping and an extremely attractive streetscape, protected by Conservation Area designations, with Wimbledon Common close by.

20.13 The strict controls on development design afforded by the Conservation Area designations have ensured the high quality physical fabric of the centre, and in particular have guaranteed that the centre retains a unique and attractive environment for visitors and locals alike.

20.14 However, although the physical environment is protected through planning policies, there are concerns over the encroachment of franchises and retail chains occupying the shopfronts.

20.15 North of Wimbledon lies Wimbledon Park - the second largest park in the borough, providing recreational facilities as well as a historic asset.

20.16 To its east of Wimbledon Park is the famous All England Lawn Tennis and Croquet Club, and to the west near the border with Wandsworth is Arthur Road local centre.

20.17 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.

20.18 Much of North Wimbledon is characterised by extremely attractive detached late 19th and early 20th century homes, mostly afforded Conservation Area protection due to their historical value and high quality workmanship.

Strategic Objective

20.19 Strategic Objective 3: To make Merton more prosperous with strong and diverse long term economic growth.
Policy 7

Wimbledon town centre

To ensure Wimbledon continues as a diverse Major Centre offering excellent shopping, business and cultural facilities.

The Council will do this by:

a. Strengthening the retail and business core of the Major Centre, through the development of key sites within the town centre;

b. Supporting the provision of community and cultural facilities especially around the existing hub at the eastern end of The Broadway;

c. Encouraging development that attracts visitors to the area all year round, including high quality hotels, conference centres and cultural activities;

d. Promoting a balanced evening economy through a mix of uses;

e. Improving the public realm to make the centre more legible and easier to get around for both pedestrians and traffic, promoting connections between The Broadway, Victoria Crescent, Queens Road and Wimbledon Bridge;

f. Supporting improvements to the public transport interchange at Wimbledon Station and public highway for all users;

Surrounding area of Wimbledon

g. Protect the unique character of Wimbledon Village and Arthur Road Local Centres, only supporting development that complements or improves the local or wider public realm;

h. Work with public protection services to support a vibrant, safe and attractive environment in the local centres and surrounds;

i. Maintain and enhance the historic environment through conservation area character protection.

Justification

20.20 As set out in Chapter 13 ‘Centres - Policy 1’, there is some demand for both grocery (convenience) and non-food (comparison) shopping in Wimbledon Town Centre.

20.21 There are good prospects for attracting new investment and major retail/leisure development. In terms of development opportunities, there is some potential to upgrade and improve the quality of retail, leisure, cultural and community provision in the town centre, likely to be the primary location for new development, particularly for higher order comparison shopping facilities.
The 2007 Competitiveness Study for Wimbledon, commissioned by the Chamber of Commerce, showed huge pressure on the town to maintain its competitive position, and action has to be taken to support the town in the forthcoming years. It identified opportunities including traffic flow management/pedestrianisation, development of a cultural quarter and greening/softening the environment, recommending a focus on differentiation rather than on competition.

The GLA's 2009 study into Consumer Expenditure and Comparison Goods Floorspace Need in London and the Wimbledon Competitiveness Study 2007 provides an insight into Wimbledon's strength as a retail centre and an analysis into which centres it is competing with.

This showed that Wimbledon retained 18 per cent of trade within the SW19 postal sector, with significant leakage to the West End (10 per cent) and Kingston (9 per cent). It also highlights the far-reaching effect the major retail centres have, even though they may be some distance away (in this case, Croydon and Knightsbridge).

While there is a good retail offer, much of it is made up of franchises and retail chains. Residents feel there is a need to promote local businesses that can enhance the character and local distinctiveness of the area.

Respondents to the 2007 Preferred Options consultation did suggest the need for a more proactive approach to take forward future development to enhance Wimbledon town centre. The Public Realm Strategy has identified the need for major public realm improvements and de-cluttering.

Wimbledon has the highest level of public transport accessibility in the borough and this makes the centre a sustainable location for major development, potentially at higher density in accordance with Chapter 21 ‘Design - Policy 8’.

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 and conceptual links with the Village and the tennis championship. This will link with the public realm and transport improvements, particularly benefiting pedestrians and cyclists.

The Wimbledon Going for Gold campaign was launched in 2007 by Merton Chamber of Commerce to capture opportunities for businesses and to raise Wimbledon’s profile during and beyond 2012. This will be key to exploiting Wimbledon’s important role in tourism in the borough.

Despite its proximity to central London, the tennis championships and its significant leisure and cultural pursuits, Wimbledon lacks quality hotel accommodation. Quality hotel and conference space would boost the business and tourist trade in the area.
20.31 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.

20.32 The redevelopment of the Wimbledon Station and surrounding properties to provide improved interchange facilities and a major mixed-use development may only be implemented in the long term. Nevertheless, given the complexity of development on this site opportunities should be explored in the short term. These developments should be appropriately integrated with existing town centre activity and the primary shopping area. If implemented these developments would be expected to increase the level of comparison retail floorspace within the centre.

20.33 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.

20.34 Due to the dense commercial nature of this area, the development of District Heat and Power networks is strongly encouraged to meet the needs of local businesses and residents alike. All major developments will be expected to explore the possibility of establishing a District Heat and Power network where viable.

20.35 Wimbledon’s buoyant evening economy can generate problems in relation to noise, disturbance and anti-social behaviour. There are instances of alcohol related crime and disorder and it can be a hot spot for offences of on-street violence, shop lifting and commercial crime. A balanced approach needs to ensure that the competitive edge the night-time economy offers is recognised, whilst ensuring an appropriate mix of uses, high quality design, and a joined up approach with licensing and other agencies to ensure potentially negative impacts are addressed.

20.36 The attractive terraces immediately surrounding Wimbledon town centre 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.

20.37 The attractive residential areas to the north and west of the town centre will continue to be protected and enhanced by enforcing conservation area and built heritage designations, making local environmental improvements and public protection initiatives. A range of services will be supported in Wimbledon Village and Arthur Road Local Centres, where these complement the existing local character. Particularly in Wimbledon Village, it is important that a balance is struck between facilities and services provided mainly for visitors with the daily needs of the local community that the Local Centre must serve.
Key drivers

- Public Realm Strategy (2009)
- Merton Town Centre Study (2005) update 2008
- Competitiveness Study for Wimbledon (2007)
- Conservation Area Character Assessments

Delivery and Monitoring

Further policy development could be considered in the long term 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 and Transport for London. This is not currently programmed but would be considered if intervention is necessary, for example if leakage of expenditure required development opportunities to be identified or significant physical infrastructure improvements were needed.

Strategic infrastructure needs that have already been identified for delivery in Wimbledon are set out in Section 30 'Infrastructure projects'. A detailed approach to particular uses to promote a balanced evening economy will be set out in the Development Control Policies DPD. The Council is also keen to ensure joint working with Wimbledon & Putney Common Conservators.

Table 1 Wimbledon Sub Area

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicator(s)</th>
<th>Target(s)</th>
</tr>
</thead>
<tbody>
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<td>To make Merton more prosperous with strong and diverse long term economic growth.</td>
<td>National ranking index of shopping centres.</td>
<td>No significant drop in ranking</td>
</tr>
<tr>
<td></td>
<td>Retail vacancy rate.</td>
<td>Retail vacancy rate of below 10%</td>
</tr>
<tr>
<td></td>
<td>Office vacancy rate</td>
<td>Office vacancy rate of below 10%</td>
</tr>
</tbody>
</table>
21 Design - Policy 8

Introduction

21.1 The character, distinctiveness and viability of a successful area often lies 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.

21.2 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 or central London. This is one of the key defining aspects of the borough's character, resulting in a diverse built form and population.

21.3 People's experience, interpretation and opinions of an area can be strongly influenced by the quality of the public realm - its streets and spaces - and how easy they are to use, pass through and their aesthetic appeal. This affects people's behaviour and perception of an area, how safe they feel within it and how they treat their environment.

21.4 The quality of the historic environment plays an important role in the overall attractiveness and quality of the borough, which needs to be adequately protected and enhanced. This can be done through existing legislation and controls, such as character appraisals and management plans.

21.5 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.

Strategic Objective

21.6 Strategic Objective 7: To make Merton a well designed Borough with an attractive urban and suburban environment.
Policy 8

Design

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

a. Protecting Merton’s historic environment particularly the valued centres, suburban neighbourhoods, industrial heritage and iconic green spaces, through the enforcement of conservation areas, statutory and locally listed buildings, scheduled ancient monuments, historic parks and gardens and archaeological sites;

b. Promoting high quality sustainable design that meets urban design objectives, responds to the distinctive character areas of the borough, improves Merton’s overall design standard, provides adequate internal amenity and functionality and enhances community safety;

c. Protecting the valued low rise 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 however be considered in the centres of Morden, Wimbledon and Colliers Wood on a case by case basis where they can be justified in terms of compatibility with the local setting and their impact on the wider context. Elsewhere in the borough tall buildings may not be suitable; however they will be considered in exceptional circumstances where they can be justified in a townscape analysis as part of a design and access statement.

d. Requiring the development and improvement of the public realm to be accessible, inclusive and attractive.

e. Encouraging well designed housing in the borough by resisting the conversion of existing single dwellings into two or more smaller units of accommodation which provide inadequate internal and external amenity space, and where it would result in an adverse impact on the suburban characteristics of the streetscape.

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 in the borough.

SA/SEA Implications

Ensuring a high quality built environment and public realm will mainly have positive social effects on public health, safety and travel. Protecting the historic environment will have positive benefits, although this may conflict with other areas such as adapting to climate change and reducing carbon emissions.
Justification

21.7 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.

21.8 Government guidance By Design and Merton’s Design SPG set out seven key urban design objectives that should guide all new development. These are the core principles of good urban design and are summarised as:

- Character - a place with its own identity
- Continuity and Enclosure - a place where public and private places are clearly distinguished
- Quality of the Public Realm - a place with attractive and successful outdoor areas
- Ease of Movement - a place that is easy to get to and move through
- Legibility - a place that has a clear image and is easy to understand
- Adaptability - a place that can change easily
- Diversity - a place with variety and choice

21.9 The guidance underlines the need to respect the context and character of an area, to protect and enhance its environment, the existing town and other landscapes, wildlife habitats and natural resources. It is the sum of these different aspects that defines the character of an area, which, in the case of Merton, needs to be preserved in some areas, and enhanced in other areas of the borough.

The Built Heritage

21.10 PPG15 highlights the importance of effectively protecting the historic environment as a central part of our cultural heritage and sense of identity and local distinctiveness. It further states that imaginative planning policies can only reduce threats to historical environments but increase its contribution to local amenity.

21.11 PPG15 and guidance from English Heritage gives detailed advice on designation and appraisal of Conservation Areas. In order to protect the character and the built heritage of the borough, 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 local buildings of 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.

21.12 Although there are a higher number of Conservation Areas in the western parts of the borough within 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 expand it's boundaries, and by protecting the existing listed and other locally important buildings from inappropriate development that may harm the building or its setting.

21.13 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 the Conservation Area should respect the built, natural and architectural heritage of the area, and play a positive role in the development of the Wandle Valley Regional Park. There is the opportunity for future development to be heritage-led in order to strengthen the character and local distinctiveness of the area as outlined in policies in the London Plan. The Beddington to Wimbledon overhead powerlines and 20 support pylons traverse through the Wandle Valley. The council may 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 19 ‘Wandle Valley sub-area - Policy 6’

High Quality Urban Design

21.14 In addition to the guidance set out in PPS1 and By Design, PPS3: Housing (PPS3) requires high quality housing that is well designed and built to a high standard, of appropriate type and tenure, and that offer good accessibility and range of facilities. It states that good design is fundamental to the development of high quality new housing which contributes to the creation of sustainable mixed communities and continues to give more detailed guidance on how to achieve this.

21.15 PPS6: Planning for Town Centres (PPS6) also states that the Government's wider objectives relating to promoting high quality and inclusive design are equally applicable to town centres. The London Plan also contains extensive and wide ranging policies on achieving high quality design. The national and regional context highlights the need to encourage good quality design whilst strengthening and developing local distinctiveness and ensuring proposed developments preserve or enhance local social, physical, cultural, historical, environment and economic characteristics.

21.16 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 Wimbledon, Colliers Wood and Mitcham. 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 distinctive characteristics for the sub-areas and developing policies that promote development which respects and builds upon these characteristics.

21.17 Merton's Design SPG reflects national policy guidance in By Design and develops more specific guidance on aspects of detailed design. It also provides a general character analysis of the whole borough. This divides the borough up into distinctive 'character areas' 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, "Grid Iron" 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.

Map 1 Design SPG Distinctive Areas of the Borough
21 Design - Policy 8

21.18 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. We will therefore use the distinctive character areas, urban design principles and tools such as CABE Building for Life criteria in assessing new built form to ensure that it enhances the overall design quality of the borough.

21.19 The Community Plan identifies the importance of reducing the fear of crime within the borough and promoting a safer community. High quality design can assist with achieving this 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. Merton's Design SPG outlines standards to enhance health and community safety through good design.

21.20 Lifetime Homes, Lifetime Neighbourhoods identifies the importance of building much more inclusive and flexible housing to meet future demand in an ageing society. The Lifetime Homes Standards are a set of features that make housing more functional for everyone including families, disabled people and older people. Merton's Accessible Environments SPG (2003) identifies the council's requirements in relation to providing an accessible environment for people with disabilities in Merton, and to encourage the provision of childcare and children's facilities, particularly in relation to new development within the borough. We will endeavour to ensure that our built environment is suitable for people with all types of disability, and is safe and accessible for parents and carers responsible for young children.

21.21 The Merton Residential Extensions, Alterations and Conversions SPG addresses the amenity and functionality of the conversion of existing single dwellings into two or more smaller units of accommodation. 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. Guidance on minimum room sizes are set out in the SPG. We will require the internal and external layout of housing, in particular dwelling conversions, is designed to be fit for purpose and meet the needs of various household types including small households, families and the ageing population.

21.22 National guidance on tall buildings is produced by English Heritage and CABE. The London Plan defines tall buildings as those that are significantly taller than their surroundings and/or have significant impact on the skyline. The London Plan promotes the development of tall buildings where they:

- Create attractive landmarks enhancing London’s character;
- Help to provide a coherent location for economic clusters of related activities and/or act as a catalyst for regeneration; and
- Where they are also acceptable in terms of design and impact on their surroundings.
21.23 Merton’s Tall Buildings Background Paper (2009) advises that based on the above criteria, tall buildings are generally not suitable within the borough due to the predominately suburban low scale 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 the following factors are present:

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

21.24 Well designed and appropriately scaled tall buildings may therefore be suitable in Morden, Wimbledon and Colliers Wood centres, where they can be justified based on their compatibility with the local setting and impact on the wider context. Elsewhere in the borough tall buildings may not be suitable, however they will be considered in exceptional circumstances where they can be justified in a townscape analysis as part of a design and access statement.

21.25 The council will resist any tall buildings in Raynes Park Local Centre where no major regeneration or change is envisaged. Raynes Park is well serviced by public transport, however the prevailing character of the area is low rise compact development, and the location of the local centre is highly visible in the wider context of the Conservation Areas to the north.

21.26 Detailed criteria for assessing the design and impact of tall buildings will be included in the Development Control Development Plan Document, taking into account the relevant London Plan policies.

The Public Realm

21.27 PPS guidance requires public spaces and buildings to be well designed, which are fit for purpose, comfortable, safe, attractive, accessible and durable, all of which are key elements which can improve the health, vitality and economic potential of a town centre. In addition the London Plan encourages the highest standards of accessibility through the design of the public realm, and ensuring that the spatial needs of diverse groups are met in all public spaces.

21.28 The Merton Public Realm Strategy (2009) provides local guidance on the provision and quality of the public realm in the borough. 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;
21 Design - Policy 8

- Promotion of increased activities through events, street theatre, performance, art interventions and lighting; and
- Creation of a better balance between vehicles, pedestrians and cyclists.

21.29 By harnessing these principles public realm improvements will be achieved across the borough, with particular emphasis on the boroughs main centres of Morden, Wimbledon, Mitcham, Raynes Park and Colliers Wood, as well as the strategic routes. The strategy will form the basis for a Supplementary Planning Document (SPD) and is relevant in the design of new public spaces and also in improvements to existing public realm.

21.30 Merton’s high quality suburban streetscapes are characterised by consistent front building setbacks, vegetated front gardens and adequate on-street parking provision. The detrimental impact of dwelling conversions 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.

21.31 Both Merton’s Dwelling Conversions Background Paper, Merton’s Design SPG and Residential Alterations and Conversions SPG set out guidance on how to mitigate against the detrimental impacts that dwelling conversions can have on high quality suburban streetscapes.

21.32 It is considered that dwelling conversions that may have a detrimental impact on suburban streetscape character generally occur within the ‘grid-iron’ terrace streets in the north of the borough where densities are higher, and also within some areas of ‘medium density suburban development’. In particular, areas such as the 12 apostle streets between Kingston and Bushey Roads, Raynes Park; Camberley Avenue, Taunton Avenue and Somerset Avenue, Raynes Park; Florence Road, Clarence Road, Effra Road, Wimbledon; Tennyson Avenue and Seaforth Avenue, Motspur Park; Victory Road, Nelson Road, Hardy Road and Nelson Road, Colliers Wood; and the area of Colliers Wood to the north west of the centre bounded by High Street, the railway line, North Road and the Wandle Park.

21.33 The council will therefore resist the conversion of dwellings where it would result in these detrimental impacts on the suburban characteristics of the streetscape, and where the proposal would provide inadequate internal and external amenity space.

Key drivers

- Tall Buildings Background Paper (2009 in progress)
- Dwelling Conversions Background Paper (2009 in progress)
- Merton Public Realm Strategy (2009)
Delivery and Monitoring

The council will work with strategic partners such as English Heritage, The National Trust, Urban Design London, Merton Groundwork and local amenity societies and organisations to protect and enhance Merton's built heritage. The council's Conservation and Design Advisory Panel (CADAP), the Design Review Panel and the Design Champion will advise on proposals, not only in Conservation Areas, but also across the borough.

Character Assessment and Management Plans will 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 the expansion of the Conservation Areas to other adjoining areas of significance.

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 under Section 30 'Infrastructure projects'
## Table 1 Design

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicator(s)</th>
<th>Target(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>To make Merton a well designed borough with an attractive urban and suburban environment.</td>
<td>Percentage of relevant applications approved by council where design policies have been achieved.</td>
<td>Increase in the percentage</td>
</tr>
<tr>
<td></td>
<td>Percentage of appeals dismissed per total number of appeals citing design policies.</td>
<td>Increase in the percentage</td>
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<td></td>
<td>The number of Listed Buildings at Risk in Merton.</td>
<td>Reduction in the number</td>
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<tr>
<td></td>
<td>The number and proportion of total new build completions on housing sites (with at least 10 new dwellings) reaching very good, good, average and poor ratings against the Building for Life criteria.</td>
<td>Increase in the ratings</td>
</tr>
</tbody>
</table>
22 Climate change - Policy 9

Introduction

22.1 Climate change, resulting from increasing levels of greenhouse gases in the atmosphere, is a cross-cutting issue that has the potential to dramatically affect the lives of our residents.

22.2 Sustainable Development and Climate Change has moved to the forefront since the implementation of the Kyoto Protocol and the Stern report. The Climate Change Act 2008 set a legally binding CO₂ emission reduction target of 80% by 2050. The London Plan sets a higher target of 60% reduction in CO₂ by 2025 with a presumption that developments will achieve a 20% CO₂ reduction from on-site renewable energy generation.

22.3 We are recognised as a leader in policy formation related to CO₂ minimisation having developed the first UK prescriptive planning policy requiring 10% on-site renewable energy generation, commonly known as the Merton Rule.

22.4 It is important that we continue to use planning to minimise the causes of climate change, while at the same time adapting our built environment to better cope with the likely impacts.

22.5 We aim to do this by ensuring that new development:

- Is built to the highest standards of sustainable design and construction;
- Minimises CO₂ emissions;
- Reduces the pressure on water supplies and other natural resources;
- Helps to address borough wide issues such as flash flooding and the urban heat island effect.

22.6 Other policies on transport, design, open space and biodiversity, flood and waste management and infrastructure also have a direct impact on mitigating the effects of climate change.

Strategic Objective

22.7 Strategic Objective 5: To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place.
Policy 9

Climate Change

All minor and major development, including major refurbishment, will be required to demonstrate the following:

a. How it makes effective use of resources and materials, minimises water use and CO₂ emissions;

b. Use of the London Plan energy hierarchy concept;

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. The adaptation of the building form and construction to make installation of sustainability measures viable. The onus will be on developers to robustly justify why full compliance with policy requirements is not viable.

Residential Development

e. We will require all new development comprising the creation of new dwellings to meet the highest commercially viable level of Code for Sustainable Homes (or any subsequently adopted set of national sustainable construction standards). Viability is defined as an increase in cost of no greater than 3% of predicted unit sales price. We will calculate this using the Merton Carbon Code Costs Calculator (MC³).

Commercial Development

h. All minor and major commercial development will be expected to be built to a minimum of BREEAM (Building Research Establishment Environment Assessment Method) Very Good standard, and incorporate renewable energy generation in line with the requirements of the London Plan or national policy, whichever is the greater.

SA/SEA Implications

Overall this policy will reduce environmental damage and enhance energy affordability. Wider sustainability benefits will be derived from less pollution therefore improved health and reduced resource scarcity.

Justification

22.8 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 renewable energy generating capacity expanded.

22.9 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. 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 does not reach.

22.10 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.

22.11 The London Plan requires developments to make the fullest contribution to the mitigation of and adaptation to climate change and to minimise emissions of carbon dioxide.

22.12 On-site renewable energy will form a key element of the solution to CO₂ emissions minimisation in new development. Development energy strategies should be informed by the Mayor’s energy hierarchy of i) using less energy, ii) supplying energy efficiently and iii) using renewable energy.

Technical and economic viability

22.13 This policy seeks the highest viable standards of environmental performance in all developments. We will assess viability in residential developments using the Merton Carbon Code Costs Calculator (MC³).

22.14 The MC³ has been designed to assess the cost implications of achieving levels of Code for Sustainable Homes for different development types, sizes and locations across the borough. It will allow factors such as resale values, housing market conditions and fluctuations in technology costs to be taken into account when setting Code level targets. It is intended to be used to inform the timescale of increases in Code level requirements across the borough as well as, where necessary, to assess the economic viability of individual developments.

22.15 In cases where the developer contends that full compliance with policy requirements is not viable the developer will be asked to robustly justify:

- Why this is the case?
- What level of compliance is viable?
- That all other options have been explored?
Developments that fail to meet the required levels of sustainable design and construction will be expected to make a financial contribution to the MCRF.

**Merton Carbon Reduction Fund (MCRF)**

22.17 It is proposed that Merton will minimise carbon growth resulting from new development by requiring on-site carbon reduction measures.

22.18 In residential development this will be driven by the requirements laid out in Code for Sustainable Homes "Category 1 Energy and Carbon Dioxide Emissions".

22.19 In commercial development, on-site carbon reduction measures will be delivered through a combination of energy efficiency measures and on-site renewable energy generation targets in line with London Plan or national standards, whichever is the greater. Where on-site renewable energy generation can be proved to be impractical or result in an unacceptable impact on viability, a one-off payment in lieu may be made to the Merton Carbon Reduction Fund.

22.20 The amount of this payment will be determined on a site-by-site basis and calculated in line with the methodology used to determine the size of Allowable Solutions contributions, as set out in the consultation document, "Definition of Zero Carbon Growth" (CLG, 2008)

### Key drivers

- LB Merton's Sustainable Design and Construction Evidence Base (2009 in progress)
- Community Plan: Sustainable Communities (2009)
- Definition of Zero Carbon Growth, CLG (2008)
- GLA The London climate change adaptation strategy (2008)
- LB Merton: Climate Change Strategy (2008)
- PPS Planning and Climate Change, Supplement to PPS1 (2007)
- PPS 1 Delivering Sustainable Development (2005)

### Delivery and Monitoring

We will work together with developers and residents to achieve a minimisation in CO₂ emissions and promote sustainable design and construction.
We will prepare a Sustainable Design and construction SPD and accompanying guidance notes.

Table 1  Climate Change

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicator</th>
<th>Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place.</td>
<td>Production of a Sustainable Design and Construction SPD.</td>
<td>Adopt Sustainable Design and Construction SPD</td>
</tr>
<tr>
<td></td>
<td>Number of developments meeting highest level of Code for Sustainable Homes.</td>
<td>Minimisation in CO₂ from all new developments and conversions</td>
</tr>
<tr>
<td></td>
<td>Amount of carbon saved from projects funded by the MCRF.</td>
<td></td>
</tr>
</tbody>
</table>

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23 Flood management - Policy 10

Introduction

23.1 Merton suffers from fluvial flooding from the river Wandle, Beverly Brook and their tributaries. This flood risk requires management so that development is directed towards the most appropriate locations in the borough, and to mitigate against future impacts of climate change.

Strategic Objective

23.2 Strategic Objective 5: To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place.

Policy 10

Flood Management

We will:

a. Work with the Environment Agency and based on the findings of the most recent Strategic Flood Risk Assessment, direct development into the most suitable locations in the borough, as identified in the undertaking of a sequential test.

b. Encourage the use of sustainable urban drainage systems (SUDS) across the borough, and prioritise their use in areas at risk of flooding by the river Wandle, Beverly Brook and their tributaries, as well as other sources of flooding identified in the Strategic Flood Risk Assessment.

c. Support flood mitigation measures where necessary that are effective, viable, attractive and enhance the public realm.

SA/SEA Implications

Flood management policies will have a beneficial impact of the environment and overall sustainability as essential community infrastructure will be at less risk of damage.
Justification

23.3 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.

23.4 The SFRA has identified areas at risk from flooding (as defined as 3b, PPS25) along the Wandle, including around Colliers Wood town centre, Plough Lane and the Wandsworth border, and to the west of the borough around Shannon Corner.

23.5 Merton embraces the principle of reducing the impact of development on flooding in the borough and will work together with developers to:

- Ensure that flood storage capacity is enhanced;
- Strengthen established flood defences;
- De-culvert watercourses;
- Ensure any flooding impacts can be controlled.

23.6 This approach has been broadly supported in earlier consultations.

Picture 1 Map of areas at risk from flooding in Merton
23 Flood management - Policy 10

Key drivers

- Merton Sustainable Development SPG (2001)

Delivery and Monitoring

This policy will be delivered through joint working with partners including the Environment Agency, Thames Water and developers.

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.

Table 1 Flood Management

<table>
<thead>
<tr>
<th>Strategic Objectives</th>
<th>Indicators</th>
<th>Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place</td>
<td>Number of FRA's carried out in all sites that require them</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Number of applications considered in accordance with EA's advice</td>
<td>No applications with responses from the EA granted without their endorsement</td>
</tr>
<tr>
<td></td>
<td>Number of application resulting in deculverted watercourses</td>
<td>Establish a programme of deculverting watercourses</td>
</tr>
<tr>
<td></td>
<td>Number of applications incorporating SUDS</td>
<td>Increase usage of SUDS</td>
</tr>
<tr>
<td></td>
<td>Development of a flood warning and evacuation plan</td>
<td>Ensure all new developments provide safe ingress and egress and all those in the borough can move to safety</td>
</tr>
</tbody>
</table>
24 Waste management - Policy 11

Introduction

24.1 Landfill space is running out and buried waste releases climate-changing gasses. European and UK legislation requires increasing amounts of waste to be recycled, composted and processed and less waste buried in landfill.

24.2 To support this, new facilities must be provided in all parts of the UK, in ways which do not interfere with neighbouring residential amenity.

Strategic Objectives

24.3 Strategic Objective 5: 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 11

Waste Management


b. In collaboration with the neighbouring South London boroughs of Croydon, Kingston and Sutton the necessary capacity to maximise self-sufficiency and meet the apportionment tonnages required by the London Plan for South London, in line with the London Plan’s target to achieve 85% self-sufficiency by 2020 will be identified. In addition to new sites being identified, in line with criteria laid out in PPS10, existing will be protected and redevelopment to maximise throughput encouraged.

c. The council is 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.

d. The council will increase household 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 recycling facilities to be incorporated into all new developments where appropriate.
The 2007 SA findings were uncertain as to how this strategy would impact the borough until specific sites had been identified; a finding also shared by the 2008 Habitats Regulations Screening report commissioned by the four boroughs working on the Joint Waste DPD. The full impact on Merton can only be determined when specific sites are located across the four boroughs, which may not represent any additional capacity in Merton.

It is possible that this strategy could reduce the environmental impact of managing and treating Merton’s waste as we will have greater capacity to treat waste locally.

**Justification**

24.4 National guidance states that ‘waste management is fundamental to the delivery of sustainable communities’ whilst diverting waste from landfill sites by reducing, recycling and composting more as well as considering waste to be a resource (PPS10). Reducing the amount land filled will directly reduce the amount of methane released into the atmosphere (methane is 21 times more potent greenhouse gas than CO₂).

24.5 This is reflected in regional guidance (London Plan 2008) that seeks higher 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 at least 85% 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.

24.6 Merton generates around 96,000 tonnes municipal waste per year of which 27% was recycled and composted (2006/07) which is well above the London average of 20% municipal waste recycled in 2006/07.

24.7 In addition to kerbside collections for all residents the borough operates two household waste recycling centres and 25 neighbourhood recycling centres. Adequate on-site storage facilities are required for all new developments. Developments in expanding the collection facilities in the borough have been supported in earlier consultations.

**Key drivers**

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 in 2020 and land use policies to support these.

Across the four boroughs around 15 to 17 hectares of additional land is required to divert waste from landfill and use waste as a resource. With regard to the location of sites, the council 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, the council 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.

### Table 1 Waste Management

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicators</th>
<th>Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place.</td>
<td>Production of Joint Waste DPD to identify sufficient capacity</td>
<td>Adoption of Joint Waste DPD in 2011, for sites of 1.3m tonnes in 2020</td>
</tr>
<tr>
<td>% household waste recycled</td>
<td></td>
<td>35% by 2010, 45% by 2015</td>
</tr>
<tr>
<td>Amount of household waste landfilled and composted</td>
<td></td>
<td>Reduction in the amount of household waste landfilled</td>
</tr>
</tbody>
</table>
## 24 Waste management - Policy 11

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicators</th>
<th>Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Loss of existing facilities (baseline September 2008)</td>
<td>Zero loss of existing sites (baseline September 2008)</td>
</tr>
</tbody>
</table>
25 Open space, nature and recreation - policy 12

Introduction

25.1 Open space in an urban environment provides relief from buildings and defines the townscape. Merton has over 700 hectares of green space, equating to 18% of the borough compared with the London average of 10%. There are 67 parks, which form part of the character of Merton and play an important role in preserving our natural and cultural heritage. 7% of the borough comprises of a European Protected Special Area for Conservation, namely Wimbledon Common and 24% is designated Sites of Importance for Nature Conservation (SINC).

25.2 Open space incorporates designated:

- Parks
- Sports pitches
- Commons
- Allotments
- Front gardens
- Cemeteries and church yards
- School playing fields
- Waterways and streams

25.3 Historic parks and gardens are an important part of the borough’s environment and heritage. We have four sites included on the English Heritage ‘Register of parks and gardens of special historic interest’:

1. Cannizaro Park, Wimbledon: (Grade II*)
2. Wimbledon Park, Wimbledon: (Grade II*)
3. Morden Hall Park, Morden: (Grade II)
4. South Park Gardens, Wimbledon: (Grade II)

25.4 Wimbledon and Mitcham common are areas of natural heathland, woodland, scrubland and mown recreation areas. Although areas of grass are kept short during the summer months to be utilised for team games and picnics, it is also necessary to maintain areas of natural habitats. The commons are home to a variety of birds, animals and plant life, including rare species of bats, insects and butterflies. Wimbledon common is designated as a Site of Special Scientific Interest (SSSI) as well as a SINC while areas of acid grassland and heathland on Mitcham common are given national priority status. These habitat types are becoming increasingly scarce and fragmented.
25.5 We offer a range of open space cultural activities which includes arts, sport, leisure, children's playgrounds and activities for teenagers. Sports, open air events and other cultural activities bring together diverse communities, contribute to personal growth and the quality of life. There is a long legacy of sporting history in the borough, particularly in relation to tennis, football and cricket which we intend to maintain and actively promote.

25.6 We have a wide variety of species occupying a range of habitats across the borough. Diversity of wildlife can provide opportunities for people to enjoy access to nature.

25.7 Our habitats are managed and protected by the council, Wimbledon and Mitcham Common Conservators, Merton Biodiversity Group, Merton Ecological Centre as well as local conservation and Friends groups. Linked to the wealth of habitats are over 1000 recorded sightings of UK biodiversity Action Plan Species.

25.8 By supporting biodiversity the borough is better able to cope with the impact of climate change and related heating and cooling issues.

Spatial Objective

25.9 Strategic Objective 5: To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place

Policy 12

Open space, nature and recreation

Merton Council will conserve nature, green the public realm, provide opportunities for sport and recreation and help mitigate against climate change by:

a. Protecting all types of existing open space from inappropriate development.
b. Expecting development to incorporate appropriate elements of open space, play areas and tree planting which makes a positive contribution to the wider network of open spaces. Where this is not feasible, planning contributions will be sought.
c. Expecting, where appropriate, development to integrate biodiversity which will enhance and promote the quality of habitats on site.
d. Improving access to open space and nature conservation by public transport, cycle and on foot;
e. Only permitting development on land on the edge of a Site of Special Scientific Interest, Metropolitan, Borough or Local Importance as shown on the Proposals Map where it can be demonstrated that such development will not adversely affect the nature conservation values of the site.
f. Protecting the existing coverage, enriching the quality and provision of new natural habitats, especially in areas of deficiency and encouraging new green links.
g. Improving public access to waterways in Merton, including the River Wandle and its banks, for leisure and recreational uses while protecting its biodiversity value.

h. Maintaining and improving the publicly accessible open space network in the borough such as parks, allotments and playing fields, as well as smaller open spaces that have townscape value.

i. Safeguarding the existing viable cultural, leisure, recreational and sporting facilities and supporting proposals for new and improved facilities.

j. Providing cultural and sporting facilities and open space for schools and other institutions which can be shared with the community.

k. Preparing a borough Tree Strategy which will include protection of street trees and use Tree Preservation Orders to safeguard significant trees and woodlands.

l. Working with partners to create and manage the Wandle Valley Regional Park.

m. Refurbishing and replacing of pavilions and on-site buildings in our parks and open spaces to improve facilities and in particular enhance their energy efficiency.

Planning permission will only be considered for development that results in the loss of open space to provide educational establishments where it can be justified that:

n. There is a need and that the need cannot be met elsewhere in the borough or in London;

o. That provision is not viable or achievable on any other site, as demonstrated by applying the sequential test to site selection;

p. That any development would not adversely affect the nature conservation values of the site;

q. That cessation of educational provision on the site would result in the site reverting to open space.

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 allow for greater conditions for flora and fauna, especially protected species.

- Any development allowed, even for community uses 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
25 Open space, nature and recreation - policy 12

Justification

25.10 PPG17 Open Space, Sport and Recreation requires that local authorities carry out assessments of existing and future needs of the community for open space, sports and recreational facilities. Local Authorities need to cover differing needs of the population for open space and built sports and recreational facilities, undertake audits of existing open space and facilities and plan positively for provision, enhancement and maintenance of open space.

25.11 PPG15 Planning and the Historic Environment advises that "local authorities should protect registered parks and gardens in preparing their development plans". PPS9 Biodiversity and Geological Conservation sets out policies on protection.

25.12 The London Plan 2008 states that protecting and adding to London’s open space is particularly important to mitigating and adapting to climate change and creating a more attractive, well-designed and green city. Metropolitan Open Land (MOL) within the borough must be protected in accordance with the London Plan. The April 2009 Proposals for the Mayor’s London Plan reinforces the protection of open space and sets a vision to achieve the highest environmental standards and quality of life.

25.13 The Merton Open Space Strategy 2005 (MOSS) assessed on-site facilities, landscape and visual quality of the borough's open spaces. The analysis of deficiency in MOSS Volume 1 highlights that despite the large amount and variety of open space within Merton, it is unevenly distributed across the borough with around 10% of the borough more than one kilometre walking distance from accessible open space. 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 facilities. Priorities are:

- Abbey Recreation Ground
- Cannon Hill Common
- Dundonald Recreation Ground
- Joseph Hood Recreation Ground
- Haydon's Road Recreation Ground
25.14 Due to finite land and development pressures within the borough, it is unlikely that additional open space will be created. Emphasis is therefore on protecting existing open space and green space opportunities such as along railway corridors and allotments. Trees provide an essential contribution to the natural habitat and the Mayor would like to see all boroughs prepare tree strategies. Improvements to biodiversity should not be restricted to conventional habitats but should extend to the increased use of green roofs and living walls. Where back land demonstrates a biodiversity value through combined use of gardens and spaces, development will be discouraged.

25.15 However, there is an ever more competing need for space in London with the increased number of children in the borough. Population projections forecast more school age children by 2031 than ever before. There has been a significant increase in births over the past 5 years which will put unprecedented pressure on school provision. In Merton this equates to a 25% additional demand for school places requiring an estimated 12 one form entry primary schools in the borough by 2017. On this basis some existing open space may be required to accommodate new school buildings, while using the remaining space as associated open space and play provision. London Plan 2008 strategies requires the provision to ensure safe access and good quality, well designed secure and stimulating play and informal recreation.
25.16 PPG17 requires that open space should not be built on unless an assessment has been undertaken which has clearly shown the open space as surplus to requirements. A number of our existing schools are located in our designated open spaces, and some areas of the borough have more open space than the London average. With the pressure for schools there is justification to enable loss of open space to educational establishments. Development on part of the space will enable accessibility locally for school children and can lead to enhancement of the remaining open space.

25.17 The largest response on any single issue throughout all the LDF consultations related to the future of the site of Wimbledon Greyhound Stadium, with overwhelming support to retain in leisure use as a vital resource for the borough's residents. Respondents asked that redevelopment could consider it for a new football stadium for AFC Wimbledon or a multi-purpose sports complex with new community sports facilities. The Greyhound Stadium site is located within a functional flood plain therefore the site's retention for leisure uses is supported. Building on our legacy in sport, we support the provision of a sports stadium within the borough.

25.18 The demand for spaces that support informal activities and an expected increase in sports participation could result in conflict between users. It is therefore necessary to provide a selection of facilities on site to encourage use from all sectors of the community and meet demands.

25.19 People use open space for exercise, play, socialising and relaxing. Active participation in sport and physical activity contribute to developing sporting, health and fitness skills for children, young people and adults. Visual accessibility is also an important aspect of our open spaces and views are equally as important as physical access. Protection will also need to ensure that development adjacent to open spaces does not adversely affect the amenity, quality or utility of the open space. Design of new development should be inclusive of habitats and consider the most effective use of open space.

25.20 MOSS envisaged an open space network where people are actively involved in the planning, design and management of their open spaces. The policies will encourage partnerships with open space, heritage, conservation and sporting agencies and our local communities.

25.21 Allotments are valued for their contribution to enabling healthy and sustainable lifestyles. Our vision is to encourage less dependence on external sources including food supplies and the borough's allotments can contribute to this in line with the Mayor's Food Strategy - Healthy and Sustainable Food for London (2006), particularly in terms of primary production, consumption and disposal.

25.22 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.
25.23 The first alterations of the London Plan 2008 identified the Wandle Valley Regional Park as an opportunity to redress a strategic park, with great potential to enhance biodiversity. 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 2008. Improvements will be delivered through the Wandle Valley Regional Park Steering Group and local heritage and conservation groups.

25.24 The value of front and back gardens in terms of biodiversity, climate change and flooding and pollution of watercourses is recognised. We will therefore encourage the use of permeable surfaces within gardens which are more attractive and better for the environment. Refer to Chapter 23 ‘Flood management - Policy 10’.

**Key drivers**

- London Plan Supplementary Planning Guidance; Providing for Children and Young People's Play and Informal Recreation (2008)
- GLA Open Space and Habitat Survey (2007)
- 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)
- PPG17: Planning for Open Space, Sport and Recreation (2002)
25 Open space, nature and recreation - policy 12

- PG15: Planning and the Historic Environment para. 2.24 (1994)
- The Conservation (Natural Habitats, and c.) Regulations 1994 (1994)

**Delivery and Monitoring**

We will work with the GLA, GOL and recognised agents such as the Environment Agency 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).

**Table 1 Open Space, nature and recreation**

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicators</th>
<th>Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>To make Merton an exemplary borough in mitigating and adapting to climate change and to make it a more attractive and green place</td>
<td>Core Output Indicator E1: Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds</td>
<td>Decrease in the percentage</td>
</tr>
<tr>
<td></td>
<td>Core Output Indicator E2: Change in areas of biodiversity importance</td>
<td>Decrease in the percentage</td>
</tr>
<tr>
<td></td>
<td>National Indicator 197 - Improved local biodiversity- active management of local sites (PSA 28)</td>
<td>Increase in the percentage</td>
</tr>
<tr>
<td></td>
<td>Number of developments involving a loss of designated open space</td>
<td>Decrease in the percentage</td>
</tr>
<tr>
<td></td>
<td>Additional areas of open space provided in completed developments</td>
<td>Any addition</td>
</tr>
<tr>
<td></td>
<td>Percentage of appeals dismissed per total appeals citing loss of open space</td>
<td>Increase in the percentage</td>
</tr>
<tr>
<td></td>
<td>Change of use from open space to non-residential Education (D1)</td>
<td>Minimum loss of open space</td>
</tr>
<tr>
<td>Strategic Objective</td>
<td>Indicators</td>
<td>Targets</td>
</tr>
<tr>
<td>---------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>Areas of Deficiency identified by the GLA Green Space Information for Greater London (GIGL) database</td>
<td>Reduction in areas of deficiency in the borough</td>
</tr>
<tr>
<td></td>
<td>Audit of existing play and informal recreation facilities</td>
<td>Increase in the percentage</td>
</tr>
<tr>
<td></td>
<td>Status and extent of SINC network (GLA resurvey 2016)</td>
<td>Enhance and expand SINC network in the borough</td>
</tr>
</tbody>
</table>
26 Housing - policies 13-15

Housing Choice

Introduction

26.1 The council is 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.

26.2 The Local Development Framework will assist in supporting Merton's Housing Strategy in this aim.

Strategic Objective

26.3 Strategic Objective 4: To make Merton a healthier and better place for people to live and work in or visit

Policy 13

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.

c. Aim for the London Plan affordable housing target of 50% from all new homes on sites capable of accommodating 10 units and above, having regard on an individual site basis to the maximum reasonable amount of provision that can viably be achieved. 70% of this provision is expected to be social rented and 30% intermediate housing. In seeking this provision we will have regard to the economics of provision such as viability issues, site size, site suitability 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. There could be negative impacts on heritage as it could lead to more pressure to develop in or near to conservation areas of the borough.

Justification

26.4 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.

26.5 There are marked differences in quality of life between different communities within Merton. Neighbourhoods within Abbey, Colliers Wood, Cricket Green, Figgis 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.

26.6 Merton's Strategic Housing Market Assessment Study has identified that there is a need for more homes of all types and sizes throughout Merton with the greatest need for family sized accommodation in the public sector and one and two bed accommodation for single person households in the private sector.

Housing Need

26.7 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.

26.8 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.

26.9 The planning system helps to deliver affordable homes through application of a borough wide 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 such as the Homes and Communities Agency (HCA) assist in the delivery of schemes.
26.10 The majority of Merton’s affordable housing provision has largely 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. This has largely occurred in areas of the borough where land values are relatively cheaper such as Mitcham, leading to significantly higher numbers of affordable housing than in more expensive parts of the borough. This approach is inconsistent with the aim of creating balanced communities.

26.11 It is accepted that there will be housing market and housing need fluctuations over the 15 year lifetime of Merton’s Core Strategy, such as the current economic uncertainty.

26.12 Merton’s Annual Monitor Report 2007/08 indicates that the level of affordable housing provision in Merton has fluctuated over the period 2001-2008, as Merton Affordable Housing Provision 2001-2008 table demonstrates.

Table 1 Merton’s Affordable Housing Provision 2001-2008

<table>
<thead>
<tr>
<th>Year</th>
<th>Affordable Housing provision</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007/08</td>
<td>23%</td>
</tr>
<tr>
<td>2006/07</td>
<td>36%</td>
</tr>
<tr>
<td>2005/06</td>
<td>16%</td>
</tr>
<tr>
<td>2004/05</td>
<td>17%</td>
</tr>
<tr>
<td>2003/04</td>
<td>40%</td>
</tr>
<tr>
<td>2002/03</td>
<td>23%</td>
</tr>
<tr>
<td>2001/02</td>
<td>13%</td>
</tr>
</tbody>
</table>

26.13 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.

26.14 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.

26.15 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. We may consider accepting commuted payments to redress imbalances in the provision of affordable housing to achieve socially mixed and sustainable communities.
26.16 Government initiatives could help to enable delivery of affordable housing in Merton. For the period 2008/09 – 2010/11 we have committed HCA funding of £4.6m for 90 affordable housing units. In addition, the HCA is working with us to consider development packages with the benefit of grant funding for the period 2008-11. Furthermore, government new initiatives such as Homebuy Direct have been introduced to help kick start the private sector in the delivery of affordable housing schemes which would otherwise be challenged in coming forward by the current economic climate.

26.17 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.

26.18 Where a developer contends that it would not be appropriate to provide affordable housing on a particular site, the onus would lie with the developer to demonstrate the maximum amount that could be achieved on the site viably, through the submission of a financial assessment.

26.19 In 2008, we commissioned Opinion Research Services (ORS) to conduct a Housing Market Assessment (HMA) for the borough which identified a number of key findings including:

- 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 to 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 p.a. 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.

26.20 The findings of Merton’s 2009 HMA support the London Plan which requires a greater proportion of affordable housing provision to be social rented over intermediate housing. However, Mitcham is characterised by a high concentration of existing social housing and would particularly benefit from the provision of more intermediate and private sector housing stock. This could help towards reducing inequalities between the eastern and western wards of the borough.

26.21 Merton’s HMA will feed into the proposed sub regional Housing Market Assessment which, Merton’s LDF will have regard to once prepared. Preparation of the sub regional HMA is not currently underway however an appointment has been made to lead on coordinating the sub regional assessment work including the coordination of the individual Housing Market Assessments prepared by the component boroughs.
Between now and 2026, research including Merton’s HMA and analysis of annual monitoring will be used to monitor the rate of delivery and inform on any policy revisions to be made if the target is not achieved.

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.

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. As outlined in Chapter 21 ‘Design - Policy 8’.

**Housing Density**

New housing developments will occur on previously developed land. We will have regard to the London Plan density matrix. Residential development will be encouraged to achieve appropriate densities on a site by site basis having regard to accessibility to public transport, the type and size of homes being built, and the principles of high quality design with regard to protecting or enhancing Merton’s existing character.

All development will be expected to contribute to maintaining or improving the surrounding public realm as set out in Chapter 21 ‘Design - Policy 8’.

**Housing Affordability**

The difference between earnings and house prices is a major factor in housing affordability in Merton and across London. Merton’s HMA 2009 identifies that demand for affordable housing significantly outstrips supply. 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 3.5x 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.

To address housing affordability, Merton Partnership is helping to increase people’s access to higher wages through greater further education take-up, more opportunity for life-long learning and supporting employment access programmes.

The planning system helps to deliver affordable housing through application of a borough wide target 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 e.g. the Housing Strategy.
To address the need for more affordable housing, and in line with national and regional guidance, we have set an affordable housing target which is 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 (2009 in progress)
- Merton's Housing Market Assessment Study (2009)
- PPS3 Housing (2006)
- London Housing Board Housing Strategy (2005)
- Merton's Housing Needs Study (2005)
- Mayor of London SPG (2005)

### Delivery and Monitoring

The council 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 Monitor Report.

### Table 2 Housing Choice

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicator(s)</th>
<th>Target(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>To make Merton a healthier and better place for people to live and work in or visit.</td>
<td>Appropriate mix of housing stock in new developments</td>
<td>To ensure a range of housing sizes, tenures and types in new developments to meet local needs</td>
</tr>
</tbody>
</table>
Housing Provision

Introduction

26.31 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 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.

Strategic Objective

26.32 Strategic Objective 2: To accommodate Merton’s population change within its centres and residential areas, without encroaching on other spaces.

Policy 14

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.

b. Work with housing providers to facilitate the provision of a minimum of 5,550 additional homes for the period 2011 - 2026 including the indicative ranges of:
   - 1440-1760 in Morden
   - 1170-1430 in Mitcham
   - 900-1100 in Wimbledon and South Wimbledon / Colliers Wood
   - 540-660 in Raynes Park and its surrounding area

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. There could be negative impacts on heritage as it could lead to more pressure to develop in or near to conservation areas of the borough.
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.

The Mayor’s London Plan published in 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 target covers a 10 year period from 2007/8 to 2016/17.

The London Plan Target is informed by a robust 2004 GLA Housing Capacity Study which includes identification of additional homes from a variety of supply sources including large sites, small sites and windfalls. PPS3 requires LDF’s to identify continuous delivery of housing for at least 15 years from the date of LDF adoption. Merton’s LDF Plan period is from 2011-2026.

The Government Office for London, Greater London Authority and London Councils produced a statement in March 2008 setting out the approach that boroughs are to adopt in addressing PPS3 requirements for a 15 year housing land supply in advance of the 2009 Strategic Housing Land Availability Assessment.

Boroughs are advised to roll the 2007/08 – 2016/17 target forward to cover the required 15 year period rather than undertaking individual Strategic Housing Land Availability Assessments. A GLA Strategic Housing Land Availability Assessment is proposed and due for completion in 2009. Its findings will update and supersede those set out in this policy. The Table below sets out the minimum indicative housing requirements for Merton derived from this approach.

<table>
<thead>
<tr>
<th>LDF Delivery Plan Period</th>
<th>Minimum indicative housing requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011 - 2016</td>
<td>1850</td>
</tr>
<tr>
<td>2016 - 2021</td>
<td>1850</td>
</tr>
<tr>
<td>2021 - 2026</td>
<td>1850</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5,550</strong></td>
</tr>
</tbody>
</table>

The 5,550 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.

**Figure 1 Housing Trajectory 2011-2026 * (This data is subject to change and should be used as a guide)**

26.39 It is expected that the majority of high density new homes and associated infrastructure and social facilities will be located in places with good public transport access such as Morden Town Centre taking account of the prevailing character, whilst the existing residential areas across the borough will support incremental housing growth to reflect the level of public transport accessibility, character and infrastructure.

26.40 Morden is envisaged to accommodate the highest proportion of housing growth particularly Morden Town Centre. The regeneration of Morden provides opportunity for managed intensification, phased and structured suitably for Morden's context. As set out in Chapter 17 'Morden sub-area - Policy 4'
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 additional housing growth during the plan period.

Wimbledon will provide some town centre growth consistent with its good level of public transport accessibility whilst Colliers Wood/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.

Raynes Park and its surrounding area is anticipated to contribute a relatively smaller quantum of additional housing growth mainly concentrated around its local centre.

Merton’s Employment Land Study 2005 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
- Merton’s Strategic Housing Market Assessment Study (2009 in progress)
- 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)
- Mayor of London SPG (2005)

Delivery and Monitoring
The Council will work with developers, Registered Social Landlords and the Homes and Communities Agency to facilitate provision of additional homes in the borough. This delivery will be monitored via the Annual Monitor Report.
Table 4 Housing Provision

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicator(s)</th>
<th>Target(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>To accommodate Merton’s population change within its centres and residential areas, without encroaching on other spaces.</td>
<td>Meet Housing Provision Targets</td>
<td>Completion of 370 homes per annum</td>
</tr>
</tbody>
</table>

Accommodation for Gypsies and Travellers

Introduction

26.45 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.

Strategic Objective

26.46 Strategic Objective 4: To make Merton a healthier and better place for people to live and work in or visit.

Policy 15

Accommodation for Gypsies and Travellers

Existing legally established Gypsy and Traveller accommodation sites will be retained and protected from redevelopment except where an alternative site is provided. 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

26.47 Fordham Research was commissioned by 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.

26.48 The assessment indicates that by 2012, Merton will need to plan for a minimum of 2 additional pitches and a further 2 pitches by 2017. In addition, for the period 2007-2012, Fordham’s study indicates that 10 households may want to transfer from housing to residential sites due to psychological aversion to ‘bricks and mortar’ housing, taking the maximum need to a total of 12 pitches.

26.49 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.

26.50 The Site Proposals DPD will consider the identification and allocation of additional pitches for additional Gypsies and Travellers accommodation in Merton.

26.51 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

- 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 Site Proposals DPD will consider the identification and allocation of additional pitches for additional Gypsies and Travellers accommodation in Merton.

Table 5 Accommodation for Gypsies and Travellers

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicator(s)</th>
<th>Target(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>To make Merton a healthier and better place for people to live and work in or visit.</td>
<td>Net additional pitches for Gypsies and Travellers</td>
<td>To make suitable location for Gypsies and Travellers</td>
</tr>
</tbody>
</table>
27 Economic development - Policy 16

Introduction

27.1 Promoting a strong and competitive local economy is one of Merton council’s core ambitions and is especially pertinent in the current economic climate. This is supported by what Merton’s communities have told the council on many occasions, including via the Community Plan (Sustainable Communities Strategy) and LDF consultations. The council and its partners are taking forward a variety of initiatives to achieve this aim.

27.2 Merton is part of the Wandle Valley corridor identified as a growth area of national importance connecting Wandsworth - Croydon - Gatwick - Brighton. Within the south west London part of this economic corridor, the London Plan sees the most significant economic growth taking place in major town centres (in Merton’s case, Wimbledon), Areas of Opportunity (none in Merton) and Intensification (South Wimbledon/Colliers Wood), and Strategic Industrial Locations (Willow Lane, Beddington and Hallowfield Way; Morden Road Factory Estate and Prince George’s Road; North Wimbledon; Beverley Way Industrial Area).

27.3 There are different forecast for future job creation and business growth in Merton. Research in early 2008 by the GLA predicted 0% employment growth in the short term and a tiny increase of 0.05% in the long term (to 2026).

27.4 The borough wide forecasts disguise employment patterns across different employment sectors, and changes in employment rates within different parts of the borough.

27.5 The onset of the recession is likely to change these projections, especially in the short to medium term (to 2016), and these will be revisited later in 2009 when the impact of the recession on national and local economies should be clearer.

Spatial Objectives

27.6 Strategic Objective 3: To make Merton more prosperous with strong, and diverse long term economic growth.
Policy 16

Economic Development

We will ensure 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:

a. Consolidating retail, office and leisure development that generate a large number of trips towards the major centres (Wimbledon) and district centres (Mitcham; Morden, Colliers Wood) (1)

b. Permitting some new commercial floorspace and protecting the viability and vitality of district centres (Mitcham; Morden Colliers Wood - see footnote) and local centres.

c. Protecting and managing the designated Strategic Industrial Locations at (i) Willow Lane, Beddington and Hallowfield Way; (ii) Morden Road Factory Estate and Prince George’s Road; (iii) North Wimbledon; (iv) Beverley Way Industrial Area;

d. Maintaining and improving our Locally Significant Industrial Locations at Streatham Road, Gap Road and Dundonald Road and ensuring that they contribute towards business, industrial, storage and distribution functions;

e. Creating new employment by protecting and improving scattered employment sites for small and growing businesses or community uses;

f. Developing suitable tourist attractions, accommodation and facilities in accessible locations where they are not detrimental to the character and amenity of the area, and protecting existing tourist facilities;

SA/SEA Implications

Protecting existing sites and ensuring an adequate supply of employment sites should bring positive effects to create a more diversified local economy and improve opportunities for employment. It will also ensure that the location of employment reduces the need to travel by car. The tourism economy could also have positive implications, with other policies ensuring this is a sustainable approach. There is no positive contribution towards improving skills in the borough from this policy, although this can only be delivered through infrastructure or by partners.

1 subject to redesignation in the London Plan post 2011.
Justification

27.7 PPS4 and PPS6 require local planning authorities to plan for sustainable economic growth and to have flexible policies, which are responsive to change. During this period of rapid change, new and often unexpected areas of commercial opportunity may open up, while some traditional areas may lose their competitive advantage.

27.8 Proactive actions to manage the borough’s need for more jobs and improved skills, including the more immediate impacts of the recession, is being led by Merton’s Economic Development Strategy and Merton’s Local Economy Partnership.

27.9 Merton’s employment land

27.10 Merton’s Core Strategy aims to help the borough adapting 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 through to creative industries, education, health care and other community uses, environmental technologies and tourism.

27.11 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, recognising that other types of intervention may be necessary to support businesses in more remote parts of the borough.

27.12 Until the economic downturn in early 2008, Merton has demonstrated strong business growth and opportunity. It has some of the lowest business space vacancy rates in London despite business space in the borough commanding higher rents than its south London neighbours.

27.13 Over the past 15 years we have attracted more businesses than our south London neighbours (as seen through VAT registrations) although there has been some reduction since 2002.

27.14 As with the rest of south west London, more than 85% of Merton’s businesses are small and medium sized enterprises (SMEs - employing 10 people or less) with more than 95% employing less than 50 people. Lack of suitable affordable space for SMEs and start-ups is a problem throughout Merton, especially in eastern wards.

27.15 However, although we generally perform better than London averages, there are differences in employment rates, occupations and educational attainment between the east and the west of Merton. Comparing the working age populations of Mitcham and Morden with Wimbledon shows that a higher proportion of people in western wards are employed, more are working in higher skilled (and therefore higher earning) professions and that educational attainment is also higher in Wimbledon.
27.16 Employment and enterprise in Merton is not confined to traditional areas of retail, offices, factories and warehouses. Around half of our residents commute outside the borough to work, in central London, Croydon, Kingston and closer to home in Sutton and Wandsworth. The public sector, including healthcare and education, is a major employer of our residents both within the borough and beyond its boundaries, for example at St George’s and St Helier hospitals. This policy recognises the economic potential of community uses (D1 and C2) by facilitating such development on scattered employment sites, and resisting the loss of viable community or employment facilities.

27.17 The relationship between number of jobs and employment floorspace is not straightforward and is becoming harder to quantify with changing technologies and working practices. A decline in manufacturing in London is not leading to a permanent reduction in demand for industrial premises, as growth areas such as waste management, recycling, construction, printing and publishing and logistics are utilising such sites.

27.18 The London Plan and its associated supplementary planning guidance on industrial capacity (March 2008) emphasises the importance of identifying and protecting employment sites in appropriate locations to meet the needs of business, industry and warehousing.

27.19 Together with all south London boroughs, we are identified as having low levels of industrial land relative to demand and should adopt a more restrictive approach to the transfer of industrial sites to other uses. The "restrictive transfer" approach is supported by Merton’s Employment Land Study.

27.20 We have comparatively low vacancy rates for industrial and warehousing floorspace compared to many surrounding boroughs at 8.3% and 4% respectively. This is within the 8% advised by the SPG as allowable to accommodate “market churn” (vacancies created when businesses move between sites.) This approach is also supported by the results of our Employment Land Study.

27.21 To help support and strengthen our economy during times of rapid change and more stable periods, and to establish a strong foundation for future business growth, competition and employment, we aim to protect our Strategic Industrial Locations, Locally Significant Industrial Areas and scattered employment sites to:

- Provide space for firms to take advantage of new commercial opportunities
- Allow for flexibility for businesses to move according to needs of location and size without disruption to neighbouring uses including residential and community services.
- Enable business support services to target specific locations and symbiotic relationship between enterprises (e.g. BIDS)
- Allow for diversity in commercial circumstances

27.22 We have approximately 158 hectares dedicated to industrial and warehousing development, divided into Strategic Industrial Locations (Durnsford Road, Morden Road and Prince Georges Road; Willow Lane and Hallowfield Way, Beverley Way) and Locally Significant Industrial Areas (Streatham Road, Gap Road; Dundonald Road; Garth Road)
27.23 Within the parameters set by the London Plan and more recent evidence, especially the Strategic Flood Risk Assessment, this policy supports some market specialisation of industrial and business functions (B1b,c, B2, B8) within the Strategic Industrial Locations and Locally Significant Industrial Areas.

27.24 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 would increase competition and could reduce the viability and vitality of Merton’s established centres, outlined in Chapter 13 ‘Centres - Policy 1’

27.25 However, Merton has a chequered pattern of office demand and vacancy rates. Market conditions – including proximity to high quality residential and leisure amenities, good transport links, clustering of similar services and the Wimbledon “brand” favour Wimbledon town centre and surrounds over the rest of Merton as a location for office based businesses. This is reflected in the number and types of office-based businesses, high rents and low vacancy rates in Wimbledon compared to other south London locations.

27.26 There will be some market 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)

27.27 Outside of Wimbledon town centre, high quality office space could be viable in Morden town centre (due to good public transport access, and proximity to leisure and residential) and to a more limited extent in other district and local centres and to service small firms scattered throughout the borough. However, as set out in more detail in Chapter 13 ‘Centres - Policy 1’ and the sub areas, all major office development should be directed towards Wimbledon, and to a lesser extent Morden town centres.

27.28 Research shows that local authorities, especially in the south east of England where transport links are generally very good, are unlikely to succeed in independently redirecting the market to locate in new areas without a network of strong supporting national or regional measures (e.g. significant investment in major new transport infrastructure, tax breaks, investment in quality accommodation and leisure activities.) This is supported by local evidence, where large office developments outside Wimbledon town centre have remained vacant for long periods (e.g. The Tower, Colliers Wood; Dover House, Morden Road) despite marketing.

27.29 In addition, new ways of working in the business service sector (e.g. research, software activities, real estate, management consultancy) means that an increase in jobs doesn’t always lead to a corresponding demand for office floorspace.
27.30 New technologies are also affecting the retail sector in the same way – for example, Internet shopping for travel and comparison goods (books, films, music, cameras, computers, mobile phones, music and film equipment etc) – although analysts are uncertain at the extent to which this will affect retail jobs and the demand for high street retail floorspace.

27.31 Live/work development emerged as a planning classification for a particular way of working during the 1990’s. However, regional research and investigations specific to Merton has shown that, in urban areas and specifically in Merton, live/work developments 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.

27.32 Merton’s Core Strategy is pursuing a sustainable approach to development by supporting residential and business development in accessible areas, and by supporting more traditional types of development that could be described as ‘live/work’ (such as flats above shops). On this basis Merton’s Core Strategy does not support unique live/work development.

27.33 To accommodate potential changes over the 15-year plan period, there may be a need for supplementary planning documents to give extra support to Merton’s Core Strategy, where new in ways of working or facilities emerge.

Picture 1 Industrial areas in Merton 2009
27.34 Visitors to Merton

Merton is home to a wide range of popular attractions, leisure and recreation; our commons and parks, tennis, football and cricket, the Wandle Trail, historic environments, buildings and parks, theatres and entertainment, and a variety of places of worship. Town centres, especially Wimbledon, are often a focus for business visitors. Several attractions are located in the Wandle Valley including Merton Priory.

27.36 Tourism helps benefit the local economy through direct employment and by supporting associated facilities such as restaurants and cafés as well as visitor accommodation. Merton's role in the 2012 Olympics will be a unique opportunity to attract visitors to the borough.

27.37 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. There is a particular lack of quality hotel accommodation in Wimbledon Town Centre.

27.38 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.

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Key drivers

- The Credit Crunch and Regeneration; impacts and implications (CLG 2009)
- Industrial Capacity Supplementary Planning Guidance Note (GLA 2008)
- London Office Review (GLA 2007)
- London Industrial Land Release Benchmarks (GLA 2007)
- Merton's Employment Land Study (DTZ Pieda 2005)
- Merton’s Neighbourhood Renewal Strategy (2005-2010)

Delivery and Monitoring

Working jointly with our partners we are taking an integrated approach to support the local economy, facilitate employment and improve the skills base. Examples include:

Establishment of business liaison groups to support the town centres and industrial estates;
Business start-up funding sourced from the London Development Agency, and the Department of Trade and Industry.

Assistance towards work or further qualifications with support from Merton Credit Union and the Learning and Skills Council.

Establishment of business incubators, especially in eastern wards, to provide flexibly managed space with subsidised rent to attract SMEs and start-ups (two incubator workshops are already in operation at Miles Road and Canterbury Road).

Table 1 Economic Development

<table>
<thead>
<tr>
<th>Strategic objective</th>
<th>Indicator</th>
<th>Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>To make Merton more prosperous with strong and diverse long-term economic growth</td>
<td>Retention of existing employment facilities or refurbishment to provide attractive business space.</td>
<td>No net loss of employment land for which there is demand. As measured each year in the Annual Monitoring Report. Target to be considered on 5-year basis.</td>
</tr>
<tr>
<td></td>
<td>Support to local businesses (see above)</td>
<td>As set out in Merton’s Economic Development Strategy</td>
</tr>
</tbody>
</table>
28 Transport - policies 17-19

Introduction

28.1 We are aiming to create a public realm where people choose to walk, cycle and use public transport rather than use their private car. Improving the accessibility and use of sustainable modes of transport while at the same time reducing traffic congestion is important for Merton. It is also important for the council to balance the quality of the transport environment between the east and west of the borough, and mitigate the impact of the high levels of through traffic upon local traffic and the community.

28.2 We have 341 km of public highway of which 9 km is part of the Transport for London Road Network (TLRN) and 25 km is part of the strategic road network. The most severe levels of congestion occur on the strategic road network particularly at Colliers Wood, South Wimbledon and Mitcham Town Centre.

28.3 We have three key policy areas to develop a safer, more accessible, sustainable, efficient and attractive transport environment. They are:

- Active transport: which covers any form of non-motorised or self-powered travel. It principally includes walking and cycling, but can also include other modes of active travel;
- Public Transport: which covers train, underground, tram and bus within and through Merton;
- Parking, servicing and delivery: which is concerned with the movement and delivery of people and goods within and through Merton.

Strategic Objective

28.4 Strategic Objective 6: To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys.

Policy 17

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 encourage community cooperation between pedestrians and cyclists.

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 enhancement of existing pedestrian and cycle networks, specifically the Capital Ring, Wandle Trail, Wandle Beverly Brook Link and the London Cycle Network.

f. Requiring the submission of Travel Plans which will meet or exceed the indicative Department for Transport’s (DFT’s) thresholds for transport assessment and Transport for London (TfL) guidance.

g. Encouraging design that provides safe and secure storage, parking and other facilities (such as showers, bike cages or 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

28.5 Active transport is not a widely used term in the UK, however it aptly encapsulates both 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, which 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.

28.6 DFT’s (Department of Transport) 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.

28.7 London Cycle Network (LCN+) routes traverse the borough, and these in addition to several impending LCN+ routes, once complete will provide a sweeping network. There are also numerous proposed borough cycle routes that feed into the LCN+ routes, which with the existing borough routes provide a comprehensive cycle network within Merton.
Objectives to integrate planning and transport at the national, regional, strategic and local levels are set out in PPG13, to promote sustainable travel choices for freight and people. PPG13 discusses walking and cycling in terms of requirements for planning permissions, and ensures priority for the safety of pedestrians and cyclists.

The Community Plan aims to halve the year on year rise in obesity in children under 11 by 2025. 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.

The network of borough pedestrian routes and leisure routes links most of the centres in Merton. Walk London’s ‘Capital Ring’ walking route traverses 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 London Plan aims to improve the quality and safety of London’s pedestrian and cycle environment, and notes that good pedestrian and cycle access is essential for long commuter journeys. It also notes the importance of walking and cycling for children and other groups who do not have access to the private car and promotes travel on foot or bicycle as the most attractive option for short journeys.

The London Cycling Action plans lists ten objectives to meet the Mayor’s vision of making London a city where people of all ages, abilities and cultures have the incentive, confidence and facilities to cycle.

The Walking Plan for London supports the Mayor’s vision to make London one of the world’s most walkable city. The document outlines an action plan to achieve six objectives that revolve around improving, promoting and planning for walking.

Active transport is a 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 (Mayor’s Air Quality Strategy 2002). The Mayor’s Air Quality Strategy outlines the health implications associated with the increasing amount of air pollution, and promotes several measures to assist in improving air quality, including encouraging a shift away from private vehicles to public transport, walking and cycling.

We will require Transport Plans to meet or exceed the indicative DfT’s thresholds for transport assessment and Transport for London Guidance.

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 mobility problems, ensuring good service provision and making sure the needs of pedestrians are fully served.
28.17 The Community Plan (Sustainable Communities Strategy) aim for local people to choose to act in a sustainable way and take a sustainable approach to waste and energy is supported through active transport promotion.

28.18 This policy links with the following sub area policies:

- Colliers Wood: Requiring development to help create coherent space of high quality design, reconfiguring the centre to create a focus and making the environment more attractive to town centre users, especially pedestrian.
- Mitcham: Improve access to and around the town centre.
- Morden: Enhancing the accessibility between the town centre and its suburban hinterland and open spaces; Incorporating high quality spaces and streets with pedestrian as the priority; Improvements to the public realm including provision of new cycle facilities.
- Raynes Park: Securing environmental and transport improvements for pedestrians and cyclists.
- Wandle Valley: Seek transport improvements to improve accessibility to and within the area.
- Wimbledon: Improving the public realm and making the centre more legible and easier to get around for both pedestrians and traffic.

### Key drivers

- Public Realm Strategy (2009)
- Disability Discrimination Act (2005)
- Mayor’s Air Quality Strategy (2003 updated 2008)
- PPG13: Transport (2001)
- Mayor’s Transport Strategy (2001)
- Secured by Design

### Delivery and Monitoring

Walking and cycling in the borough will be supported through hard measures including priority and infrastructure improvements and through soft measures including the safer routes to schools programs and cycle training.
A series of key walking routes will be identified and implemented through TfL’s Local Implementation Program. They will be afforded higher priority within the LIP 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 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.

Table 1 Active Transport

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicator(s)</th>
<th>Target(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>To make Merton a</td>
<td>Production of a new Sustainable Transport Strategy for Merton</td>
<td>To increase the proportion of trips made using sustainable modes (public and active transport) By 1% per year, from 2004 base of 37%</td>
</tr>
<tr>
<td>well connected</td>
<td>Improvements to walk and cycle network</td>
<td>To reduce carbon emissions through promotion of sustainable transport modes</td>
</tr>
<tr>
<td>borough where</td>
<td>Increase in external funding</td>
<td></td>
</tr>
<tr>
<td>walking, cycling</td>
<td>Estimated annual carbon savings</td>
<td></td>
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<tr>
<td>and public</td>
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<td>transport are</td>
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<tr>
<td>modes of choice</td>
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<td>when planning all</td>
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<tr>
<td>journeys</td>
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</tr>
</tbody>
</table>
Public Transport

Strategic Objective

28.19 Strategic Objective 6: To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys.

Policy 18

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 (TA's).
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 (as defined in the Sustainable Transport Strategy).
f. Supporting town centre development that encourages inventive ideas to improve the public realm.
g. Safeguarding land for construction of major public transport projects as detailed in the DPD. Support is given to any extension of Tramlink as well as Northern line extension from Morden Centre.
h. Encouraging schools to complete school travel plans in line with the Mayor’s London wide target.
i. Supporting development which improve interchanges of public transport and transport reliability.

SA/SEA Implications

Improving public transport will encourage alternatives to car use and would have very positive implications, such as reductions in pollution, congestion and the amount of travel by car. 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).
28 Transport - policies 17-19

Justification

28.20 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. (The Future of Transport: A Network for 2030, 2004).

28.21 PPG13 (Transport), Mayor’s Transport Strategy, and London Plan encourage an increase in public transport to achieve desirable environmental, social, economic and equality outcomes through:

- Providing a safe, efficient and attractive public transport environment.
- Improving service reliability and providing better integration between all modes.
- Promoting the use of public transport and increasing the awareness of the impact of travel decisions through Travel Plans and personalised journey planning.
- Supporting major investment in new public transport infrastructure.
- Ensuring sufficient land for transport functions by safeguarding sites and routes required for developing infrastructure.
- Addressing the allocation of road space to sustainable transport uses.
- Enhancing the travel environment: Improving interchanges, providing better waiting environments, and enhancing safety.

28.22 These documents have highlighted the necessity for transport and land use changes to be integrated and developed at the same time. 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. Furthermore, large developments can act as a catalyst to the achievement of viable new transport schemes and to improvements of existing services. Similarly, new transport infrastructure together with improvements to existing services can act as the catalyst to major developments.

28.23 We will work with providers to ensure the provision of public transport services including underground and rail, bus, and tram services.

28.24 Merton’s public transport network provides the foundation for determining the location of development, ensuring that proposals that 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.

28.25 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 Town Centre and Raynes Park.

28.26 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.
28.27 Public realm improvements that could support public transport include the following:

- 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.

28.28 There are over 38 bus routes operating in the borough, 3 bus routes operating 24 hour services and 4 night buses. All bus routes are inter-connected with rail, Tramlink and underground stations. Whilst there are a number of adequate public transport interchange facilities within the borough, some are poor and require improvement. In addition, bus stops in the borough are not always conveniently located or well signed.

28.29 The borough is currently served by 21 rail stations: 9 national rail stations, 4 underground stations, 6 Tramlink stations, a transport interchange between national rail and Tramlink at Mitcham Junction, and the Wimbledon interchange between all three rail transport modes. Accessibility to the rail network is good with few residential neighbourhoods being more than 1 kilometre (0.6 miles) from a rail station. However, the level of service provided by each station varies significantly across the borough.

28.30 We recognise the role of freight in the local and national economy, and many goods movements in the borough 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.

28.31 A comprehensive, integrated public transport network supports our strategy to improve accessibility without major road building. It also supports the Mayor for London vision as outlined in the Mayor’s Transport Strategy (2001).

28.32 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.

28.33 Public transport route selection and service provision falls under the remit of our transport partners who are as follows:

- 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
- Taxi: Public Carriage Office, Transport for London
- Regional Partnerships: SWELTRAC, London Bus Priority Network
28.34 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.

28.35 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.

28.36 This policy links with the following sub area policies:

- Colliers wood: Supporting improvements to the transport infrastructure that will help to reduce road congestion and improve the public realm.
- Mitcham: Improving access to and around the town centre; Ensure measures to contribute to the Mitcham low carbon zone, with major development contributing to low and zero carbon design and technologies.
- Morden: Capitalising on Modern’s excellent transport links; Improving connectivity of all transport modes.
- Raynes Park: Securing environmental and transport improvements and improve public transport facilities.
- Wandle Valley: Seek transport improvements to improve accessibility to and within the area.
- Wimbledon: Improving the public realm and making the centre more legible and easier to get around for both pedestrians and traffic.

**Key drivers**

- PPG13: Transport (2001)
- The Transport White Paper (2001)
- Mayor’s Transport Strategy (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.
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 boroughs 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.

Table 2 Public Transport

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicator(s)</th>
<th>Target(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>To make Merton a well connected borough where walking, cycling and public transport are modes of choice when planning all journeys</td>
<td>Production of a new Sustainable Transport Strategy for Merton</td>
<td>A convenient, safe and integrated transport network, accessibility to all parts of the borough</td>
</tr>
<tr>
<td></td>
<td>Increase patronage levels</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Improvements to existing networks of school travel plans</td>
<td>All schools to have a school travel plan</td>
</tr>
<tr>
<td></td>
<td>Production of a new Sustainable Transport Strategy for Merton</td>
<td>TfL and Mayor of London; introduction of new hybrid technology buses in London</td>
</tr>
<tr>
<td></td>
<td>Estimated annual carbon savings</td>
<td></td>
</tr>
</tbody>
</table>
Parking, Servicing and Delivery

Strategic Objective

28.37  Strategic Objective 6: To make Merton a well connected place where walking, cycling and public transport are the modes of choice when planning all journeys.

Policy 19

Parking, Servicing and Delivery

We will seek to implement effective traffic management by:

a. Working with TfL 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 people with mobility difficulties and protecting vulnerable road users.

c. Supporting development that includes car club bays.

d. Implementing new controlled parking zones, or expanding existing ones where this is deemed to positively reduce trip generation, road safety and protect existing residential amenity.

e. Requiring developers to demonstrate that their development will not adversely affect on-street parking, traffic management, pedestrian and cycle movements, safety, the convenience of local residents or the quality of bus movement and/or facilities.

f. Providing car parking in accordance with Council's parking standards.

g. Considering new or expanding existing Controlled Parking Zones (CPZ) where it is deemed to positively impact trip generation, road safety and protect existing residential amenity.

h. Considering permit free agreements 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.

i. Considering permit free residential developments in town centres and locations with good public transport accessibility within CPZ's.

j. Incorporating Merton’s Road Hierarchy and Merton’s Vehicle Crossover Information Pack when locating and designing access arrangements to developments.

k. 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.

l. Requiring developments to incorporate 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.
m. Implementing measures to discourage/reduce pavement parking in industrial areas of the borough, particularly Weir Road Business Park, Willow Lane Industrial Park and South Wimbledon Industrial Park.

n. Including measures for visitor drop-off and pick-up areas, taxi’s, bus/coach parking, off street parking, set-down and pick-up facilities and Community Transport (e.g. Dial-a-ride) in development where appropriate.

o. Seeking s.106 contributions and developer obligations to mitigate the impact of development proposals and provide improvements to the highway network/public realm.

p. 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

Parking

28.38 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.

28.39 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 impacting on the potential density of the site.

28.40 Previously, the term ‘car free’ has been misinterpreted so the term ‘permit-free’ has been used in this document as a more accurate description of the council’s intentions.

28.41 PPG13, The London Plan and the Mayor’s Transport Strategy 2001 provide guidance regarding parking and servicing arrangements. In accordance with these regional documents, we have obligations to reduce traffic levels to improve air quality and to comply with the Traffic Reduction Act 1997.
28.42 The Mayor’s Transport Strategy 2001 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.

28.43 The above 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, encourage means of travel that have less environmental impact and reduce the reliance on the private car.

28.44 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 of on and off-street parking and servicing arrangements is an important part of ensuring the viability of our economy.

28.45 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.

28.46 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.

Servicing and delivery

28.47 Regional guidance also supports the use of travel demand management initiatives including car clubs, car-sharing schemes, and electric charging points. Car clubs provide realistic alternatives to car ownership. TfL 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.

28.48 The needs of the mobility impaired, including the disabled and the elderly, must be provided in accordance with the Disability Discrimination Act (DDA).

28.49 Adequate provision must be made for servicing, loading and unloading and turning facilities in accordance with the standards set by the Freight Transport Association.
28.50 The 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 and to satisfy the different types of development in the borough.

28.51 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.

28.52 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

- Disability Discrimination Act (2005)
- PPG13: Transport (2001)
- Mayor’s Transport Strategy (2001)
- Road Traffic Reduction Act 1997
- Freight Transport Association

### Delivery and Monitoring

All developments are assessed according to our maximum parking standards.

A Transport Assessment is submitted where a change in land use and/or where the construction of a new or amended access to a major development is proposed; and/or for applications for major developments. Transport assessment includes a Stage 1/2 Safety Audit to assess potential impacts on the highway or transport network.

### Table 3 Parking, Servicing and Delivery

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicator(s)</th>
<th>Target(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>To make Merton a well connected place where walking, cycling and public transport are modes of choice when planning all journeys.</td>
<td>Production of a new Sustainable Transport Strategy for Merton</td>
<td>Expansion of Controlled Parking Zones</td>
</tr>
<tr>
<td></td>
<td>Number of new or enhanced CPZs (Control Parking Zones)</td>
<td></td>
</tr>
</tbody>
</table>
### Transport - policies 17-19

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicator(s)</th>
<th>Target(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Effective enforcement of CPZs</td>
<td>Percentage change in traffic generation</td>
<td>Reduction in growth of traffic generation</td>
</tr>
<tr>
<td></td>
<td>Number of car clubs and electric cars</td>
<td>Increased uptake of sustainable modes (car clubs, electric cars)</td>
</tr>
<tr>
<td></td>
<td>Percentage change in traffic generation</td>
<td>Reduction in car ownership levels</td>
</tr>
<tr>
<td></td>
<td>Number of car clubs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Car ownership</td>
<td></td>
</tr>
</tbody>
</table>
29 Infrastructure - Policy 20

Introduction

29.1 Physical and social infrastructure is required to facilitate development in the borough. New development will be expected to provide for any necessary infrastructure, on-site or as part of a planning contribution.

29.2 An infrastructure needs assessment was carried out to determine the particular priorities for Merton, which were health, education and transport.

29.3 We will work with partners to deliver new support services to match the projected population growth, especially in areas of significant new homes or areas of deficiency.

Spatial Objectives

29.4 This policy applies to all spatial objectives, set out in Chapter 9 ‘Strategic Objectives and Spatial Principles’

Policy 20

Infrastructure

The infrastructure of the borough will be enhanced and expanded for those living, working and visiting Merton and to accommodate population growth by:

a. Working with partners, including the health, education and emergency services, to ensure adequate provision of services and facilities, for example; health clinics, schools and transport.

b. Supporting education services in the expansion and provision of schools to meet the anticipated increased number of children in Merton. We may enable land purchase if this supports education provision.

c. Ensuring that any proposed development that gives rise to the need for additional or expanded infrastructure will be expected to mitigate the impact through the provision of planning obligations in accordance with national guidance.
SA/SEA Implications

To meet the strategic objectives with the overall aim of promoting social cohesion and bridging the gap between the east and west of the borough by 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 findings provide key outcomes for consideration and present a realistic table of infrastructure needs.

Justification

29.5 As outlined in Chapter 7 ‘Issues and Opportunities’ sustainable development is the core principle underpinning planning. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. The World Commission on Environment and Development in 1987 drew up a widely used definition: “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

29.6 The Planning White Paper; Planning for a Sustainable Future (May 2007) sets out our detailed proposals for reform of the planning system, building on Kate Barker’s recommendations for improving the speed, responsiveness and efficiency in land use planning, and taking forward Kate Barker’s and Rod Eddington’s proposals for reform of major infrastructure planning.

29.7 PPS12: Local Spatial Planning sets out the principle for infrastructure delivery (See Annex 2 page 34) and states that the Core Strategy should be supported by evidence of what physical and social infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided.

29.8 The need for infrastructure to support housing growth and the associated need for an infrastructure delivery planning process has been highlighted in the Government’s recent Housing Green Paper (July 2007).

29.9 Current proposals as set out in Chapter 26 ‘Housing - policies 13-15’ for Merton are to provide for 5,550 homes between 2011-2026. Population projection to 2026 suggests an overall increase of 1,100 residents (approximately 60 residents per annum). The relationship between housing provision and population growth is complex, complicated by the changing nature of household tenure. 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.

29.10 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. The current SPD expects contributions towards education, health, open space, children's play space, private amenity space, transport improvements, waste facilities and sustainable development.

29.11 The Planning Bill (November 2007) builds on the proposals set out in the Planning White Paper and introduces a new system for nationally significant infrastructure planning, alongside further reforms to the town and country planning system and introduced a new statutory planning charge to be called the Community Infrastructure Levy (CIL). CIL policies will be based on a costed assessment of the infrastructure requirements arising out of development.

29.12 Local Authorities should continue to advance their infrastructure planning in preparation for the new CIL in order 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.

29.13 In line with PPS12, we carried out an infrastructure needs assessment study in December 2008, which included the following infrastructure areas:

- Utilities infrastructure: sewerage, drainage, water and utilities (1)
- Transport infrastructure
- Social infrastructure: health, education, skills and adult education, leisure and culture, community facilities and emergency services

29.14 The identified strategic priorities of concern for Merton over the next 15 years are health provision, education, transport infrastructure and supporting future needs of the police and fire services:

29.15 **Health:** The identified strategic priorities are in Lower Morden, West Barnes, Longthornton and Wimbledon Park. The Council will continue working with the PCT, using planning obligations and other methods, to help improve health services in these areas. Joint working with Kingston, Sutton and Croydon could ensure better coverage near the borough’s boundaries.

29.16 **Education:** 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. It is anticipated that there will be an additional 638 reception school places required by 2011/12 (from birth year 06/07) representing nearly 25% increase over a 5-year period. We must plan for school expansion to meet this need and work with education services to identify suitable sites, in particular the need for a primary school in north Wimbledon.

1 Waste is being covered under the Joint Waste Plan (due to be adopted 2011)
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. During the lifespan of the Core Strategy we will therefore need to consider possible additional demand for all types of education provision. The Government’s "Building Schools for the Future" (BSF) initiative provides investment for new and improved secondary school buildings. We will also 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.

Transport: 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. 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.

Emergency Services: 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.

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

Community: We currently have eight community centres and two community resources, the majority are located in the east of the borough. In addition we have eight libraries, a heritage centre and several cultural interests including Merton Abbey and Ravensbury Mill. We want to enable accessibility to as many people as possible and as such would resist their loss.

Section 30 ‘Infrastructure projects’ sets out how infrastructure to support the Core Strategy will be delivered.
Key drivers

- Strategic Housing Land Availability Assessment (SHLAA) (2009)
- The Community Infrastructure Levy (CIL) (2009)
- PPS12: Local Spatial Planning (2008)
- Merton Residents Survey 2008
- Merton’s Infrastructure Needs Assessment Study (2008)
- Planning Bill (2007)
- Property for Policing (2007)
- Older People’s Strategy 2007: Celebrating Age – Valuing Experience
- The South East Plan (2006)
- Merton’s SPD on Planning Obligations (2006)
- Merton Neighbourhood Renewal Strategy 2005-2010
- PPS1: Delivering sustainable development (2005)

Delivery and Monitoring

This policy will be delivered through departments across the council such as leisure and education (e.g. INV1: Improved Education and Training in Section 30 ‘Infrastructure projects’) transport planners and development control. Alongside, we will work with our external partners in particular the Local Strategic Partnership. Delivery will be supported by the Community Plan, the emerging Development Control Policies DPD and the Planning Obligations SPD.

The policy 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.

Merton is 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. (e.g. INV 5: Improved community facilities in Section 30 ‘Infrastructure projects’).
### Table 1 Infrastructure

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Indicators</th>
<th>Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>All chapter 9 ‘Strategic Objectives and Spatial Principles’</td>
<td>Amount of hospital healthcare floorspace completed.</td>
<td>Total floorspace/units</td>
</tr>
<tr>
<td></td>
<td>Delivery of transport infrastructure</td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td>Delivery of education infrastructure</td>
<td>Total new developments</td>
</tr>
<tr>
<td></td>
<td>Delivery of community infrastructure</td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td>Local improvements funded by planning obligations.</td>
<td>% Increase</td>
</tr>
<tr>
<td></td>
<td>Revised SPD for Planning Obligations</td>
<td>To be revised and adopted in 2011</td>
</tr>
</tbody>
</table>

These objectives seek to equally contribute towards a sustainable neighbourhood and facilitate development in the borough.