Morden Station Planning Brief

March 2014

merton

Contents

1.0   Introduction

What has happened so far?

1.1 In 2008 and 2009 the council undertook a public consultation exercise called 'moreMorden' seeking people's views and opportunities for regenerating Morden town centre.

1.2 From the 2009 results of the moreMorden consultation, 80% of respondents supported the strategic vision for Morden town centre.

Why is this site of importance to regenerating Morden town centre?

1.3 Morden London Underground station development site has the potential to contribute significantly to the wider regeneration of Morden town centre.

1.4 This site lies at the heart of Morden town centre, and its redevelopment could improve the town centre environment, street scene and pedestrian facilities outside Morden London Underground station (hereafter Morden station) and the parade of shops fronting onto London Road.

1.5 This town centre site provides excellent access to public transport however the land use predominantly comprises car parks.

1.6 Developing this site which includes Morden station, Sainsbury's supermarket and the parade of shops between them, has the potential to deliver many:

- new town centre homes,
- modern retail, hotel, business and community facilities, and
- improvements to the public spaces and the appearance of the town centre.

Our partnership with Transport for London

1.7 The council has worked closely with Transport for London (TfL) to understand the technical engineering and operational requirements; those discussions are reflected in the Brief.

Sites and Policies allocation

1.8 Merton's draft Sites and Policies Plan has been subject to four rounds of public consultation and allocates the following four sites within this planning brief for mixed use development schemes, they are:

- Site 57: Morden Station Offices and Retail Units;
- Site 58: Sainsbury's (Peel House) Decked Car Park;
- Site 61: Morden Station Surface Car Park; and
- Site 65: Kenley Road Car Park.

Purpose of the planning brief

1.9 Alongside the allocated uses within the draft Sites and Policies Plan, the Morden Station Planning Brief will:

- highlight development opportunities and constraints;
- provide detailed design guidance; and
- highlight the most relevant aspects of adopted and emerging planning policies.

1.10 This Planning Brief will guide the assessment of any relevant planning applications and provide an opportunity for the council to:

- pro-actively create a vision for the site;
- reduce planning uncertainty for investors through the provision of detailed guidance; and
- co-ordinate the interests of various land-owners.

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Figure 1: Site location plan

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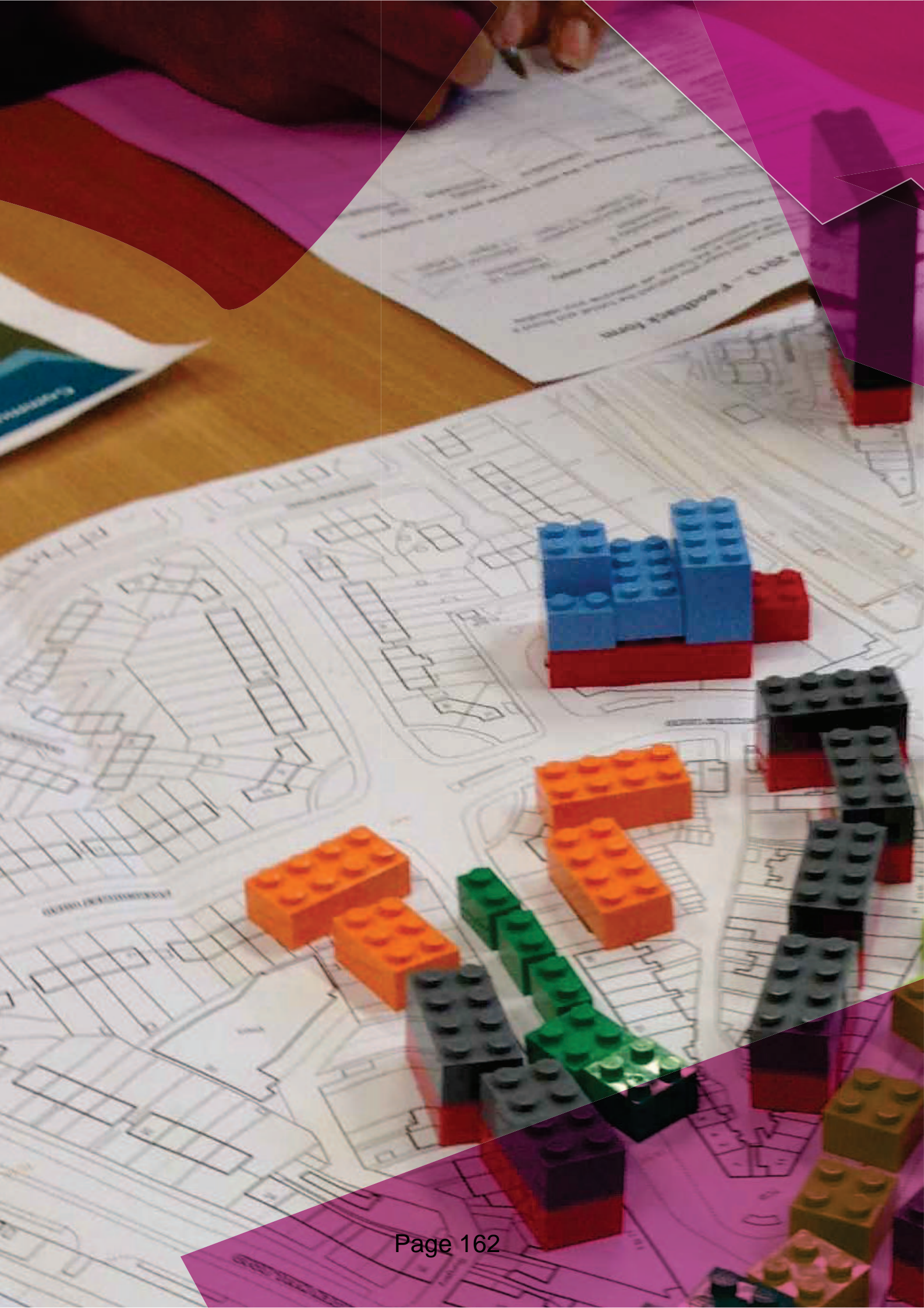
2.0 Consultation on the draft planning brief

2.0 Consultation

Consultation on the draft planning brief

2.1 Between October and November 2013, public consultation took place on the draft Morden Station Planning Brief. The consultation documents and the responses received are available on Merton's website: http://www.merton.gov.uk/moremorden/morden_responses.htm

2.2 There was general support of the development of the site as a catalyst for the regeneration of Morden town centre; respondents also raised matters pertaining to building heights and parking.

2.3 All consultation responses have been considered in drafting the final brief but the following should be noted with regards to the above key issues:

• *Building heights*: In accordance with both the London Plan (Policy 2.15) and Merton's Core Planning Strategy (Policy CS.3), Morden town centre is a suitable location for intensification. This intensification should however be sensitive to the suburban character of the houses adjacent to the town centre. Following a strong response regarding development heights at the Kenley Road Car Park site and adjacent to houses along Kenley Road, officers met with residents. The design guidance with regards to building heights has been considered and reflected in the Brief (refer to the following paragraphs: 5.7, 6.22, 6.40 and 6.45-6.47 and in Appendix B - Topic 'Design' - Key Requirement 'Tall Buildings').

• *Parking*: Although two major site occupants and landowners, Transport for London and Sainsbury's, have respectively commented that car parking to facilitate operational functions and parking for customers will need to be maintained, in terms of residential and other town centre uses, regard should be given to the relevant parking provision standards and planning policies (with reference to the following paragraphs 4.16, 5.2vi, 5.8, 6.26, 6.56-6.1, 7.1 and in Appendix B - Topic 'Transport' - Key Requirement 'Parking Standards'). The developer will be required to justify the quantum of proposed car parking spaces as part of any development scheme.

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3.0   The Site and Surrounding Area

3.0   The Site and Surrounding Area

Merton within London

3.1 Merton is an outer London borough, situated in south west London, and although it is predominantly residential in character (42% of the area) there are great variations in social mix and density of development from east to west and north to south. It is one of the smallest London boroughs but contains several distinct districts including Colliers Wood, Mitcham, Morden and Wimbledon and it is one of the greenest boroughs in London; with 18% of the area being open space, compared to a London average of 10%.

Morden within Merton

3.2 Morden town centre is a very accessible District Centre. 21,000 to 25,000 people use its underground station at the end of the Northern Line and bus stops for 12 bus routes, during week days. The town centre, which is 2km south of Wimbledon town centre, is also at the confluence of two strategic roads; the A24 and A297 is less than a 10 minute drive from the A3 trunk road. There are also two tram stops within a 10 minute walking distance. There are two large parks on either side of the town centre that are of metropolitan importance. Morden Hall Park is also of historic importance. The town centre is however surrounded by a large amount of suburban housing and provides a relatively small amount of residential accommodation.

The Site

3.3 The planning brief will encompass the Morden Station site (which measures approximately 2.8 ha and has a PTAL of 6A) and Kenley Road Car Park site (which measures approximately 0.4 has and has a PTAL of 5 (see Figure 1).

3.4 The Morden Station site comprises of:
• Morden Underground Station and bus interchange;

• the office block above the station known as Apollo and Athena House;
• the parade of shops at 34-88 London Road;
• the two-storey parking area to the rear (west) of the shopping parade known as Peel House Car Park;
• Morden Station Car Park to the west of the underground rail lines; and

• the London Underground Limited (LUL) staff car park and operating facilities along the western boundary of the site.

3.5 The Northern Line terminates at a surface station with an open cut railway running in a north-south direction transecting the site. Morden Station is a locally listed building.

3.6 The site is characterised by four main features:
i. large car parking areas;
ii. the open cut railway, surface station and associated operational facilities;
iii. the London Road bus interchange in front of the Morden Station; and
iv. the shopping parade along London Road.

3.7 The Kenley Road Car Park has 123 parking spaces. The Morden Station site comprises the Morden Station Car Park, the LUL staff car park and the two-storey Peel House Car Park, which together provide 420 public and 130 (~30%) private car parking spaces.

3.8 Approximately 0.12ha of Morden Station Car Park is currently used by London Buses to facilitate operational requirements comprising staff parking and a storage container for necessary equipment.

3.9 Along the western boundary of the site is an access road to the LUL staff parking and operational facilities, which are between the western boundary of the site and the rail lines and on the bridge spanning across the platforms.

3.10 There are a number of retail units at 46 – 64 London Road, which are occupied by a range of shops, a bank and a restaurant. Above the ground floor commercial units are offices, ancillary spaces for the ground floor units and six residential flats. Above the Sainsbury's supermarket (34-44 London Road) are three floors of office space, which is known as Newspaper House, and is currently used for adult education and training (see adjacent photographs).

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Figure 2: Rear of 46-64 London Road viewed from Peel House Car Park

Figure 3: View of London Road

3.0   The Site and Surrounding Area

3.11 The site is within multiple land ownerships:

i. Kenley Road Car Park site is owned by the council;

ii. The Morden Station site is within LUL ownership, although some of it is subject to long leaseholds; and,

iii. 32-44 London Road (the Sainsbury's site and Newspaper House above) and the parade of shops at 46-64 London Road are in private ownership.

Transport Links

3.12 The Morden Station site has a Public Transport Accessibility Level (PTAL) score of 6a which is an 'Excellent' rating and the Kenley Road Car Park site has a PTAL of 5 which is a 'Very Good' rating.

3.13 Eight of the twelve bus routes that serve Morden town centre, terminate in Morden town centre. Aside from the six stand (layover) spaces in front of Morden station, another two bus routes have stands on the London Road, on the south side of Crown House. There are currently nine bus stops adjacent to or in close proximity to the Morden Station site and there are a further six bus stops within 200m-600m from the site.

The Surrounding Area

3.14   Along the western boundary of the Kenley Road Car Park is a public park, Kendor Gardens, which forms the cover for the underground rail and is relatively shallow in this location. South of this site is a three-storey block of flats and to the east and north are the back gardens of the two-storey houses that front onto Daybrook Road. The rear of these houses is approximately 30m from the site boundary.

3.15 Along the western boundary of the Morden Station Site is a public footpath, which is separated from the rear gardens of the two-storey houses that face onto Windermere Avenue, by a 4-7m wide alleyway for vehicular access to the garages. The rear of these houses is approximately 32m from the site boundary.

3.16 At the northwestern corner of the site is a small block of flats that was erected on land to the rear of 125 Kenley Road, which has windows to habitable rooms approximately 6m from the site boundary (see photographs). All the other properties adjacent to the northern boundary of the site are two-storey houses and the rear of the houses at 127-173 Kenley Road is approximately 30m from the site boundary.

Figure 4: Kenley Road Car Park

Figure 5: Public footpath garages at the rear of houses facing onto Windermere Avenue

Figure 6: Block of flats on land to the rear of 125 Kenley Road

3.0 The Site and Surrounding Area

The Surrounding Area

Figure 7: Intersection of London Road and Crown Lane

3.17 On the southeastern side of the London Road is a parade of shops with two storeys of offices and flats above. At the southern corner of the intersection of the London Road and Aberconway Road is a retail parade (which includes Iceland and Lidl), with a single storey of offices above and at the southern corner of the intersection of London Road and Crown Lane is the fourteen-storey Civic Centre building known as Crown House (see photograph above).

3.18 At the southwestern corner of the site, at 2-16 Crown Lane, is a parade of shops with a single storey of flats and offices above.

Historic Development

3.19 Morden underground station opened in September 1926 and as a result led to the rapid development of 'Metroland' type residential suburbs in the surrounding area during the following decade. The Ordnance Survey (OS) maps below show that the main development features surrounding the site have remained relatively unchanged since 1934. With the exception of the through road and parking structures, the footprints of the buildings on the site and in the surrounding town centre have not changed substantially since 1953.

3.20 The station building itself, which was designed by Charles Holden, is locally listed and dates from 1926 (see Appendix A - Description and Criteria Assessment of the Locally Listed Building: Morden Underground Station and 'Ground Level Station Building' on Figure 2: Key Diagram). A parade of shops was incorporated into the design on each side of the station entrance and the structure was designed to accommodate a taller structure at a later date. The additional three floors of office space currently know as Apollo and Athena House were erected circa 1960.

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Figure 8: Morden Station 1926 (London Transport Museum)

Figure 9: Morden Station, 1934, with addition of bus canopy. (London Transport Museum)

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3.0   The Site and Surrounding Area

Historical Development

3.21 Some notable developments are:

1960 -   Three- storey office block (Apollo & Athena House) added above Morden Underground Station.
1961 -   3rd floor added to the building at 34-44 London Road (where Sainsbury's currently is located).
1962 -   Crown House, the fourteen-storey civic centre building is completed

1983 -   The four-storey building with ground floor supermarket at 34-44 London Road and the two-storey Peel House Car Park, as they current exist, is erected.
1992 -   The replacement of the former Odeon Cinema building with the current two-storey building with retail at ground level and offices above (where Iceland and LIDL currently are located).

Figure 10: **1916**

Figure 11: **1934**

Figure 12: **1953**

Figure 13: **1976**

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4.0 Planning Policy Context

4.0   Planning Policy Context

Introduction

4.1 The planning policy context for the site is established by the Morden Unitary Development Plan (UDP) saved policies, the adopted Core Strategy, the London Plan 2011, recent government, regional and local planning guidance and the council's emerging Local Plan documents.

4.2 The statutory Development Plan consists of the following documents:

i. The Mayor's London Plan (July 2011);
ii. Merton's Unitary Development Plan (UDP) 2003 - remains in existence but it will be superseded once the Sites and Policies Plan is adopted. Only 'saved' UDP policies are reviewed;
iii. Merton's Core Planning Strategy (July 2011) sets out the Borough's strategic planning policies and Table 31.1 lists the saved UDP policies; and
iv. This site was promoted for development during all four rounds of the consultation for the draft Sites and Policies Plan. The document was submitted to the Secretary of State on 2 October 2013 for independent examination and adoption is due in 2014. Once adopted, the Sites and Policies Plan will form part of Merton's Local Plan.

National Planning Policy

4.3 In March 2012, the Government published the National Planning Policy Framework (NPPF) which streamlines national planning policy into a consolidated set of priorities replacing Planning Policy Statements and Planning Policy Guidance.

4.4 The core theme of the NPPF is the delivery of sustainable development and economic growth with the "presumption in favour of sustainable development" being the golden thread of the document (para 14). It directs that "Planning should operate to encourage and not act as an impediment to sustainable growth" (para 19). Its aim is to achieve sustainable development, proactively supporting economic growth, boosting significantly the supply of housing, promoting competitive town centres and seeking high quality design. The NPPF notes considerable weight should be given to the protection of heritage assets and promotes sustainable transport where the need to travel will be minimised and the use of sustainable transport modes is maximised (para 34).

Regional Planning Policy

4.5 The London Plan (July 2011) sets the planning and development strategy for London and forms part of Merton's statutory development plan. The Plan embraces the following two objectives:

i.London retains and extends its global roles as a sustainable centre for business, innovation, creativity, health, education and research; and
ii. The development of London supports the spatial, economic, environmental and social development of Europe and the UK (policy 2.1 London in its Global, European and United Kingdom Context).

4.6 The London Plan identifies Morden as a District Centre which requires development to sustain and enhance its vitality and viability, to *"accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations"* and to *"contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure"* (policy 2.15).

4.7 The London Plan requires local authorities to *"take a proactive partnership approach to identify capacity and bring forward development within or, where appropriate, on the edge of town centres"* (policy 4.7) and policy 3.3 recognises the need to deliver more homes in London whilst also promoting the use of brownfield land to deliver residential development (policy 3.3).

4.8 Policy 6.1 encourages development in areas served by very good public transport accessibility such as Morden town centre and which seek to reduce the need to travel by private car.

4.9 The above policy matters are just a few of the most relevant ones within the London Plan. Refer to Appendix B for a more comprehensive list.

Merton's Local Planning Policy

Merton's Core Strategy (July 2011)

4.10 The Core Planning Strategy sets out the vision, objectives and spatial planning framework to guide and direct development across the borough. Policy CS 3 Morden Sub-Area relates to the regeneration of Morden and states the following:

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

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

We will do this by:
* *Capitalising on Morden's excellent transport links and attractive suburban surroundings to make Morden a vibrant centre that people want to visit not simply pass through;*
* *Improving the quantity and quality of commercial, residential and leisure uses, with a range of uses that is appropriate to a District Centre;*
* *Enhancing the accessibility between the town centre and its suburban hinterland and open spaces, by reducing severance caused by through traffic and greening Morden through tree planting and improved pedestrian routes;*
* *Achieving high quality urban design, architecture and public realm incorporating high quality spaces and streets with pedestrians as the priority;*
* *Providing more opportunities for the community to meet, socialise and make better use of their town centre through provision of attractive, safe and accessible public spaces and community, social, leisure and cultural facilities."*

4.11 Core Planning Strategy Policies CS8 and CS9 seek to ensure that an appropriate number and mix of housing sizes and tenures are delivered in Morden and Policy CS7 clarifies that in District Centres such as Morden, a range of town centre type

uses will be encouraged and that the centre should be a hub for local businesses.

4.12 Core Planning Strategy Policy CS14 states that tall buildings of exceptional design and architectural quality may be appropriate in Morden subject to their impact on the townscape and the historic environment, and the benefits towards regeneration and the public realm.

Merton's saved UDP policies (2003)

4.13 UDP Policy HS.1 seeks to safeguard the residential amenities of the new occupants and occupiers of nearby properties, and to ensure the provision of adequate private or communal amenity space. Policies MU.3, TC.1, TC.3, TC.5, TC.6 and TC.7 seek to ensure that large mixed-use developments occur in town centres, that they include high density housing, have high quality urban design and public realm improvements, and promote the vitality and viability of the town centre. Policy TC.8 states that the council will work in partnership with landowners and developers to assemble sites to achieve the regeneration aims of the Plan.

Merton's Submission Draft Sites and Policies Plan (July 2013)

4.14 The draft Site and Policies Plan and Policies Map has now been subject to four stages of public consultation during which time the sites, referenced as Site Proposal 57, 58, 61 and 65, were proposed for mixed use development.

4.15 Policies DM H2 and DM H3 provide greater detail regarding the requirement in Core Planning Strategy Policies CS.8 and CS.9's for an appropriate mix of dwelling sizes and tenures. Policies DM R1 and R4 seek to ensure that any mixed-use town centre development within Morden is commensurate with its scale and function and that the use of the core shopping frontages are predominantly retail in character. Policy DM C2 requires proposals on large development sites that will result in a substantial increased need for school places, to provide a school on the site unless it can be demonstrated that it would not be feasible.

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4.0   Planning Policy Context

4.16 Policy DM T4 requires developments to only provide the level of car parking required to serve the site in accordance with London Plan standards unless a clear need can be demonstrated. It also states that the conversion of existing parking places will be supported where it has been demonstrated that they are surplus to requirements, the site has a high level of public transport accessibility and where there will be no adverse impact on road safety, on-street parking and local amenity.

Key Policy Requirements

4.17 The table in Appendix B sets out the key Development Plan policies relevant to development proposals. This list is not exhaustive and applicants should ensure that the most up-to-date Development Plan documents are referenced at the time of preparing a planning application.

Other relevant documents

4.18 Although not exhaustive, proposals should also have regard to the content of the Draft Morden Neighbourhood Character Assessment, Merton's Tall buildings Background Paper 2010 and Merton's Economic Development Strategy 2010 and 2012.
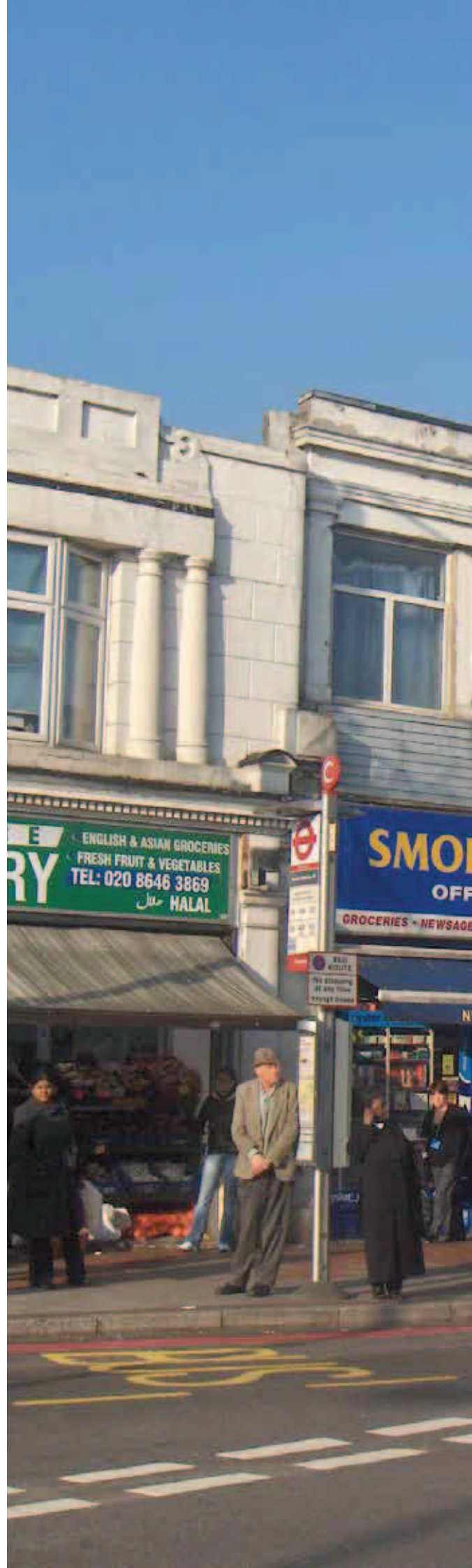
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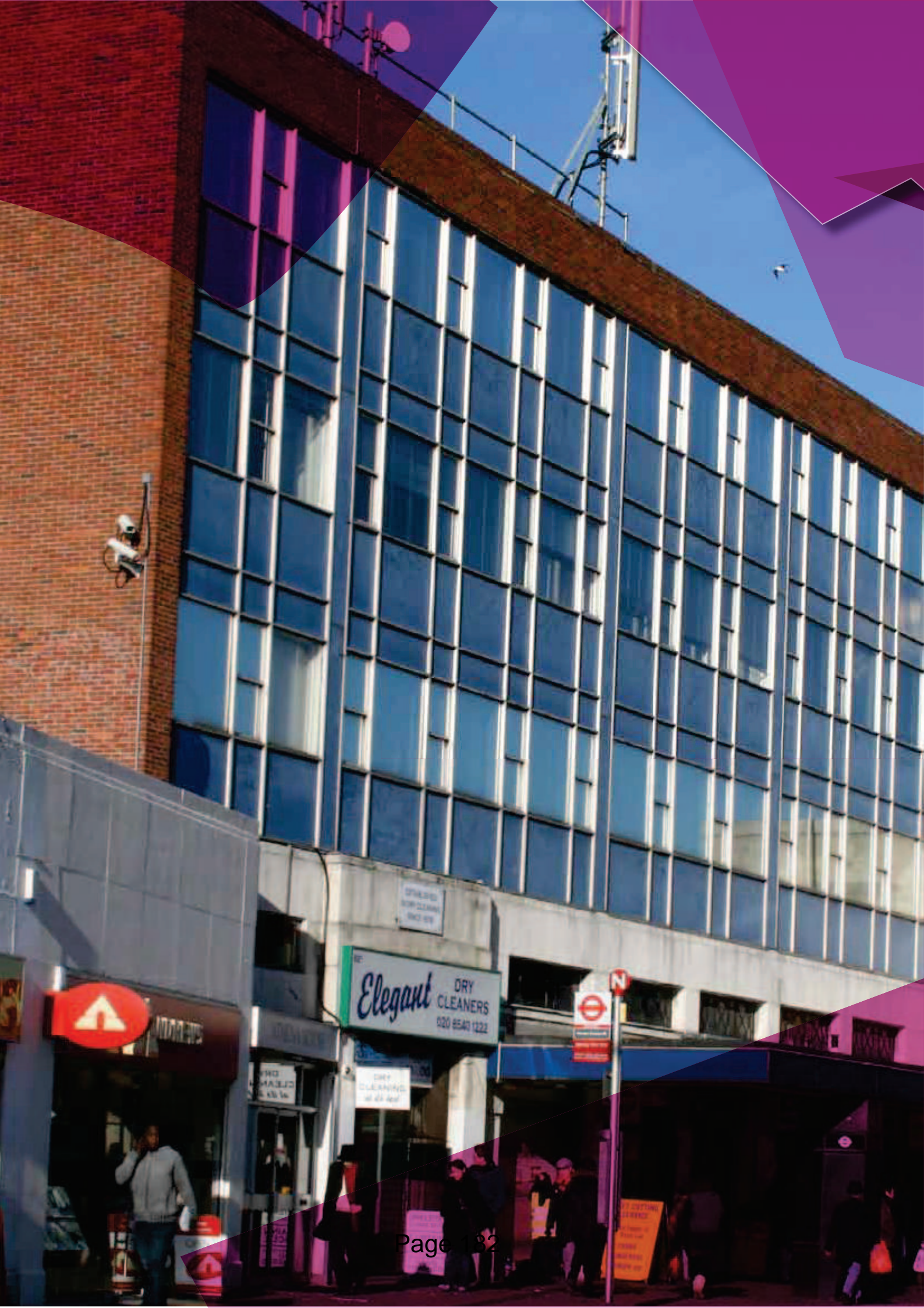
5.0   Site Analysis

5.0 Site Analysis:
Development Considerations and Opportunities

Introduction

The site benefits from excellent public transport links to London and beyond however there are some technical challenges and opportunities which will need to be considered in future development proposals, these are set out below.

Transport Facilities

5.1 With more than 20,000 people using the bus stops and station during week days, the site is in an ideal location to provide retail and leisure opportunities for commuters. The station, its cuttings, tracks and operational facilities will however present some challenges for any future development. At present there are no known plans for expansion of the rail infrastructure however the following will need to be considered:
i. Retention of the station itself is of paramount importance. Existing gating arrangements, the ticket hall, platforms and operational facilities must be retained in their current form or enhanced.
ii. Accommodation located along the western side of the railway cutting and on the deck above it, is in active and essential operational use, these facilities will be retained.
iii. Decking over the northern section of the railway cuttings is thought to be possible (refer to 'Extent of Deckable Area' on Figure 15: Key Diagram) however this is subject to satisfying TfL's operational requirements.
iv. Appropriate (assumed 4hr) fire separation will be required for any accommodation above the deck. All water drainage and servicing routes will need to be independent of the rail environment and be designed so that all maintenance and renewal can take place without access to the operating railway.
v. Detailed approval from TfL will be required to confirm exact requirements in relation to railway maintenance, train clearances and smoke venting for example, but within the constraints noted above, partial decking of the rails (north of the platforms) is considered technically feasible and viable.
vi. Car parking spaces for LUL staff may need to be retained, with independent and secure access (refer to 'Operation Station Land' on Figure 15: Key Diagram).

5.2 There is an opportunity to make substantial improvements to the public realm at the entrance to Morden station, notwithstanding this, the following will need to be considered:
i. Existing capacity in Morden town centre for bus stands and stops needs to be maintained and ideally standing spaces should be increased.
ii. Part of the Morden Station Car Park is currently used for operational purposes however alternative locations will be considered should they be deemed suitable.

Sub Surface Utilities

5.3 Desk studies indicate that all primary utility routes for gas, electricity, telecommunications, water supply and sewerage follow the perimeter of the site and run along London Road and Kenley Road. No 'abnormal' sub surface constraints have been identified.

5.4 The following two specific elements are highlighted, though neither is likely to impact on deliverability:
i. A LUL pump house is located on the east side of the rail cutting, at its northernmost end. It is thought that this provides flood relief and general ground water and rainwater extraction from the track beds.
ii. An electrical substation is located on the corner of Kenley Road and the northern car park exit road.

Heritage

5.5 The south-western half of the Morden Station site is within an Archaeological Priority Zone and in accordance with the Greater London Archaeological Advisory Service (GLAAS) advice; archaeological fieldwork would need to be carried prior to development commencing.

5.6 Proposals in proximity of the locally listed station building need to ensure that the special features of this building is preserved and enhanced (refer to the Description and Criteria Assessment of the locally listed building in Appendix A and 'Ground Level Station Building' on Figure 15: Key Diagram) and address the Issues and Guidance highlighted in the relevant Character Areas in the Character Assessment of the Morden Neighbourhood.

Figure 14: Public realm in front of station requires improvement

Rights to Light

5.7 The site has much potential for intensification due to its location within a town centre however, the following locations will require careful consideration:
i. flats above the parade of shops at 46-64 London Road;
ii. houses at 127-173 Kenley Road; and
iii. small block of flats on land to the rear of 125 Kenley Road.

Car parking associated with Residential Development

5.8 The site has excellent transport links benefitting from a PTAL rating of 5 and 6a. Planning policies at all levels promote sustainable modes of transport whereby the need to travel is minimised and the use of sustainable transport modes is maximised (London Plan policy 6.1). As such, car free residential development will be encouraged. This will be assessed as part of the Transport Assessment for all development proposals on the site.

5.9 For car parking relating to town centre uses refer to paragraph 6.56.

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6.0 Urban Design

6.0   Urban Design

Introduction

6.1 It is important to enhance Merton's suburban character whilst also encouraging development and regeneration in appropriate and highly assessable locations in the borough. The development of the site is critical to regenerating Morden town centre whilst acting as a catalyst for other development.

6.2 Through high quality design, new development will be expected to enhance and contribute to an improved townscape. Good design is central to ensuring that Morden is not only a desirable place to live, but is economically and socially sustainable. Principles of good urban design provide the framework for sustainable and adaptable forms of development.

Design Principles

6.3 Building successful places based on sound and established principles of good urban design is a fundamental element of successful placemaking. It is a holistic approach to the physical arrangement of our environment.

6.4 Well-designed places feel safe because they have built-in natural surveillance through the design of buildings and spaces, as well as having a complementary mix of uses and activities. Places that work well and look good also help engender a sense of belonging and local pride. This in itself encourages community participation and helps keep a place safe. Therefore, any development proposals for Morden Station will be underpinned by sound and well established principles of good urban design.

6.5 Whilst aesthetics and the attractiveness of developments are important, good design relates to a number of different dimensions, to how buildings and places work and how they meet the needs of the people who use them. With regard to the development of the Morden Station site, proposals will be expected to consider and demonstrate how the objectives of good urban design are applied to the site.

6.6 High quality, innovative design can provide high quality homes of good size and layout.

Character

6.7 A place must have its own identity. Some places have a strong identity, whereas in others it may be eroded or a new one is to be created. The character of Morden has eroded over time, but it still clearly has an Inter-War character with an Art Deco theme, based strongly on the development of the underground station but can also be seen in the white rendered shop facades and stone corner buildings of the shopping parades. It is important that new development celebrates, develops and strengthens this physical character, but without necessarily copying it unimaginatively.

6.8 In terms of activity, Morden's character is of a busy transport interchange, the civic focus of the borough and a town centre with a broad range of shops, cafes and restaurants. Although this adds to its diversity and distinctiveness, it is undermined by the dominance of the road layout, busy traffic and visual dominance of buses. These issues need to be addressed in order to enable the town centre to develop and flourish in its modern character, and to re-energise as a distinct district centre.

Continuity and enclosure

6.9 For a place to feel safe and legible, as well as simply feel comfortable and familiar, the streets and spaces must be laid out in an efficient and clear manner. This means creating what people will understand as traditional streets. These are defined by buildings that have a linear continuity and fronts that face the public areas. In this form the buildings define or enclose the public realm – whether it be streets or open spaces.

6.10 In terms of perceptions of safety, boundaries between public and private spaces should be clearly defined, legible and benefit from natural surveillance.

Quality of the public realm

6.11 The public realm is the setting for our daily lives – it is how we get around, how we access facilities, where we socialise. It is used for civic occasions and entertainment. It should therefore be of the highest quality. The public realm is defined by the buildings that face it and is therefore important that buildings address the street and interact

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positively with it. To do this, buildings should have as many entrances and windows facing the street creating animated, vibrant active street frontages. For shops and commercial premises in the town centre it is also important that that there is a visual link between the inside and outside. This is for reasons of visual interest, advertisement and natural surveillance as well as creating human activity.

6.12 For housing an intermediate space is usually necessary at ground level to create what is called 'defensible space'. This is a transition between public and private and creates a visual and spatial buffer between the building and street. It protects residents' immediate domestic setting but still allows for natural surveillance and a clear demarcation between public and private. This is particularly important in higher density areas such as town centres.

Ease of movement

6.13 Urban layouts should be based on a permeable and easily navigable network of recognisable streets, routes and spaces that link in seamlessly with surrounding development and facilitate walking, cycling and use of public transport. Streets that are easy to navigate are easy to understand and remember, and make places comfortable and attractive. A network of connected streets usually enables shorter distances and more convenient routes that are realistic to walk or cycle.

6.14 Large urban blocks and infrastructure like stations, car parks and shopping centres can undermine this. For the large station site, which has these characteristics, it is important that the surrounding residential areas are easily connected to the town centre and it is therefore important that at least one direct route is developed through the site as a proper street.

Legibility

6.15 A network of streets and clear public realm will aid understanding or 'legibility' of an area, but this is also about being able to easily orientate oneself, find your way without recourse to road signs and easily remember a route for the future. Legibility also helps in a place being comfortable and

attractive to use, and buildings also have a key role in this. Generally buildings and development are taller and denser in town centres and public or communal buildings are prominent in their appearance scale and architecture. People navigate by a series of landmarks in the environment but they must have meaning to work well – so a station must somehow be clearly understood as a station when seen.

6.16 This has important implications for the design, appearance and use of buildings and where they are located in relation to each other. Morden station is a key landmark building and should remain a visual focal point in the town centre. The current office building above it could be greatly enhanced to improve its relationship to this locally listed building.

Adaptability

6.17 Places must be of flexible design to adapt to gradual change over time and buildings should be designed for a long lifespan - being suitable for a number of uses over time. This is particularly relevant for commercial and retail premises in town centres.

6.18 For housing it means building houses and flats that can adapt internally to the changing circumstances of their occupants. This means well thought out, flexible internal layouts as per the Mayor's Design Guidance. Mixed tenure and a range of dwelling types create a mixed community that responds to housing needs and creates a vibrant and diverse community that is robust to change and protects against decline.

6.19 In Morden there is a lack of smaller dwellings and flats, but also a need for good quality family accommodation. The site provides the opportunity to respond to this need and create a broader range of housing types. This will have a significant effect on the types of shops that will be attracted to the area and is an important tool in enhancing the vibrancy, vitality and economic success of the town centre – helping it to regenerate in a sustainable manner that is robust to future change.

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6.0   Urban Design

Diversity

6.20 Town centres are by definition where a range of different activities come together for the mutual benefit of bringing in a large number of people to work, live, shop and be entertained. This mix of uses is what makes town centres special however, today it is more important that town centres trade on their strengths and unique identities in a more sustainable manner so that it can compete with some and complement other town centres. In addition to providing a vibrant range of services, town centres need to complement and enhance this offer.

6.21 As identified in paragraph 3.6, the underground station, its civic focus, various restaurants and retail stores are the main characteristic features of Morden town centre and therefore any proposals need to add to this, help it develop and provide the people that will use and make these facilities commercially viable.

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6.0   Urban Design

Design Guidance

Context of new development

6.22 Development of the site must acknowledge its surroundings and character. The site sits between the town centre and surrounding low density residential areas. Development must therefore effect a transition between these two different areas that respects the residential character and amenity, but also provides higher density town centre development. As a result, taller and denser development should be located either to the south, where the site is part of the town centre, or within the site, where it will have less impact on the surrounding residential area.

6.23 On the opposite page is the key diagram (Figure: 15) illustrating some of the design guidance which is set out in the planning brief:

Site Layout and Design

6.24 The LUL operational buildings immediately above the station platforms and its immediate environs present an opportunity for air rights development (refer to 'Operational Tube Station' on Figure 15: Key Diagram). If it does not prove viable to develop above the station, then it is likely to remain undeveloped.

6.25 From the north, views and access into the site and its residential uses are important and it would be appropriate to link the two sites together by extending Kendor Gardens into the site. This will provide a public space and attractive setting for new residential development (refer to 'Proposed Open Space/Landscaping' on Figure 15: Key Diagram).

6.26 Town centre uses should be concentrated to the south of the site. To make the site permeable and allow easy access from adjacent housing, a new street should be created through the site (refer to 'New multi-purpose street through site' and 'Servicing and Car Park Access' on Figure 15: Key Diagram).

6.27 This new street should be of a traditional street form with buildings facing the street. It should also be the main means of access for the residential development and should therefore be predominantly residential in character. This new street should aid legibility and ease of movement, support the residential character, help define it from the town centre uses and support efficient and effective commercial development at its southern end (refer to 'Active Built Frontages' on Figure 15: Key Diagram).

6.28 Where it meets London Road, there should be a clear demarcation of the junction in both building design and height, and the provision of some form of open space. The extent of the London Road frontage is south facing, un-shaded and gets hot in summer. Tree planting or the provision of a colonnade is important on this side of the street.

Sustainability and Biodiversity

6.29 Larger town centre developments have the opportunity to build-in sustainable development in a way individual buildings do not. From the outset, new development should have energy efficiency and carbon reduction measures built into the building fabric. Other sustainable design measures such as solar panels will be supported but in accordance with the Mayor's energy hierarchy, they should not be seen as a primary means of meeting climate change targets.

6.30 A large development such as the station site also has the opportunity to build in area-wide measures for energy use, waste disposal and recycling. It is expected that a CHP plant with the ability to extend to a District Heat Network should be feasible on-site. Sustainable waste management systems should be built-in so that water and energy use is automatically efficient and recycling is made easy.

6.31 Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity.

KEY

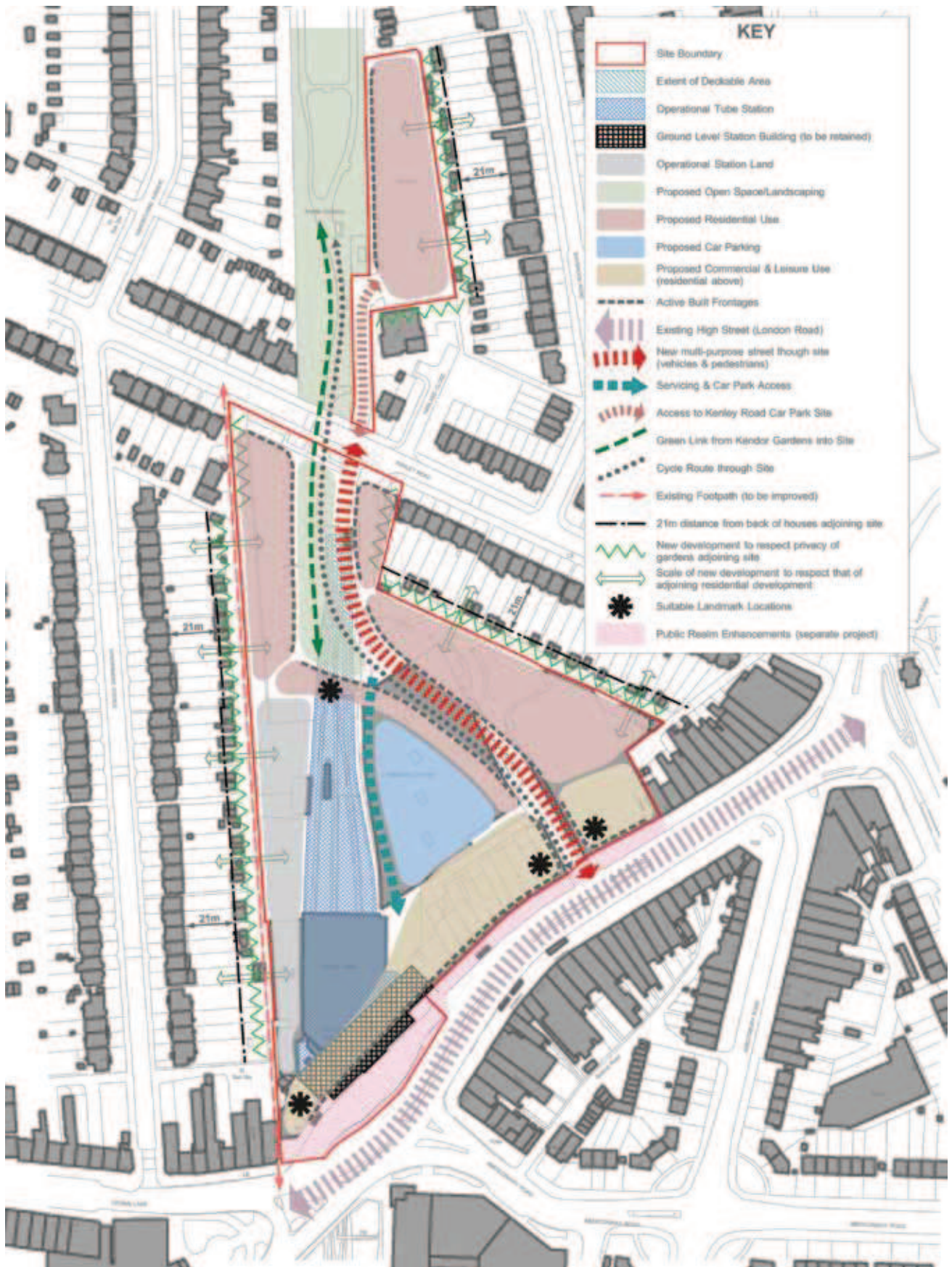|	
	Site Boundary
	Extent of Deckable Area
	Operational Tube Station
	Ground Level Station Building (to be retained)
	Operational Station Land
	Proposed Open Space/Landscaping
	Proposed Residential Use
	Proposed Car Parking
	Proposed Commercial & Leisure Use (residential above)
	Active Built Frontages
	Existing High Street (London Road)
	New multi-purpose street though site (vehicles & pedestrians)
	Servicing & Car Park Access
	Access to Kenley Road Car Park Site
	Green Link from Kendor Gardens into Site
	Cycle Route through Site
	Existing Footpath (to be improved)
	21m distance from back of houses adjoining site
	New development to respect privacy of gardens adjoining site
	Scale of new development to respect that of adjoining residential development
	Suitable Landmark Locations
	Public Realm Enhancements (separate project)

Figure 15: Key diagram
Crown Copyright. All rights reserved. London Borough of Merton 100019259. 2011.

6.0   Urban Design

Intensification and Density

6.32 The site is in a town centre location and is highly accessible by public transport. Merton's Local Plan policies encourage optimising development density in such locations commensurate with good design and site context. The development must therefore seek to achieve the optimal density to make best use of the available land. This must be done in a manner that provides highly attractive, quality development that will maintain its attractiveness and value over several generations. Good internal design and layout, and the provision of high quality amenity space will be critical.

Mixed use and Viability

6.33 A mix of uses is critical for a vibrant town centre, as a good mix of uses attracts a variety of people for a long period during the day and the different uses will support each other commercially. Community and residential use in town centres maintains activity, providing natural surveillance and a sense of safety and attractiveness.

Architectural Quality

6.34 Morden town centre's character has been eroded through mediocre development from the 1960s to the 1990s. The station building and Civic Centre are examples of good quality buildings. New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality.

6.35 As well as being well informed by local character, good architecture derives from the use of good quality building materials.

6.36 Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence. This suggests stone, stucco or render on key buildings, with other buildings using a more muted brick palette with stone or stucco for decoration. Proportions and building detail must relate to the human scale and therefore at ground level there needs to be richness to the eye and the building must meet the street in a meaningful manner. Modern buildings must find ways of expressing quality and detail without recourse to older historic forms of decoration. The art deco tradition however serves as a good example of how modernism and decoration can be stylishly combined.

Residential Space and Amenity Standards

6.37 The success of the residential development, and therefore the success and character of the town centre as a whole, and the new retail offer it attracts will be singularly influenced by the quality of the housing.

6.38 Flats and houses must be designed internally with care to allow adaptability and flexibility within. This means creating dual aspect units that are either designed with, or allow for, separate kitchens. They must allow for the ability to change internal layouts to facilitate different needs and be in accordance with the design standards in the Mayor's Housing SPG.

6.39 High quality design should also extend to the provision of amenity space. In high density developments where space is a premium, providing adequate, high quality amenity space and public realm is crucial. This is often more important than having larger areas of communal space. The council is currently developing space and amenity standards based on the London Plan and London Housing Design Guide.

Tall Buildings

6.40 The council policy on tall buildings permits tall buildings in Morden where they complement the existing civic centre building as a pinnacle building around which smaller tall buildings can be clustered.

6.41 A suitable and appropriate location for tall buildings would be adjacent to the station, to the southwest. Apollo and Athena House is constrained by structural and operational requirements, however it is considered that depending on the materials, the building could increase in height.

6.42 Adjacent to the station is the most appropriate location for a through route from the north, through the site, to form a junction with London Road, the main retail street. The junction is an appropriate location for a tall building, but only in the context of marking the junction and as a marker for a

new public space. Its height must therefore be commensurate with its role. Other appropriate locations for taller buildings are identified in Figure 15 (refer to 'Suitable Landmark Locations' on Figure 15: Key Diagram).

Important Views and Vistas

6.43 Views and vistas are important in strengthening legibility and character of the town centre. They also serve as indicators for landmark architecture and taller buildings (refer to 'Suitable Landmark Locations' on Figure 15: Key Diagram). The station building is an obvious landmark that terminates the view from Aberconway Road. From the north, the view south along Kendor Gardens is currently indistinct and a building is needed to terminate the vista, announce the new development and screen the operational side of the railway.

6.44 A longer view into the town centre exists from the south-west along London Road, terminating near to where the new through street will emerge onto London Road. This is also an opportunity and further reason to site a landmark building here. This will become more relevant if the gyratory is removed and traffic again travels north-easterly into the town centre on this route.

Backland and Rear Gardens

6.45 The Mayor of London's Housing Supplementary Planning Guidance (November 2012) provides guidance regarding separation distances between the windows to habitable rooms of 18-21m. It should be noted that this is only indicative guidance. Residential properties along Kenley Road and Windermere Avenue are approximately 30m from the boundary of the site. In principle, new development could come reasonably close to their boundaries without adverse effects on their amenity. However, development of the site cannot take place without some change to the outlook from these properties. Where development comes close to boundaries, this interface should be carefully designed. New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses (refer to 'Scale of new development to respect that of adjoining residential development' on Figure 15: Key Diagram).

6.46 The site borders onto existing housing to its north and this is therefore the most sensible place for new housing on the site. New housing should also face into the site so that the rear of the new building faces the rear of the existing houses and thereby creating clearly defined public and private areas and the creation of active streets and spaces within the site.

6.47 New development is likely to be flats rather than houses and, where appropriate, of a greater scale than surrounding houses. This transition needs to be managed sensitively. Use of external amenity space and gardens in new development should be used to achieve a respectful relationship between new and existing development.

The Public Realm

Streets and Spaces

6.48 Streets and spaces are public places and must feel like it and be managed to support this. Streets and spaces must feel safe and welcoming, inclusive and public. This is critical as it is how we move about and experience our environment. Streets in town centres are multi-use spaces, used by multiple modes of transport. Highway infrastructure must neither intrude to the level of clutter, nor be reduced to the lowest common denominator for reasons of short term maintenance costs.

6.49 All infrastructure in the public realm must be appropriate and functional. It must be well ordered to maximise space for pedestrians and facilitate easy movement for those with physical impairments (refer to TfL's 'Streetscape Guidance').

6.50 The relationship of buildings to spaces is another key factor in creating high quality streets and spaces. This is a physical relationship such as; how a building meets the ground and is detailed, and also a human relationship such as; how activities within the building are accessed from the street and how that transition is made from street to building. In town centres, the more intense and frequent that relationship, the greater the vitality the town centre has.

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6.0   Urban Design

Activity and Vitality

6.51 Activity needs to be concentrated at the town centre end of the site, on London Road. Retail uses are most appropriate at ground level, with residential, commercial, hotel and other uses above (refer to 'Proposed Commercial and Leisure Use' on Figure 15: Key Diagram). Bigger shops should not take up unduly large amounts of frontage to the detriment of vitality. This is particularly relevant for food stores which should, as far as possible, be located to the rear of a larger number of smaller units, with their entrance at one or two key locations. A larger number of smaller shops create a greater range of activity, people and visual richness – all of which increases vitality.

Security and Safety

6.52 Mixed uses, active frontages and permeable streets are measures which are encouraged in new design. Provision of overt functional physical security measures such as solid external security grilles, burglar alarms, security signs and gates are unwelcoming and visually unattractive. There is a clear link between unattractive places and crime and the perception of crime. For the retail areas, no solid external security shutters will be permitted. Internal shutters should be avoided; however any internal shutters must provide clear views into shops.

6.53 The principles contained in guidance documents such as 'Safer Places', 'Designing out Crime' and 'Secured by Design', should be taken into account and be considered early in the design process of any proposal.

Shop-fronts

6.54 Shop-fronts are the face of the town centre. They must be functional, attractive and support safety, natural surveillance, vitality and visual attractiveness and richness. They must be designed as an integral part of the building, including the provision of signage and they must respect the architectural heritage of the Charles Holden station building.

6.55 Shop-fronts must consist primarily of a shop window that both displays goods and offers a clear view into the shop within. This is an invitation in itself and aids natural surveillance by developing a positive visual relationship with the street.

Parking

6.56 The London Plan advises to reduce the dependence on the private car. Town centre car parking will be provided as part of the scheme and such proposals will be compliant with the Parking Standards set out in the London Plan, however with excellent transport links and a PTAL value of 5a and 6, development proposals will be expected to promote the use of sustainable modes of transport (refer to 'Proposed Car Parking' on Figure 15: Key Diagram).

6.57 Providing surface parking in town centres is an inefficient use of space, therefore development proposals will be expected to incorporate parking at sub surface level, subject to viability or alternatively in multi-storey or rooftop format.

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7.0 Implementation and Planning Application Requirements

7.0 Implementation and Planning Application Requirements

Phasing and Delivery

7.1 Any proposal would need to ensure that the development of the site is phased in such a manner that the public transport services are not disrupted.

Implementation

7.2 It is Merton Council's intention with this planning brief to encourage adjacent landowners to work together and encourage developers to bring forward a comprehensive development of this site.

7.3 The council will assist developers, when deemed appropriate, in working with landowners to find suitable solutions to develop parts of the site that are in multiple ownerships.

Planning Application

7.4 Further detailed guidance on the information and details required for the submission of a planning application can be found of this webpage:

http://www.merton.gov.uk/environment/planning/planningapplications.htm

7.5 Before the submission of a planning application on any part of the site the council will expect pre-application discussions with urban regeneration and development management officers. Officers will then also provide advice regarding any presentations to the council's Design Review Panel.

7.6 The Council will expect the following details as part of a planning application:

- Detailed plans showing building layouts on site.
- Sections through the site showing height and relationship of new buildings to existing neighbouring buildings.
- Indications of material to be used on the building exterior.
- 3D modelling to demonstrate scale, bulk and massing of the development.
- Detailed representations of all neighbouring buildings and how proposed buildings relate to it including linear streetscape elevations.

Community Infrastructure Levy (CIL) and Section 106 Agreements

7.7 Development proposals will be considered in light of paragraph 173 of the National Planning Policy Framework whereby plans should be viable and deliverable.

7.8 The Mayor of London CIL charge for Merton is £35m2 and applies to new development in Merton apart from education, healthcare and community uses.

7.9 Applicants are advised to consult with the council on CIL or S106 matters in relation to specific development proposals. Further details on CIL can be viewed on the council's website:

http://www.planningportal.gov.uk/uploads/1app/cil_guidance.pdf

Appendices

Appendices

Appendix A - Description and Criteria Assessment of the Locally Listed Building: Morden Underground Station

DESCRIPTION

On the London Road frontage this building was originally an essentially single storey building, with a raised central section housing an outer entrance hall. An additional 3 floors of offices were added to the street frontage in the 1960's. The original building dates from the around 1926 (probably by Charles Holden). The street frontage building material of the original building is Portland stone, with steel supports and a part glazed roof (not original) for the train shed at the rear, and green/white/black tiles in the public spaces of the ticket hall and parts of the train shed. The outer entrance hall features a large central glazed panel with the London Transport logo, flanked by Portland stone pillars in the art deco style. A canopy with glass bricks runs along the street frontage of the building to each side of the outer entrance hall. There are clerestory windows with art deco ironwork above the canopy. The ticketing hall is octagonal in shape with a fluted profile to the roof, and a central lantern (partly original), again in art deco style. The train shed is a large clear spanned space. The addition of the 3 floors of offices have severely compromised the architectural impact of the building, and without that the building would probably be statutorily Listed as several other art deco Northern Line Underground stations are. The building has no clear design relationship with any other local buildings, but can be seen as part of a sequence of similar stations along much of the Northern Line.

CRITERIA ASSESSMENT

Architectural style…………good

Age/history………………….not of special interest

Detailing……………………..good

Group Value………………...some

Building Materials…………..good

Subsequent Changes……..adverse changes

Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Housing	Policy 3.3 Increasing Housing Supply, Policy 3.4, Optimising Housing Potential, Policy 3.5: Quality and Design of Housing Developments, Policy 3.6: Children and Young People's Play and Informal Recreation Facilities, Policy 3.8: Housing Choice, Policy 3.10: Definition of Affordable Housing, Policy 3.11: Affordable Housing Targets and Policy 3.12: Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes	Core Strategy: Policy CS3: Morden Sub-Area, Policy CS8: Housing Choice, Policy CS14: Design. UDP: HS1. Draft Sites and Policies Plan and draft Policies Map: DMH2: Housing Mix, DMH3 Support for Affordable Housing, DMH1: Supported Care Housing for vulnerable people or secure residential institutions for people housed as part of the criminal justice system Strategies: Merton's Draft Housing Strategy (2012 – 2015).	**Housing Density:** As guidance use London Plan Table 3.2: Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare). However as detailed in the justification text, this table should not be used mechanistically – local context, design, transport capacity and social infrastructure should also be taken into consideration. **Housing Mix:** Merton's Strategic Housing Market Assessment (SHMA) [2010] identified that there is a need for more homes of all types and sizes throughout Merton. In assessing development proposals the council will take account of Merton's Housing Strategy (2011-2015) borough level indicative proportion as set out as follows: 1 –bed 33%, 2-bed 32% and 3-bed 35%. Therefore these proportions should be used to inform unit mix. **Affordable Housing Requirements:** 40% affordable housing requirements for schemes above 10 units. **Tenure Mix:** 60% social and affordable rent and 40% intermediate housing. **Housing Design Standards:** All housing should be built to the minimum requirements as detailed in London Plan Table 3.3 Minimum space standards for new development. **Play and Information Recreation requirements:** Development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. Please also refer to the Mayor's SPG Providing for Children and Young People's Play and Informal Recreation for guidance. **Lifetime Homes and Wheelchair Standards:** All residential development is required to be built to 'The Lifetime Homes' Standards and 10% of new housing should be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.

Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Housing	London Plan table 3.2: Density and table 3.3: Housing standards Interim London Housing Design Guide(2010) and Housing SPG (2012)		
Town Centre type uses	Policy 2.15: Town Centres, Policy 4.6: Support for and Enhancement of Arts, Culture, Sport and Entertainment Provision, Policy 4.7: Retail and Town Centre Development, Policy 4.8: Supporting a Successful and Diverse Retail Retail Sector.	Core Strategy: Policy CS3: Morden Sub-Area and Policy CS7: Centres. UDP: MU3, TC.1, TC.3, TC.5, TC.6, TC.7, TC.8, TC.9, TC.10, TC.11, MO.1, MO.2, MO.3, S.2, S.7, S.10, S11	**Designation of Morden town centre as a 'District' centre:** London Plan Table A2.1: 'Town centre classifications and broad future directions' clarifies that Morden is designated as a 'District' centre. We encourage a range of town centre type uses which provide shopping and services for the local neighbourhoods, mainly for weekly convenience shopping and for the centre to be a hub for local businesses. We will support new development in this centre commensurate with its scale and function and where it respects or improves the character and local environment. **Vision incorporated in Core Strategy Policy CS3:** Proposals will need to make more efficient use of the land by incorporating higher density housing and commercial opportunities; exploiting Morden's excellent public transport links, while conserving and enhancing the character and distinctiveness of the adjacent suburban neighbourhoods. **Core Shopping Area:** All the properties fronting onto London Road are designated as Core Shopping Areas, where A1 retail uses are protected and some other uses are allowed subject to criteria tests.

Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Town Centre type uses		Draft Sites and Policies Plan and draft Policies Map: R1: Location and scale of development in Merton's town centres and neighbourhood parades, R4: Protection of shopping facilities within designated shopping frontages, R5: Food and drink/leisure and entertainment uses, R6: Culture, arts and tourism development Merton's Economic Development Strategy 2010 & 2012 update.	**Proposals Sites:** In the UDP (adopted in 2003) the Morden Station site, excluding 34 - 44 London Road (Sainsbury's and Newspaper House), is identified as Proposals Site 1MO with the following proposed use: *"Enhance public transport interchange and mixed use development, including additional retail floorspace and an extension to the existing supermarket, car parking, leisure, housing, offices, public open space. Commercial uses on the London Road frontage with residential uses on the Kenley Road/Windermere Avenue frontages".* This site proposals have been ineffective for the past 10 years and therefore more weight should be awarded to the proposed uses for the four relevant Proposal Sites in the draft Plan: Site 57 Station Offices and Retail Units (Athena and Apollo House): *Upper floors – hotel (C1 Use Class) and/or offices (B1[a]) Use Class).* *The ground floor is considered suitable for any of the following uses or a suitable mix of retail (A1 Use Class), financial and professional services (A2 Use Class), restaurant and cafes (A3 Use Class), drinking establishments (A4 Use Class), offices (B1[a] Use Class) and community (D1 Use Class).* Site 58 Sainsbury's Car Park (Peel House Car Park) – *Any of the following uses or a suitable mix of retail (A1 Use Class), financial and professional services (A2 Use Class), restaurants or cafes (A3 Use Class), drinking establishments (A4 Use Class), hot food takeaways (A5 Use Class), offices (B1[a] Use Class), residential (C3 Use Class), community (D1), gym or cinema (D2 Use class).* Site 61 Morden Station Staff car park – *Any of the following uses or a suitable mix of residential (C3 Use Class), employment (B1[a], B1[b], B1[c] Use Classes) and community (D1 Use Class).* Site 65 Kenley Road Car Park – *Residential (C3 use class) to be developed in conjunction with the moreMorden masterplan or education (D1 use class).*

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Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Employment	Policy 4.12: Improving Opportunities for All.	Core Strategy: Policy CS12: Economic Development. Draft Sites and Policies Plan and draft Policies Map: E4: Local employment opportunities	**Employment:** Strategic developments proposals should support local employment, skills development and training opportunities such as providing local business and residents the opportunity to apply for employment during the construction of developments and in the resultant end use.
Design	Policy 7.1: Building London's Neighbourhoods and Communities, Policy 7.2: An Inclusive Environment, Policy 7.3: Designing Out Crime, Policy 7.4: Local Character, Policy 7.5: Public Realm, Policy 7.6: Architecture, Policy 7.7: Location and Design of Tall and large buildings, Policy 7.8: Heritage Assets and Archaeology, Policy 7.13: Safety, Security and Resilience to Emergency, Policy 7.14: Improving Air Quality, Policy 7.15: Reducing and Enhancing Soundscapes.	Core Strategy Policy CS3: Morden Sub-Area, CS14: Design. UDP: BE8, BE13, BE14, BE15, BE16, BE17, BE19, BE20, BE21, BE22, BE25, BE28, BE29, BE31, BE33, BE34, BE35, PE4. Draft Sites and Policies Plan and draft Policies Map: DM D1: Urban design and the public realm, DM D2: Design considerations in all developments, DM D3: Alterations and extensions to existing buildings,	**Design and Assess Statement:** Following engagement with relevant user groups, besides the statutory requirements for these documents, it should also indicate how the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, and demonstrate how best practice standards have been complied with, such as British Standard BS 8300: 2009; and how inclusion will be maintained and managed. **Designing Out Crime:** this should be considered as the early design stage. The development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. **Tall Buildings:** Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts.

Topic	Development Plan Policies (this list is not exhaustive)		
	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
	London Plan table 3.2: Density and table 3.3: Housing standards Interim London Housing Design Guide(2010) and Housing SPG (2012)	DM D4: Managing heritage assets, DM D7: Shop front design and signage.	**Locally Listed Building:** The ground floor part of the station building is Locally Listed. Development proposals will therefore be required to ensure that the historic character is conserved and enhanced. **Design Review Panel:** Due to the scale and size of this proposal, it is advisable for it to go through Merton's Design Review Panel. The Panel comprises a group of independent professionals working in the field of the built environment. The Panel advises the council on design issues in relation to important new development schemes and proposals for important public spaces, including both major planning applications and pre-application development proposals. **Archaeology:** Developers should liaise with officers from the Greater London Archaeological Advisory Service (GLAAS) and Merton Council's conservation officers as to the scope of the archaeological survey work that will be required.

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Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Climate Change	Policy 5.2: Minimising Carbon Dioxide Emissions, Policy 5.3: Sustainable Design and Construction Policy 5.6: Decentralised Energy in Development Proposals, Policy 5.7: Renewal Energy, Policy 5.9: Overheating and Cooling, Policy 5.10: Urban Greening, Policy 5.11: Green Roofs and Development Site Environs	Core Strategy: CS15: Climate Change UDP: PE12. Draft Sites and Policies Plan and draft Policies Map: EP1: Opportunities for decentralised energy networks	**Energy Assessments:** major developments should include detailed Energy Assessments to demonstrate how the targets for carbon dioxide emissions reduction as detailed in this policy will be met. **Code for Sustainable Homes (CfSH):** we would expect both affordable housing and private housing to meet Code Level 4 of the CfSH. **Building Research Establishment Assessment Method (BREEAM) Standards:** all non-domestic development over 500m2 are expected to be built to a minimum of BREEAM Very Good standard and meet CO2 reduction targets in line with the London Plan or national policy, whichever is the greater. **Combined and Cooling Heat and Power:** where possible, opportunities should be taken to provide combined heat and power and combined cooling heat and power. **Multi Utility Services Company (MUSCO):** all major development is strongly encouraged to be MUSCO ready where viable and actively contribute to the networks where possible. Regard should be had to the District Heating Manual for London. Details of these matters should be discussed at the pre-application stage. **Sustainable Design Standards:** major development should meet the minimum sustainable design standards as set out in the Mayor's SPG and this should be clearly stated within a design and access statement. **Overheating and Cooling:** major development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the London Plan cooling hierarchy. Also, major development should demonstrate how the design, materials, construction and operation of development would minimise overheating and also meet its cooling need. Please see the London Climate Change Adaption Strategy for more information on this. **Green Infrastructure:** should be taken into consideration at the beginning of the design process to contribute to urban greening, including the public realm. **Green Roofs and Development Site Environments:** major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

	Development Plan Policies (this list is not exhaustive)		
Topic	**London Plan (2011)**	**Merton's Local Plan**	**Key Scheme Key Requirements**
Flooding	Technical Guidance to the National Planning Policy Framework (March 2012), Policy 5.12: Flood Risk Management and Policy 5.13: Sustainable Drainage	Core Strategy: Policy CS16: Water Management UDP: PE5, PE6, PE7. Draft Sites and Policies Plan and draft Policies Map: DM F1:Support for flood risk management;	**Sustainable Urban Drainage Systems (SUDS):** Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. **Areas Susceptible to Surface Water Flooding:**Environment Agency maps currently show that the Kenley Road Car Park site, the rail tracks and areas adjacent to the southern corner of the of the Morden Station site are susceptible to surface water flooding. Proposals will need to incorporate suitable mitigation measures to address this matter in these areas.
Water	Policy 5.14: Water Quality and Wastewater Infrastructure and Policy 5.15: Water Use and Supplies	Core Strategy: CS11: Infrastructure Draft Sites and Policies Plan and draft Policies Map: DM F2: Sustainable drainage systems (SuDS) and wastewater and water infrastructure	**Adequate Water Supply:** development proposals must include adequate wastewater infrastructure capacity **Conservation of Water Supply:** Proposals should minimise the use of mains water by: incorporating water saving measures and equipment and designing residential development so that mains water consumption meet a target of 105 litres or less per head per day.
Waste	Policy 5.14: Water Quality and Wastewater Infrastructure and Policy 5.15: Water Use and Supplies Policy 5.3: Sustainable Design and Construction, Policy 5.18: Construction, Excavation and Demolition Waste	Core Strategy: Policy CS17: Waste Management. UDP: PE11.	**Waste Storage and Recycling:** we require integrated, well-designed waste storage facilities that will include recycling facilities for all new developments where appropriate. **Construction Waste Removal:** The generation and off-site transport of construction waste should be minimised through maximising reuse or recycling.

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Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Transport:	Policy 6.3, Assessing Effects of Development on Transport Capacity, Policy 6.9: Cycling, Policy 6.10: Walking, 6.13: Parking, Policy 6.12: Road Network Capacity, Policy 7.15: Reducing noise and enhancing soundscapes	Core Strategy: Policy CS18: Active Transport, Policy CS19: Public Transport and Policy CS20: Parking, Servicing and Delivery. UDP: PE1, PE.2 Draft Sites and Policies Plan and draft Policies Map: DM T1: Support for sustainable transport and active travel, DM T2: Transport impacts of development, DM T3: Car parking and servicing standards, DM T4 Transport infrastructure, DM T5: Access to the road network, DM EP2: Reducing and mitigating noise, DM EP4 Pollutants	**Parking Standards:** LB Merton's parking standards for new schemes are in line with those detailed in 6.2: Car Parking Standards of the London Plan (2011). Developments should provide secure, integrated and accessible cycle parking facilities in line with Table 6.3: Cycle Parking Standards and should assess and provide an appropriate level of defined motorcycle parking spaces within their proposals. **Walking:** development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space. The approach and principals of Legible London should be followed to take full advantage of walking opportunities. **Scoping Report:** is advised to agree what key items need to be addressed in the Transport Assessment to be submitted with the planning application. **Transport Assessment:** as this site is located on the Transport for London Network (TfLN) and is a red route, access will be a key issue for this site therefore a full transport assessment would be required. Please refer to TfL guidelines to find the type of information required for a Full Transport Assessment. **Consult TfL:** due to the size and sensitive location of the site, developers should have pre-application discussions with TfL **Air Quality Impact Assessment:** The entire borough of Merton has been designated as an Air Quality Management Area. Due to the size of the site, its redevelopment might result in an adverse impact to local air quality and it is therefore likely that an Air Quality Impact Assessment may be required. **Noise Impact Assessment:** this is required for applications that would either create noise or be sensitive to existing sources of noise.

Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
S106		Core Strategy: CS11: Infrastructure UDP: C1, C8, C13, BE27, PE2, PE3, L8. SPD: Planning Obligations SPD	**S106 required:** This is detailed in Merton S106 SPD (2006). Please include these in your development appraisals as S106 will be required to make the planning application acceptable in planning terms.
CIL		Core Strategy: CS11: Infrastructure	**Merton's progress with CIL:** Our Charging Schedule was adopted in November 2013. At the Morden Station site the rate for residential use is £115/m2 and at the Kenley Road Car Park site the rate for residential use is £220/m2. The rate for Retail Warehouses/Superstores across the whole site is £100/m2. The Mayoral CIL charge, which is £35/m2, is also collected in Merton. Merton's CIL Charging Schedule will now be applied to relevant development in schemes in Merton from 01 April 2014. Once implemented and in accordance with the CIL regulations and guidance (as amended), all existing planning applications, upon which the decisions notices are dependent on all S106 conditions being signed off, will be subject to the CIL charge. CIL is chargeable from the commencement of development. **Once adopted the CIL charge is non-negotiable** so it should be factored in the development residual land value appraisals. Affordable housing requirements will still be secured through S106 contributions as well as other S106 costs.

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