

# 01 WELCOME



# 02 INTRODUCTION

## EXECUTIVE SUMMARY

- Use to Class E(g)(iii), B2, and B8 (flexible use). use.
- The proposed plot is situated west of the A237 (Carshalton Road) and north of Beddington Corner. Close proximity to Mitcham Junction train station.
- The site area totals 13.63acres / 5.51ha.

## DESCRIPTION

The development totals 13.63 acres / 5.51ha with the current site constituting an accumulation of industrial units and storage containers, fixed into the southeast portion of a large industrial complex. The southern area of the site is occupied by a large multi storey building merchant warehouse with 3,000m<sup>2</sup> of floor space with a maximum height of 9.14m. The centre of the site, single-storey units accompany an area for storage and shipment containers with 7,658m<sup>2</sup> of floor space with a maximum height of 11m. At the northern end spans one multi storey unit that neighbours an exterior site complex across an access road with 5,178m<sup>2</sup> of floor space with a maximum height of 14.31m.

The site is currently accessed via Willow Lane from the North and Goat Road from the South for both vehicular, pedestrian and cyclists. No dedicated subdivision is currently provided.



# 03 SITE VIEWS OF THE EXISTING SITE

AERIAL VIEW TOWARDS THE SITE LOOKING NORTH



# 03 SITE VIEWS OF THE EXISTING SITE

AERIAL VIEW TOWARDS THE SITE LOOKING SOUTH



# 04 STREET VIEWS OF THE EXISTING SITE

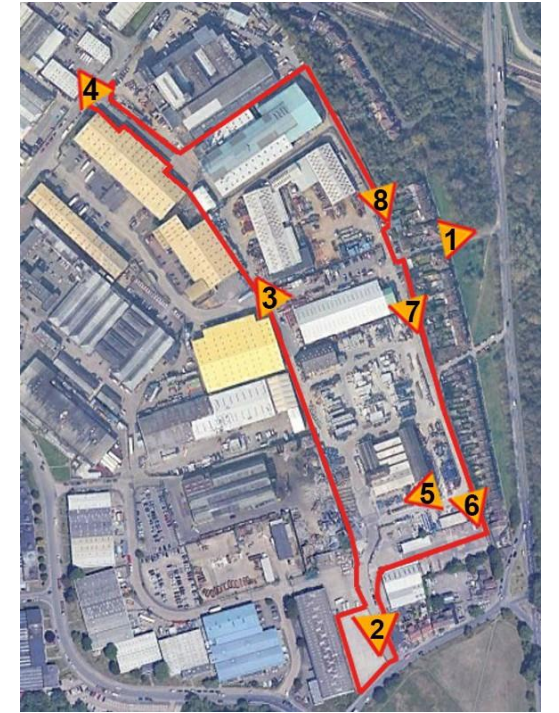
VIEW 1 - DRAKE ROAD



VIEW 3 - 21ST TECHNOLOGY SOLUTIONS



AERIAL LOCATION PLAN



VIEW 2 - SOUTH OF SITE OFF GOAT ROAD



VIEW 4 - NORTH OF SITE OFF WILLOW LANE



# 04 STREET VIEWS OF THE EXISTING SITE

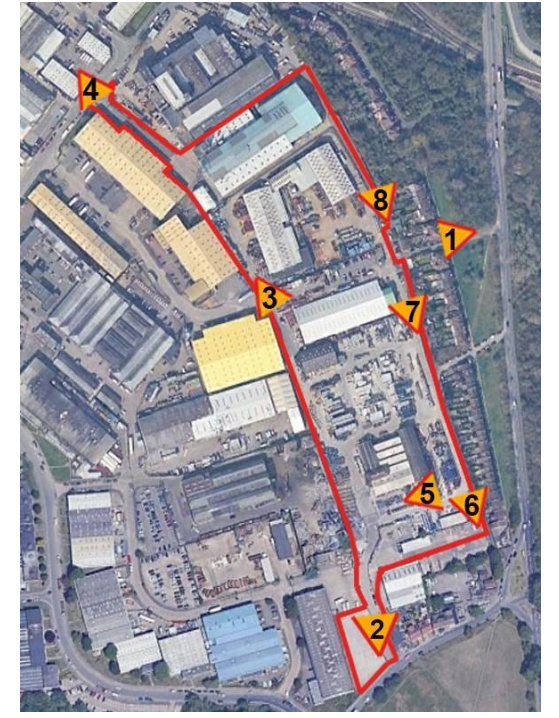
VIEW 5 - WEST TO RETAINED LANDSCAPING BUFFER



VIEW 7 - NORTH 21ST TECHNOLOGY SOLUTIONS



AERIAL LOCATION PLAN



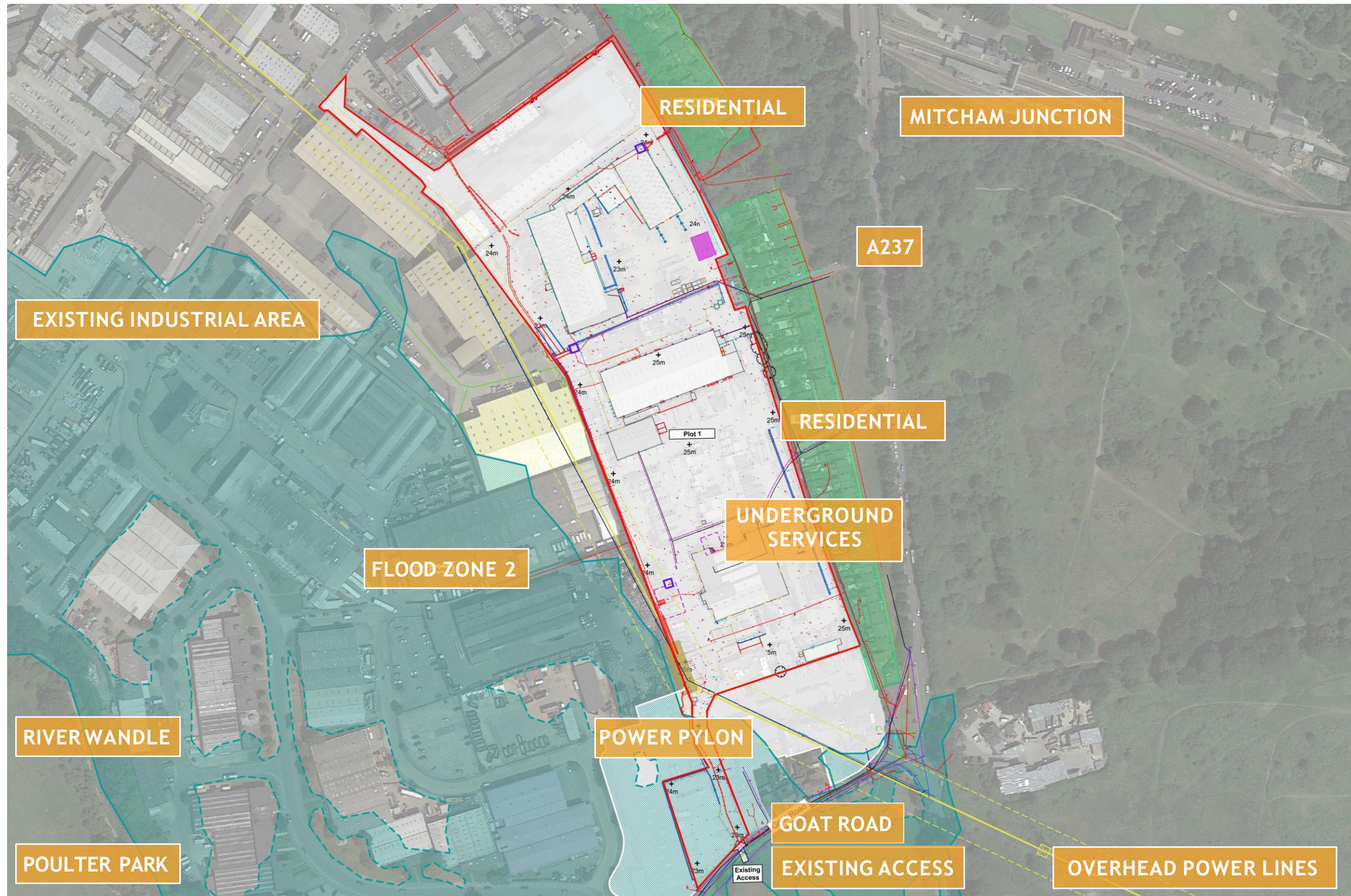
VIEW 6 - NORTH TO RETAINED LANDSCAPING BUFFER



VIEW 8 - NORTH OF SITE OFF WILLOW LANE



# 05 SITE CONSTRAINTS

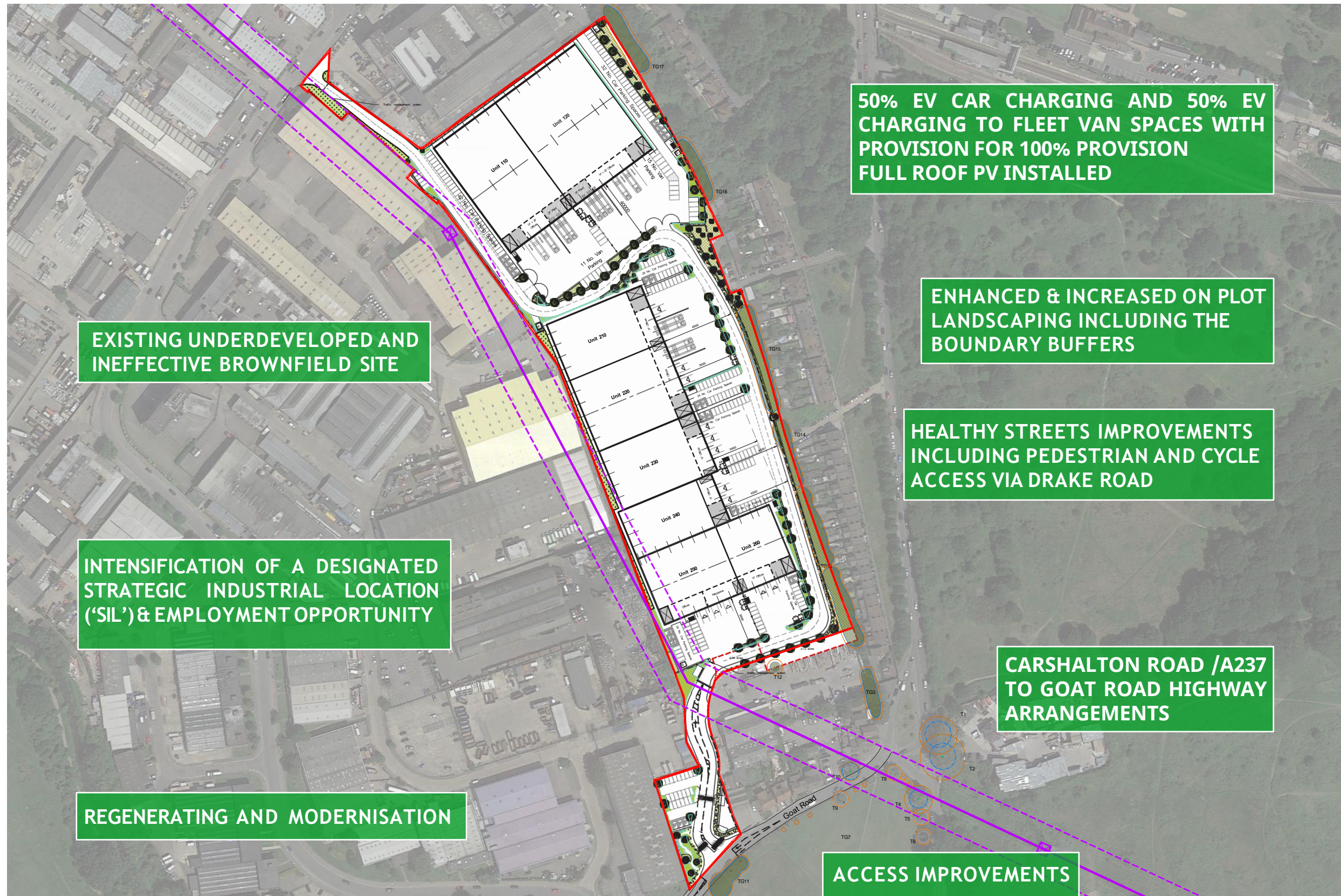


- Site Boundary's
- Flood Zone 2
- Overhead Power Lines
- Residential
- Existing Access
- Spot Heights
- Substation
- Historical Location of 2 Above Ground Gas Tanks
- Tanks
- Possible Japanese Knotweed
- Electric Cable
- Telecoms Cable
- Cable TV
- Communication Cable
- Water Pipe
- Gas Pipe
- Foul Drainage

1. Overhead powerlines and associated pylon
2. Existing site access off Goat Road
3. Flood Zone 2 south of site
4. Surrounding existing in use industrial area
5. Onsite below ground services
6. Neighbouring residential receptors



# 06 OPPORTUNITIES



EXISTING UNDERDEVELOPED AND INEFFECTIVE BROWNFIELD SITE

INTENSIFICATION OF A DESIGNATED STRATEGIC INDUSTRIAL LOCATION ('SIL') & EMPLOYMENT OPPORTUNITY

REGENERATING AND MODERNISATION

50% EV CAR CHARGING AND 50% EV CHARGING TO FLEET VAN SPACES WITH PROVISION FOR 100% PROVISION FULL ROOF PV INSTALLED

ENHANCED & INCREASED ON PLOT LANDSCAPING INCLUDING THE BOUNDARY BUFFERS

HEALTHY STREETS IMPROVEMENTS INCLUDING PEDESTRIAN AND CYCLE ACCESS VIA DRAKE ROAD

CARSHALTON ROAD /A237 TO GOAT ROAD HIGHWAY ARRANGEMENTS

ACCESS IMPROVEMENTS

1. The site represents an opportunity to bring an underdeveloped and ineffective brownfield site, designated as Strategic Industrial Land (SIL), into productive use
2. Regenerating and modernising an existing dilapidated industrial estate
3. Improving the Goat Road entrance and make visually appealing
4. Opportunity for intensification of a designated Strategic Industrial Location ('SIL') as well as contribute more effectively towards the Borough's employment land supply
5. The existing vegetation buffer to the Eastern elevation adjacent to the boundary to the residential properties will be enhanced to provide increased screening
6. The proposed Carshalton Road /A237 to Goat Road highway arrangements will improve the wider network capacity
7. KSP has established a bespoke sustainability framework for the applicant to deliver exemplary performance across holistic sustainability themes.





# 07 PLANNING CONTEXT

The proposals have paid due regard to the policies within LB Merton's Development Plan, comprising:

- The London Plan (2021)
- Merton's Core Planning Strategy 2011-2026 (2011)
- Sites and Policies Plan 2014-2024 (2014)
- South London Waste Plan 2012 (2012)

## *Material Considerations:*

- Given the advanced status of the draft Merton Local Plan at Examination in Public, the proposals have had regard to the draft policies.
- the National Planning Policy Framework (NPPF) (2021).
- the draft South London Waste Plan which was subject to consultation on the Main Modifications in Summer 2022.

## **Site Designations**

### *The site*

- The site is located within the Willow Lane Trading Estate which is designated as Strategic Industrial Location (SIL).
- The site is located within an Archaeological Priority Zone.
- The site is designated as a Schedule 2 Waste Site.
- Flood Zone 2.
- PTAL Rating of 0 to 3.

### *Surrounding Area*

Land to the east of the site forms part of the Wandle Valley Regional Park, designated as Metropolitan Open Land and a Site of Importance for Nature Conservation.

## **Relevant Planning Policies and Considerations**

### **Principle of Development**

The site is designated within adopted and emerging Local Plans as a Strategic Industrial Location. The site is brownfield and currently under utilised and ineffective with proposals providing needed update, intensification and modernisation of the site, delivering a significant quantum of employment floorspace to the Borough.

SIL designations comprise one of the Borough's major employment land sources and are intended to be the primary focus for general industrial and logistics uses. Both adopted and emerging policy protect these sites for employment purposes and support the retention, enhancement, and intensification of existing employment and commercial uses. The proposals optimise the land for efficient employment use, and therefore accord with SIL policy.

### **Design**

London Plan Policy D4 and D5 require developments to deliver good design which is both inclusive and of high quality. The existing site features poor quality buildings, and the proposals will deliver high quality warehouse units meeting modern industrial operational requirements through a sustainable design in accordance with Local Plan Policy CS 14 of the Core Strategy and draft Policy CC2.6.

### **Transport and Highways**

London Plan Policy T6.2 attributes vehicle parking for B2/B8 uses to offices, with the acknowledgement that industrial sites will have a significantly lower employment density. The minimum cycle parking standards for Class E and B2/B8 for long-stay are 1 space per 250sqm and 1 space per 500sqm respectively. Short-stay facilities are to be provided at a ratio of 1 space per 1000sqm.

### **Sustainability**

London Plan Policy SI 2 seeks to ensure major development achieve net zero-carbon by reducing greenhouse gas emissions in operation and minimising energy demand in accordance with the energy hierarchy: Be Clean, Be Lean, Be Green.

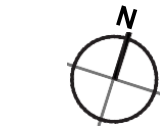
# 08 PROPOSED SCHEME

The layout achieves a total floor area of 28,089m<sup>2</sup> GEA within seven small to medium units with a clear internal height of between 10 - 12m maximising the development with a site density of 50.92% whilst observing the site constraints.

Units 110 and 120 are semi-detached and positioned to the north of the site with the clear internal height of 12m, and 15m to external apex ridge height. Units 210 - 250 are sited to the western boundary and form terrace units that are 10m clear internal height, and 13m to external apex ridge height.

The service yard accommodates a mixture of HGV, rigid lorry, and van access with a combination of dock loading doors to the larger units of 110, 120, 210 and 220 inclusive of level access doors. The smaller remaining units provide only level access doors usage to suit the demand and requirements of these unit sizes.

Car parking is provided to each unit with accessible bays near the ancillary office entrances. The car parking numbers are to be provided with 20% EV charging capability with the remaining having infrastructure provision installed from day one. Similarly, the allocation of vans spaces will have 20% EV charging capability the remaining having infrastructure provision.



### Schedule of Accommodation

<b>Total GEA</b>	-	302,335	28,089
Site Area	-	13.63 acres	5.51 ha
Site Density GEA	-		50.92%
<b>Unit 110</b>			
Ground Floor Area	-	57,210	5,315
1F Office	-	5,328	495
2F Office	-	3,541	329
2F Plant Deck	-	1,776	165
1F Core, Stairs & WC	-	1,959	182
2F Core, Stairs & WC	-	1,959	182
<b>Unit 110 GEA</b>	-	<b>71,773</b>	<b>6,668</b>
<b>Unit 120</b>			
Ground Floor Area	-	41,580	3,863
1F Office	-	3,336	310
2F Office	-	1,915	178
2F Plant Deck	-	1,410	131
1F Core, Stairs & WC	-	1,959	182
2F Core, Stairs & WC	-	1,959	182
<b>Unit 120 GEA</b>	-	<b>52,159</b>	<b>4,846</b>
<b>Unit 210</b>			
Ground Floor Area	-	26,780	2,488
1F Office	-	2,368	220
1F Core, Stairs & WC	-	1,926	179
<b>Unit 210 GEA</b>	-	<b>31,074</b>	<b>2,887</b>
<b>Unit 220</b>			
Ground Floor Area	-	33,755	3,136
1F Office	-	3,487	324
1F Core, Stairs & WC	-	1,926	179
<b>Unit 220 GEA</b>	-	<b>39,168</b>	<b>3,639</b>
<b>Unit 230</b>			
Ground Floor Area	-	27,620	2,566
1F Office	-	2,540	236
1F Core, Stairs & WC	-	1,894	176
<b>Unit 230 GEA</b>	-	<b>32,054</b>	<b>2,978</b>
<b>Unit 240</b>			
Ground Floor Area	-	21,904	2,035
1F Office	-	1,657	154
1F Core, Stairs & WC	-	1,915	178
<b>Unit 240 GEA</b>	-	<b>25,476</b>	<b>2,367</b>
<b>Unit 250</b>			
Ground Floor Area	-	43,679	4,058
1F Office	-	2,152	200
1F Core, Stairs & WC	-	2,680	249
1F Storage	-	2,120	197
<b>Unit 250 GEA</b>	-	<b>50,631</b>	<b>4,704</b>

### Key:

- Overhead Power Lines
- Existing Trees Retained
- Drake Road and Willow Lane - Proposed access into site for pedestrian & cyclists



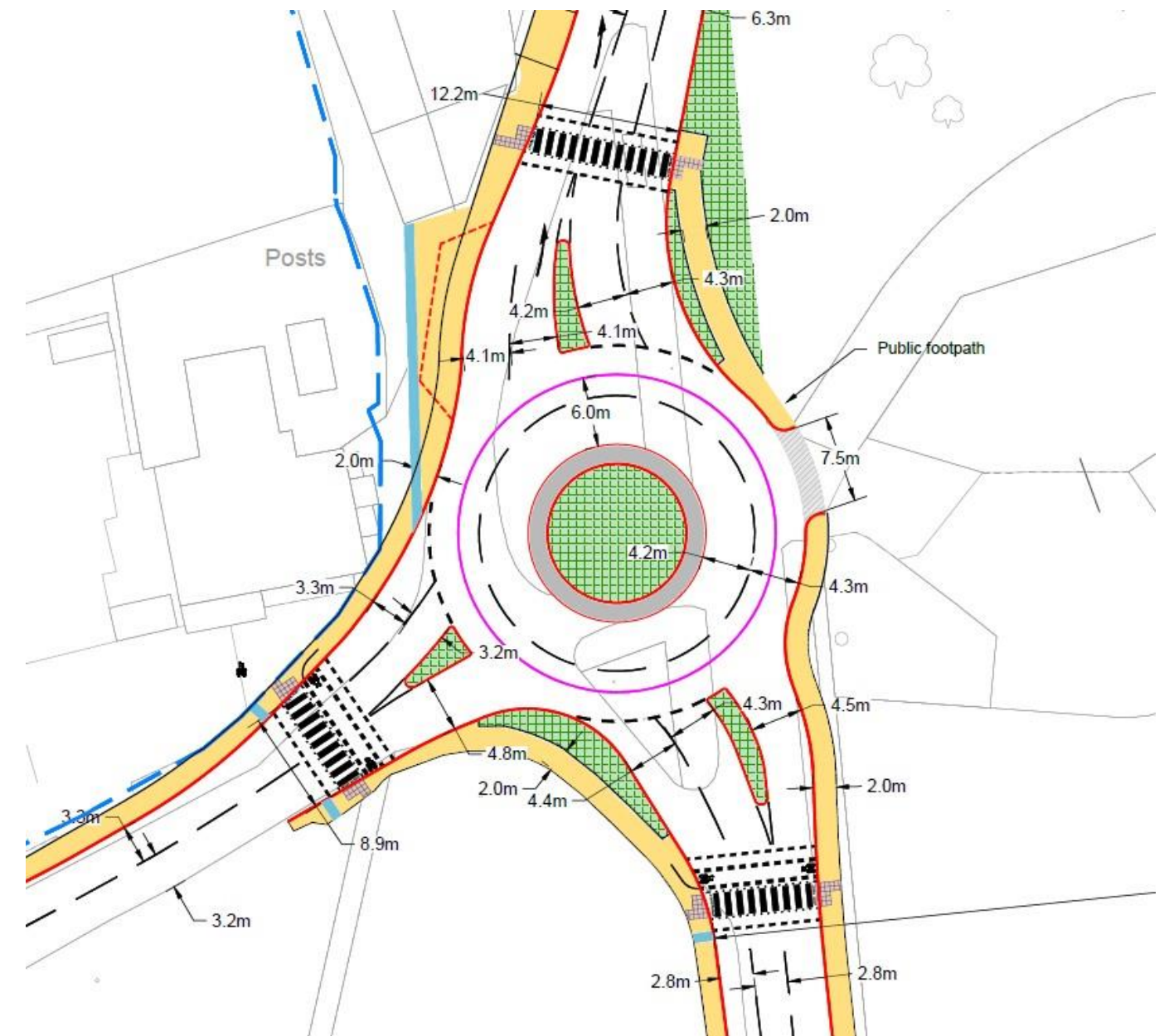
# 08 PROPOSED SCHEME



# 09 CARSHALTON ROAD / GOAT ROAD JUNCTION

## PROPOSED ROUNDABOUT

- The proposals require changes to the existing Carshalton Road / Goat Road junction
- A roundabout is the only junction arrangement that can unlock the development potential of this strategic industrial land
- The roundabout would result in a marginal net loss of Common Conservators land (of 57.55sqm)
- We would like to work with the Conservators to deliver this proposal
- We believe the existing junction will cause significant delays to traffic even without the development proposals outlined here
- Benefits include additional highway capacity, new crossing opportunities for pedestrians, and an improved junction from the existing arrangement.



# 09 CARSHALTON ROAD / GOAT ROAD JUNCTION

ARTIST IMPRESSION LOOKING NORTH



ARTIST IMPRESSION LOOKING SOUTH



Images courtesy of BCA Landscaping

# 10 THANK YOU

CGI OF PROPOSED UNITS 210 - 250



# 10 THANK YOU

CGI OF PROPOSED UNITS 210 - 250



# 10 THANK YOU

CGI OF PROPOSED UNITS 110 - 120

