Introduction

This document has been created to ensure that the sustainability appraisal is comprehensive and robust enough to support the Supplementary Planning Document (SPD) during the consultation stages of the approval process. This Final Sustainability Report is the last stage in the process. It is a revision of the previous document, the Initial Sustainability report which was consulted on during March-April 2005. This document has considered any comments made on it and any changes made to the brief. Some minor amendments have been made to the appraisal in light of comments on it.

The main amendments made to the brief as a result of the initial appraisal included incorporating an increased requirement for using sustainable construction methods including use of demolition material, improving the provision for recycling facilities and using water efficient appliances and incorporating measures that encourage a reduction in crime.

It is recognised from the Consultation Paper ‘Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks’ published September 2004 that ‘the SA should provide a level of detail that is appropriate to the spatial scale and level of detail of the plan being appraised, including the significant effects of site specific allocations and infrastructure proposals where these are included as part of the plan.’ From this it would appear appropriate that the level of detail is not required to be as thorough as would be required for other more significant LDF documents.

The main purpose of this document will be to assess the brief against the sustainability objectives for the borough and suggest mitigating measures where appropriate. In order to do that the objectives and physical effects of the brief should be assessed. The analysis against the Framework should make reference to the background data for Mitcham that will highlight the sustainability issues in the area.
The development Brief Objectives

There is an overarching Vision for the regeneration of Mitcham:

To provide a district town centre with quality shopping, quality housing, a quality environment, good transport links and improved community facilities.

The Key Aim is:

To achieve this by regenerating the town centre through an economically sustainable, commercially viable, comprehensive redevelopment.

The Key Objectives for achieving this are:

• Create an economically sustainable and viable town centre.
• Promote a socially and environmentally sustainable community.
• Create vibrant and attractive public spaces.
• Achieve high quality urban design, architecture and open spaces.
• Provide a greater mix of land uses in the town centre.
• Enhance accessibility to and around the town centre, whilst promoting sustainable transport patterns.

The UDP Requirements

There is a full and robust analysis of relevant national, regional and UDP policies contained within the brief in section 6. It is not intended to reproduce this work here. A brief summary of the UDP policies will be set out though.

The Council has a section of the Unitary Development Plan in Chapter Five that deals with specific policies for Mitcham. These are provided under policies MI1-MI5. The centre has been termed an Urban Village. The policies can be summarised as follows. To achieve the regeneration of Mitcham Town centre through the redevelopment of a number of sites designated on the proposals map for a variety of uses. An increase in retail use will be encouraged with residential use above on upper floors. Gateway improvements will be encouraged for pedestrians and cyclists. Maximum use of the town green will be encouraged.
**Design Principle for the Urban Design Brief**

Mitcham Town Centre will be an attractive, safe, vibrant, walkable and integrated local district centre with the brief intending to provide a comprehensive approach for the future of Mitcham town centre whilst protecting the mixed use village community. It will be retail led with an anchor store, supported by a similar leisure/community anchor and provide residential units above these uses.

**The principal physical effects of the Brief**

**Building redevelopment:**

- The brief proposes to reconstruct the majority of the central pedestrianised area of Mitcham. In the short term this will deal with the area between Majestic Way, Holborn Way and Upper Green East. It will lead to the demolition of most of the buildings in this area retaining the two locally listed public houses and a short terrace. Buildings with active frontages will face onto Holborn Way. A large retail anchor store with associated parking will be developed in the north-east corner of the area. A combined leisure/community use will be developed as an anchor in the south-east corner of this central area. This will contain a new relocated town library. To balance the effect of the retail anchor store another large retail anchor unit will be expected to be developed in the south-west corner of the area. In total five major new blocks will make up this ‘core’.

- Most of the new blocks will be mixed use combining retail with residential with the floors above ground level being flats or maisonettes. Smaller units are to be located at the centre of the development that give opportunity for development for restaurant/bar/café use. This is intended to encourage a presence of people in the area after the shops close.

- A new market square will be developed south of the White Lion pub and enhancements will also be made to Fair Green.

- In the medium term the property along the West side of Holborn Way, Western road and Upper Green West will be redeveloped as retail with residential above or just residential. This does not include Sadlers Close estate.

- There will be affordable housing provision.

- The long term aims of the brief are to improve the pedestrian accessibility to the centre for those living within 10 minutes walk and to successfully implement the strategy to regenerate the surrounding area. This is dealt with in Section 9 of the brief which identifies a number of sites with potential for redevelopment and intensification in the surrounding locality.

**The following proposals for traffic improvements have been made and include the following:**

- Re-phasing the traffic lights throughout the central area needs to be considered to ensure the smoother flow of traffic.

- Improve the environmental quality of Holborn Way possibly through the insertion of a central reservation and additional tree planting.

- Produce options for the gyratory around Raleigh Gardens to reduce the negative effects of traffic and the island effect it causes with the possibility of removing it altogether.

- Address pedestrian severance throughout the area by removing unnecessary road land take and simplifying pedestrian routes and crossing points.

- Realign St Mark’s road in order to service the food store.

- Parking facilities will need to be consolidated onto the following sites: at the retail foodstore anchor, community facilities building, and at Raleigh Gardens and/or the Blockbuster/Netto site.
• Parking provision for the residential use will need to be made in line with the requirements in the UDP.

• New transport proposals should include the provision of new cycle routes to and through the town centre and an increase in the number of cycle stands and the possibility of covered cycle parking.

• Any new Controlled Parking Zones will need to be implemented in line with the council policy.

• New bus stops/interchange must be provided along Holborn Way in order to provide convenient access to the newly developed town centre core. This may result in the removal of the bus lane along Holborn Way. This will result in the removal of some of the bus stops around Raleigh Gardens and may enable the removal of the bus lane too.

**Sustainable Development:**

• All new buildings will be expected to exceed Part L of the Building Regulations.

• The use of sustainable energy systems and sustainable design and construction techniques will be expected.

• The use of efficient gas, space and water heating systems will be expected wherever possible.

• Environmental good practice will be expected in buildings material specification eg. sustainably sourced timber.

• User friendly recycling facilities to be installed in all developments

• Use of water efficient appliances.

• Waste to be minimised during construction using modern construction methods where appropriate.
Background Information and Identification and Consideration of the Social, Environmental and Economic Issues

“A visible decline of the area began in the 1960s. Over the years, Mitcham town centre failed to compete with the nearby centres of Wimbledon, Tooting and Streatham, as well as major metropolitan centres of Kingston, Sutton and Croydon.” *Property Market Overview for Mitcham Town Centre CB Richard Ellis January 2005*

In comparison with other, more prosperous town centres in South London, Mitcham had to cope with the additional challenges posed by the fact that it is surrounded by some of Merton’s most socially and economically deprived residential wards.

The most notable signs of decline in Mitcham town centre are the low quality of its physical fabric, architecture and landscaping; and the poor state of repair of many buildings and areas of the public realm, especially those constructed in the second half of the 20th century.

The more successful elements of Mitcham town centre are located to the south and north on London Road and Upper Green West and East. For instance the greatest footfall is located on London Road where the Tesco store is located. There is also retail provision to the north of the central area. All of these areas are designated as secondary frontage in the UDP apart from Upper Green West. Over 50% of the retail units are under 1,000 square foot and are unlikely to be appealing to large UK retailing companies which probably explains why there is a high vacancy rate amongst them.

Regarding office provision the CB Richard Ellis report states that office development is unlikely to form a major part of any redevelopment citing the regional slump in the office market and the relatively bad transport connections when compared with other centres inside and outside the borough. The gas holder site to the north west of Mitcham should also be considered as it is designated to provide employment land use which would compete with any development of this kind in Mitcham Centre.

Mitcham is located in the poorer eastern part of the borough where the level of deprivation is lower than the rest of the borough. This can be illustrated with some facts from the 2001 census. The centre lies within the Figges Marsh ward although borders both Cricket Green and Lavender Fields. Figges Marsh exceeds the average income support claim rate for London with a rate of 8.9% whereas the London average is 7.94%. Average income is below £20,000 for all three of these wards. The unemployment rate in all three wards also exceeds 4.25% which is higher than the borough average of 3.26%. Deprivation is further illustrated by the ODPMs index of Deprivation which was updated in 2004. When the Super Output Areas analysed are combined it puts Figges Marsh and Cricket Green at the top of the deprivation tables in the borough and amongst the top 20% deprived wards in the country.

The total population for the three wards based on figures from the 2001 census is 29,602 however not all of this population would be within walking distance of the town centre. The brief estimated that the town centre has a catchment area of about 8,000 people.

The recent trends in crime can be taken from Merton’s recent tri-annual Crime and Drugs Audit 2001-2004. This has shown that there is a rising trend in ABH offences in town centres but not in Mitcham where the trend is actually downwards. The upwards trend is mainly in Wimbledon which has been attributed to the growing night time economy there. However crimes involving an offensive weapon and race related incidents have risen in the boroughs other centres as well as Wimbledon, but particularly in the east of the borough. A rise in domestic incidents was also recorded. It should be noted that shoplifting is significant in Wimbledon town centre along with other forms of acquisitive crime which was partly led by a general rising level of youth crime across the borough in the past two years. Drug related offences has risen across the borough in the past two years.
Anti social behaviour offences were found to be highest in Figges Marsh, Cricket Green and Trinity wards. This is why those wards are amongst those covered by the Boroughs Safer Neighbourhoods Project for those areas requiring public reassurance measures provided for example by safer neighbourhood teams providing a visible presence. Cricket Green and Figges Marsh come top in the analysis for the need for designation of Safer Neighbourhood need. Mitcham town centre held the second highest level of youth disorder in the borough after Wimbledon.

There are 10 bus routes running through the centre with two terminating there. This provides services to New Malden, Merton, Wimbledon, Putney, Clapham, Streatham, Croydon, Carshalton, Purley, Sutton, St Helier, and Morden. Unfortunately train or tube services are a good distance away with Colliers Wood tube and Mitcham Junction and Tooting stations all over 1.5km away. Therefore the town centre is not well served by public transport with the bus services giving the centre a PTAL rating of 4 though.

There is one site in the Annual Transport Monitoring Report published in January 2005 that covers the area relevant to the brief. This is a manual count location on London Road between Bond Road and Armfield Crescent. A manual count records the modes of transport as well as the overall number of movements. The results for the past five years are available for the site. This indicates that bus passengers have been increasing across the period by 20% from 2000 to 2004. However car drivers have increased by nearly 60% but cyclists, motorcyclists and pedestrians have all declined by a small amount. Some of these smaller declines for the soft modes of transport may have been affected the weather on the day of the count but it illustrates the dramatic increase in car use.

Further background information that could be provided:

- Air quality data
- Employment information

The SA Framework

The table below is the starting point for the Sustainability Framework for future sustainability appraisals of LDF documents at Merton Borough Council. It is now reaching its final early stages of development and is an amalgamation of previous work. The aims of the previous sustainability appraisals (1998 and 2000) of the current UDP were the logical starting point for this framework. They were developed through assessment of the objectives of other publications and sustainability issues. They have been revised against major publications and issues since so that they are up to date. This assessment is available separately if required. Objectives are required to be ‘a statement of what is intended, specifying a desired direction of change’.
<table>
<thead>
<tr>
<th>Topic</th>
<th>Objective</th>
<th>Indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land-Use</td>
<td>Increase the use of urban brown field land</td>
<td>Number of schemes on brownfield land as a percentage of all schemes</td>
</tr>
<tr>
<td>Minerals and soils</td>
<td>Where possible maintain and enhance soil quality</td>
<td>Number of sites registered contaminated in the borough</td>
</tr>
<tr>
<td>Waste</td>
<td>Reduce the amount of waste generated, maximise reuse, recycling and recovery and reduce our reliance on landfill disposal</td>
<td>Total amount of municipal waste recycled as a percentage of total municipal waste in Merton</td>
</tr>
<tr>
<td>Carbon Reduction and Energy</td>
<td>Ensure specific measures to improve energy efficiency are used in new developments, refurbishment and/or renovations and extensions.</td>
<td>The carbon equivalent per annum figure for household energy consumption</td>
</tr>
<tr>
<td>Pollution</td>
<td>Ensure the risks of pollution to human health and all areas of the boroughs environment are reduced</td>
<td>See the various sub-indicators relating to air, water, noise and light pollution</td>
</tr>
<tr>
<td>Biodiversity and the Natural Environment</td>
<td>Further protect existing designated sites</td>
<td>Total designated nature conservation area</td>
</tr>
<tr>
<td>The Built Environment and its heritage</td>
<td>Encourage sustainably built development</td>
<td>Number of buildings built to the eco-homes standard that are good or above DC checklist</td>
</tr>
<tr>
<td>Basic Needs</td>
<td>Increase the number of appropriate affordable housing units in Merton to reflect increases in demand</td>
<td>The number of affordable housing completions provided per year</td>
</tr>
<tr>
<td>Work and the economy</td>
<td>Maintain local employment levels</td>
<td>Rate of employment vs Rate of unemployment</td>
</tr>
<tr>
<td>Health</td>
<td>Improve health equality</td>
<td>Accessibility of health care facilities</td>
</tr>
<tr>
<td>Transport and access</td>
<td>The need for travel is minimised</td>
<td>Average weekday two way traffic flow</td>
</tr>
<tr>
<td>Crime</td>
<td>Reduce the level of street crime</td>
<td>Violence against a person offences</td>
</tr>
<tr>
<td>Education</td>
<td>Increase educational attainment of the boroughs residents</td>
<td>GCSE pupils achieving grades A-C</td>
</tr>
<tr>
<td>Education</td>
<td></td>
<td>The number of enrolments on all adult education courses provided and secured by the local authority per 1,000 adult population</td>
</tr>
<tr>
<td>Equity and Participation</td>
<td>Poverty is reduced</td>
<td>The number of people receiving Income Support at ward level</td>
</tr>
<tr>
<td>Cultural, leisure and social activities</td>
<td>Improve the access to and quality of open spaces</td>
<td>The level of fuel poverty</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The average income</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The net number of recreation facilities (square feet of floorspace) in the Borough.</td>
</tr>
</tbody>
</table>
The SPD option

Retail led development

This is the only viable option for the brief. A completely residential development would not be possible and would lead to massively increased levels of travel for local residents because of the reduction in shopping provision. It would also go against the UDP policy. A completely employment led development would not be viable in such a location given the level of public transport accessibility to the area. Equally a residential or employment led development would not be satisfactory as the best possible outcome for the area would be an increase in the diversity and provision of retail services therefore any proposal will have to be retail led.

Do nothing

The area could remain as it is. Again this is not a viable alternative to look at as it is likely that organic growth would occur anyway since Asda have procured land in the central area and will be looking to develop. Therefore it's important to use this to catalyse regeneration of the whole town centre. Also doing nothing would go against the UDP policies.

The Sustainability Appraisal

The Assessment of the Urban Design Objectives and Aspirations against the Sustainability Framework is shown in the following table. (Overleaf)
### Assessment of the draft Urban Design Brief for Mitcham Town Centre (retail led)

#### Key
- ✓ Good
- • Not relevant
- ? Unknown
- X Bad

#### Assessment of the effect

<table>
<thead>
<tr>
<th>Topic</th>
<th>Sustainability Framework Objectives</th>
<th>Short</th>
<th>Medium</th>
<th>Long</th>
<th>Positive/ Negative</th>
<th>Permanent/ Temporary</th>
<th>Comment on the effect and any assumptions made noting any possibilities of secondary, cumulative and synergistic effects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscape</td>
<td>Increase the use of urban brown field land</td>
<td>✓</td>
<td>✓</td>
<td>?</td>
<td>✓</td>
<td>Permanent</td>
<td>The central area will benefit from more intensive and efficient use of the existing built upon land with building heights increasing in a number of places and floor plates for retail units increasing in size. This will increase the flexibility of the accommodation for retail purposes, however it may not be so practical in the long term for a future land use. For example the land used for existing single level parking in the core area should be used more intensively. The brief also identifies in detail re-development opportunities on ten sites outside the core area where land could be used more intensively. It is hard to assess over the long term whether the development will provide flexible buildings that can be adapted to other uses when required.</td>
</tr>
<tr>
<td>Minerals and Soils</td>
<td>Where possible maintain and enhance soil quality</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>Temporary</td>
<td>There will be some damage to soils involved in the minor realignment of St Mark's Road. With most of the property being demolished in the central area it is also likely that there will be further degradation of the soil structure beneath these buildings that will be unavoidable. Therefore in the short term this will be a negative effect but it will become irrelevant once the buildings are all constructed.</td>
</tr>
<tr>
<td>Waste</td>
<td>Reduce the amount of waste generated, maximise reuse, recycling and recovery and reduce our reliance on landfill disposal</td>
<td>✓</td>
<td>✓</td>
<td>X</td>
<td>✓</td>
<td>Permanent</td>
<td>Management of construction waste is expected to be in line with the waste hierarchy. Use of sustainably sourced timber is also encouraged but this could go further by requiring all materials to be sustainably sourced. For example by sourcing materials locally where possible. It should be noted that the most sustainable development would involve re-use of the buildings rather than demolition but it is recognised that this is not viable in this case. Over the long term the amount of waste generated by the redeveloped area will increase, therefore it is essential that recycling and reuse is encouraged and facilitated to reduce the impact that this may have.</td>
</tr>
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</table>
## Assessment of the effect

<table>
<thead>
<tr>
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<th>Negative</th>
<th>Permanent</th>
<th>Temporary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon Reduction and Energy</td>
<td>Ensure specific measures to improve carbon efficiency are used in new developments, refurbishment and/or renovations and extensions.</td>
<td>✓</td>
<td>✗/✓</td>
<td>✗</td>
<td>✗</td>
<td>Permanent</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pollution</td>
<td>Ensure the risks of pollution to human health and all areas of the boroughs environment are reduced</td>
<td>✗</td>
<td>✗/✓</td>
<td>✓</td>
<td>✓</td>
<td>Temporary</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Biodiversity and the Natural Environment</td>
<td>Further protect existing designated sites</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td></td>
</tr>
</tbody>
</table>

### Comment on the effect and any assumptions made noting any possibilities of secondary, cumulative and synergistic effects

**Carbon Reduction and Energy**

- **Part L of the Building Regulations** will be exceeded and efficient gas, space and water heating systems will be expected. However, this is only for residential units where a certificate is required. But commercial property are not required to provide this certificate. Individually many of the commercial units would not be required to adhere to Mertons 10% renewable energy policy apart from the ASDA development. Therefore, all commercial buildings should be required to exceed Part L of the building regulations as well.

- Over the long term, new buildings efficiency will reduce as newer standards and construction techniques are introduced unless the buildings are built to the highest carbon efficiency. This is unavoidable therefore over the short term provided all buildings are built to and exceed Part L then this can be seen to be positive but the effect will reduce over time to become negative in the long term.

**Pollution**

- The main pollutant effecting human health in Mitcham town centre will be the pollution produced by road transport. This will be in the form of particulates and oxides of nitrogen. Road transport will also pollute the wider atmosphere contributing to global warming. It is recognised that removing road traffic altogether is totally impractical. Instead, the brief aims to regularise the speed of traffic to make it more consistent throughout the area. This would reduce the amount of air pollution as cars produce more emissions the more they have to decelerate and accelerate. Over the short term, emissions would fall but would still be present; however, they may reduce further over the medium and long term as new forms of technology are introduced that produce no or significantly lower emissions than current levels.

- The effects of noise pollution should also be considered in the brief as new residential development is proposed in close proximity to Holborn Way and Western Road.

**Biodiversity and the Natural Environment**

- There are no designated sites for nature conservation within the area of the brief that will require protection; therefore, this objective is not relevant. It should be noted that the main area of green space will be improved by the development from its current rundown state.
<table>
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<th>Permanent/Temporary</th>
<th>Assessment of the effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Built Environment and its heritage</td>
<td>Encourage sustainably built development</td>
<td>✓/✗</td>
<td>✓/✗</td>
<td>✓/✗</td>
<td>✓/✗</td>
<td>Permanent</td>
<td>As covered above the brief indicates that it will encourage sustainability improvements to be made to the buildings through the construction materials used, energy efficiency measures and recycling provision. The site's contribution to rainwater runoff is considered important as there is an increase in the amount of building cover. Unless some form of Sustainable Urban Drainage System is used, the site will contribute to raising run-off which will increase the pressure on the local storm drainage system. Swales and storage ponds may not be practical given the urban nature of the site but there could be some consideration of green roofing or underground storage tanks to reduce the rate of runoff instead.</td>
</tr>
<tr>
<td>Basic Needs</td>
<td>Increase the number of appropriate affordable housing units in Merton to reflect increases in demand</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>The development will be required by the existing UDP planning policies to provide a mix and range of housing type and tenure depending on the number of housing units provided.</td>
</tr>
<tr>
<td>Work and the Economy</td>
<td>Maintain local employment levels</td>
<td>?</td>
<td>?</td>
<td>✓</td>
<td>?</td>
<td>?</td>
<td>Retail employment can be a significant employer and the brief if fully implemented should increase the viability of the core of the local centre through the provision of an anchor retail store which in turn should increase overall retail employment. This should be supplemented by the development of a community/leisure uses anchor. However, the secondary retail frontages that exist along London Road to the north and south of the site may suffer through the increased competition particularly from the large retail anchor. It should also be noted that if the brief has the desired effect then more national retailers increases the likelihood of an upward movement in rents for local retailers possibly forcing them out of the area or business. How this will effect employment levels in the short to medium term is hard to estimate but over the long term it would be expected to be positive as more people are attracted to the centre to shop.</td>
</tr>
</tbody>
</table>
### Key
- **✓ Good**
- • Not relevant
- ? Unknown
- **X Bad**

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</tr>
</thead>
<tbody>
<tr>
<td>Health</td>
<td>Improve health equality</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

**Comment on the effect and any assumptions made noting any possibilities of secondary, cumulative and synergistic effects**

The possibility of creating a medical use as part of the community facilities block will improve health equality in the area. Currently there are significant medical facilities provided at the Wilson hospital on the edge of Mitcham Common. It would be more sustainable if these were transferred to the town centre as the Wilson hospital site is not very accessible with a PTAL rating of 2 whereas the town centre has a higher rating of 4. The local PCT is currently consulting on possible changes to the provision of health facilities in the area. This would obviously increase the accessibility of the facility and therefore equality in health care provision in the area.

### Transport and Access

- The need for travel is minimised

<table>
<thead>
<tr>
<th></th>
<th>Short</th>
<th>Medium</th>
<th>Long</th>
<th>Positive/ Negative</th>
<th>Permanent/Temporary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport and Access</td>
<td>✓/X</td>
<td>✓/X</td>
<td>✓/X</td>
<td>✓/X</td>
<td>✓/X</td>
</tr>
</tbody>
</table>

The brief should have a positive effect over the short to long term in reducing the need to travel for four reasons. One, it will increase the number of shops and therefore shopping choice for local residents by encouraging more national retailers into the area. This should reduce their need to travel further afield for their needs. Two, the brief intends to improve the walking environment in the centre by redesigning and simplifying crossings. Three, bus stop access improvements including a new bus interchange should encourage more people to use them rather than the car. Four the brief mentions the need to improve the facilities for cyclists and the possibility of increasing the number of cycle routes thereby encouraging an increase in cycling.

The complete re-development of the shopping facilities will ensure that they meet the new Part M Building regulations that require access for those with disabilities.

There will also be a requirement for every planning application for sites in the town centre to include a Transport Impact Assessment and more importantly a Green Travel plan.

On the negative side the brief does not mention anything on removing railings and improving the directness and visibility of walking routes in the centre. Unfortunately the overall number of parking spaces is increased which can only encourage more people to drive to the centre in the future.
<table>
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</tr>
</thead>
<tbody>
<tr>
<td>Crime</td>
<td>Reduce the level of street crime</td>
<td>×</td>
<td>×</td>
<td>×</td>
<td>×</td>
<td>×</td>
</tr>
</tbody>
</table>

It is unlikely that the development will reduce the level of street crime. The experience of Wimbledon town centre would indicate that the level of street crime will increase as the numbers of shoppers increase, particularly if there is an increase in provision in the night time economy. However it is intended that the whole of the town centre be covered by CCTV and that buildings should be designed securely with natural surveillance in mind.

| Education | Increase educational attainment of the boroughs residents | • | • | • | • | • |

It is hard to say at this point whether the development of new community facilities will improve the availability of educational provision for local residents.

| Equity and Participation | Poverty is reduced | ✓/? | ✓/? | ✓/? | ? | ? |

It is possible that the brief will help reduce the current level of poverty in the Mitcham. It may for instance reduce the number of people on income support as more jobs in the retail sector will be provided but there is no guarantee that these jobs would go to local people. The brief also acknowledges that the area needs to encourage an influx of professional people to add diversity to the local population. This would benefit the night time economy for example. However this could be to the detriment of local people and result in rising prices. If this happens then over the medium to long term average incomes would rise. The new community facilities would encourage more involvement in community activities which should result in a more vibrant community.

| Cultural, Leisure and Social Activities | Improve the access to and quality of open spaces | ✓ | ✓ | ✓ | ✓ | ✓ |

Apart from the open space around the clock tower there is little significant open space to improve. A new market square will be a good addition to the town centre and add to open space provision in general. The use of this space may improve with greater numbers of shoppers using the area generally. There is little from an access point of view that could improve though. Also the area is not deficient in open space due to the proximity of Mitcham Common. The quality of the current space will improve by for example use of section 106 money to be used to improve the Three Kings pond.
Summary of the Results of the Sustainability Appraisal

The important issues missing that were raised through the compatibility test between the brief’s objectives and those of the Sustainability Framework are as follows:

- Damage to soils
- Re-use of buildings rather than demolition
- Air pollution from road transport
- Noise pollution
- Rainwater runoff
- Effect on existing retailers
- Reducing the level of crime

The major issues that were highlighted as being inconclusive or not relevant are as follows:

- Damage to soils
- Nature conservation

Mitigation Measures

There is no ability for the issues relating to soil to be mitigated against. Equally there is little more the brief can realistically do to affect air pollution from road transport.

The transport improvements relating to buses will bring people as close to the core of the centre as possible without actually using the pedestrianised section of London Road. This would have been the ideal solution but it has not been chosen for the brief. Therefore the suggested bus stops on Holborn Way are essential to encourage people not to drive which is going to be vital given the increased number of parking spaces and the overall increase in shopping floorspace that will attract more people to centre.

The removal of the guard railings wherever possible will greatly improve the accessibility for pedestrians throughout the area as they currently restrict movement across the central area. This should be pursued as far as possible.

The potential to reduce the rate of rainwater run-off should be considered where possible for instance the possibility of using green roof methods should be considered in at least one of the new buildings as a form of SUDs.

Demolition would not be sustainable. However it maybe acceptable if the replacement building is energy efficient and flexible in use, particularly if it creates more flexibility for community uses. The heritage of those buildings for demolition should be considered before it is agreed. Demolition materials should be expected to be recycled.

The effect of noise pollution on residential development should be considered in their design.

The Police and local wardens for Mitcham town centre should be involved in the proposals as they proceed including siting of any new CCTV equipment and design of buildings.

Mike Carless: Sustainability Appraisal Officer