

## OUR UPDATED PROPOSALS - APRIL 2024

Welcome to this public drop in event for Mitcham Gasworks.

The London Borough of Merton has allocated the site for residential led mixed-use development, to deliver much needed new homes to the area.

A planning application (ref. 22/P3620) was submitted in December 2022.

Following feedback from the Council, the GLA and local stakeholders, including the community, St William have revised their proposals.

An updated set of plans and documents were submitted to the Council at the start of April 2024.

A period of consultation with statutory consultees and the public is currently underway and will finish on 16th May 2024.

This drop in event is an opportunity to view the updated planning application and speak to the team.



Aerial view of the existing Mitcham Gasworks

### ST WILLIAM

The site is owned by St William. St William is the specialist arm of the Berkeley Group, focused on the regeneration of redundant Gasworks sites across London and the South of England.

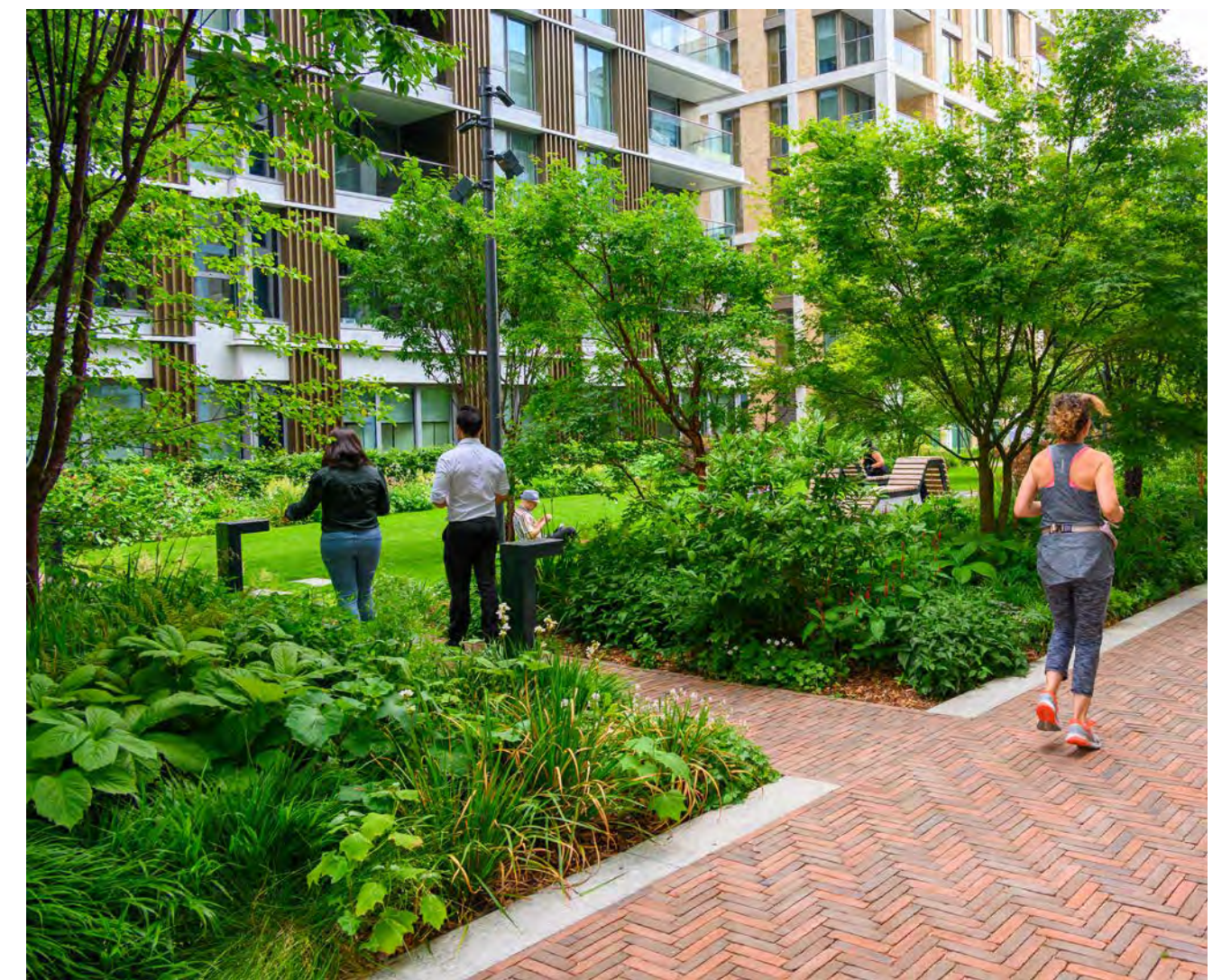
Our goal is to reconnect these sites with the local community and transform them into places where people want to live, work and spend time.

The places built by St William will be renowned for the quality of their public realm & open spaces. To achieve this we adopt a landscape-led approach, on every site, which can be summarised as "first life, then spaces, then buildings."

### ST WILLIAM REGENERATION PROJECTS



Clarendon, Haringey



Prince of Wales Drive, Battersea

### BERKELEY GROUP REGENERATION PROJECTS



Kidbrooke Village, Greenwich



Horlicks Quarter, Slough



## THE GASHOLDERS AND SITE HISTORY

Mitcham Gasworks was first constructed in 1849 by James Stevens and Company.

Four gasholders are understood to have been present on site across its history, whilst at its peak there were three gasholders and 192 retort houses. During the 1930's around 200 tonnes of coal were burned per day.

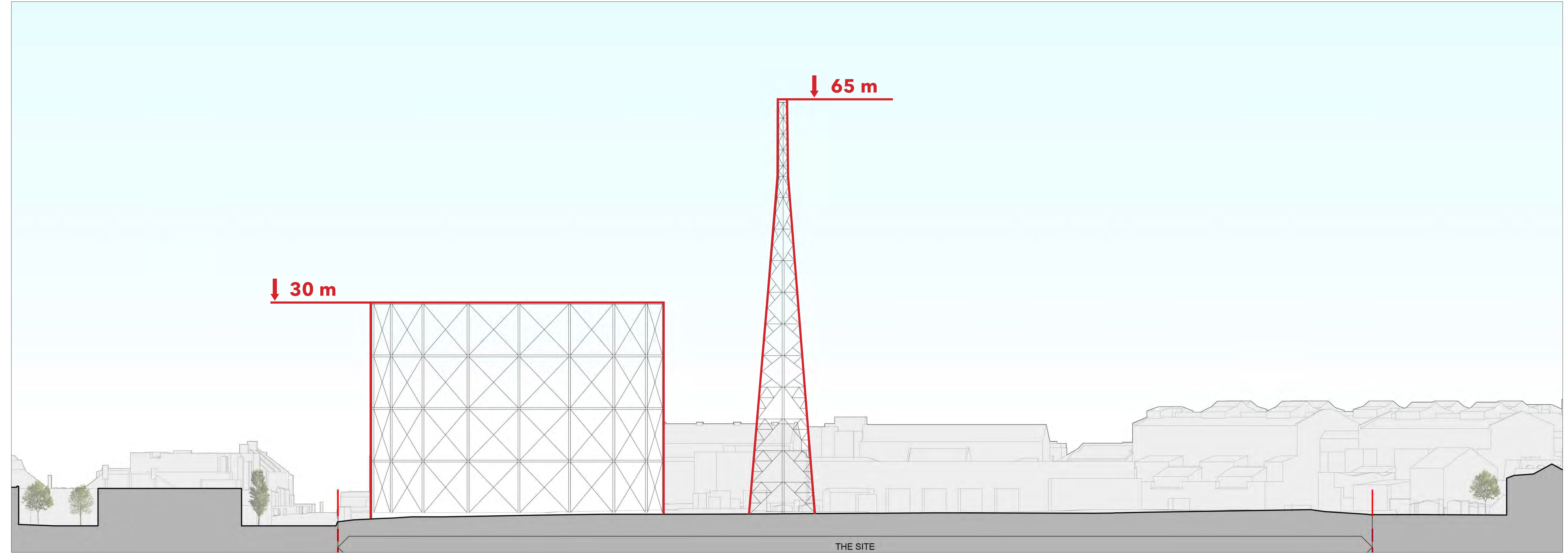
Gas manufacture ended in 1960 but the gasholders continued to be used for storage of gas for a number of years. Offices were constructed on site in the latter part of the 20th century and were used by British Gas until their demolition in 2006.

Technological improvements in the storage of gas resulted in gasholders being made redundant, providing the opportunity for the site to be redeveloped. The gasholder was demolished last year by National Grid following approval by the Council.

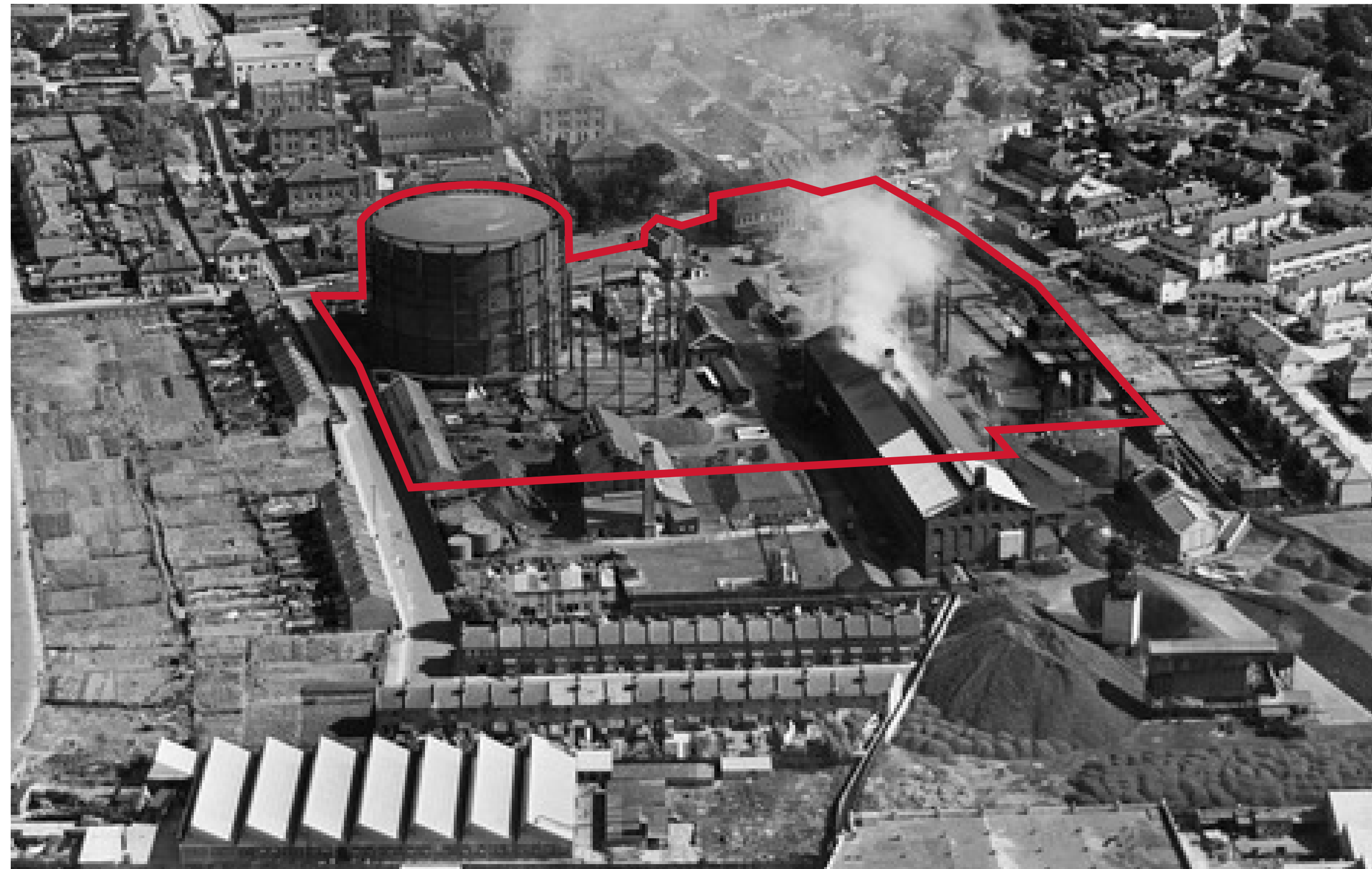
The western part of the gasworks was sold to Barratt in 2012. This land was remediated and redeveloped in to the housing development "Lavender Gardens", completing in 2014.



The gasholder and communications tower, 2021



Cross section through the site



Aerial view, 1937



Southern end of Western Road, 1975



James' Estate, 1975



Redevelopment on site of Sibthorpe and Gladstone Roads, 1972. The gasholders and office block can be seen in the centre of the image.



SITE CONTEXT

SITE CONSTRAINTS

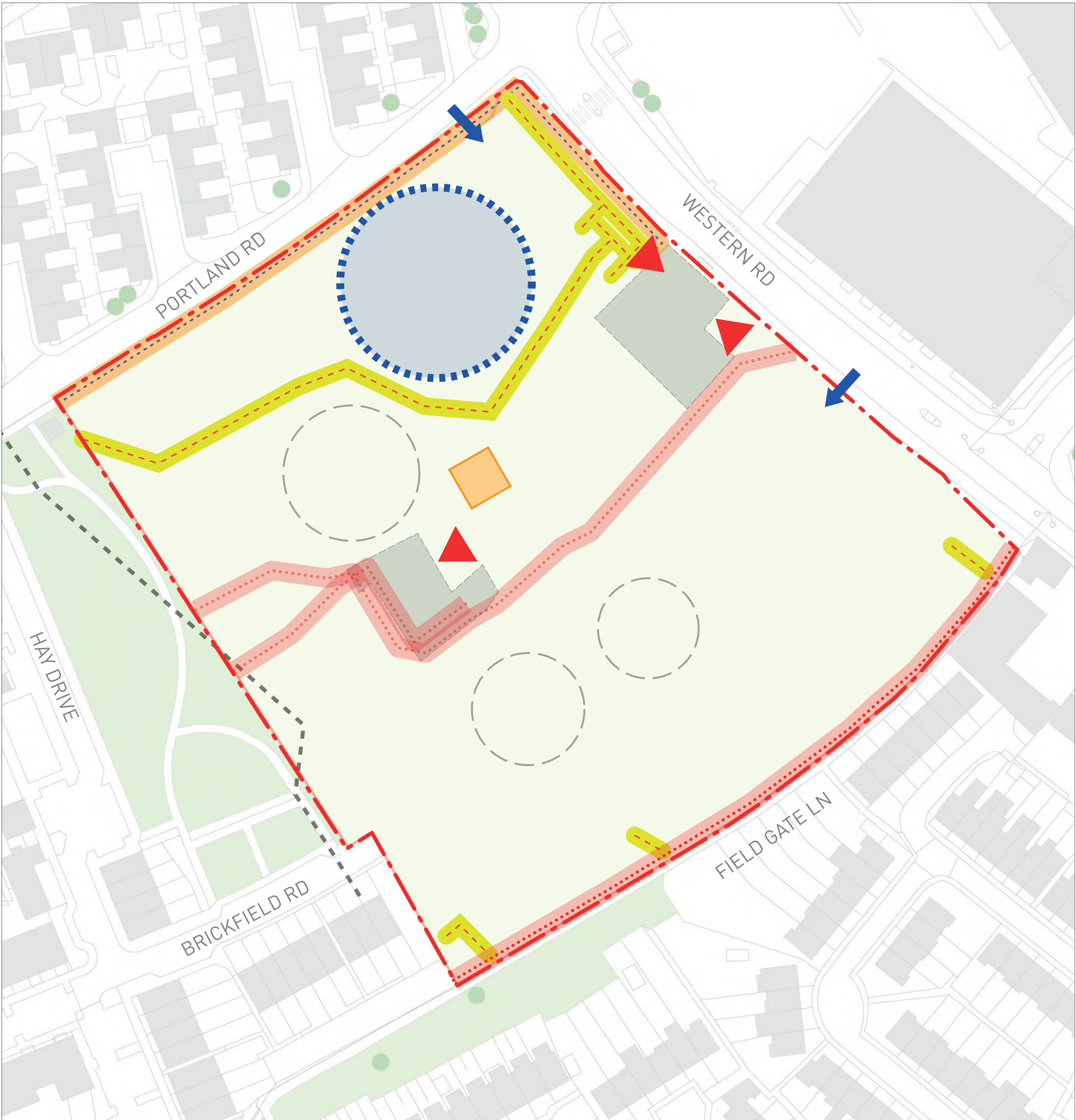
The site has some significant constraints that must be addressed including underground structures, changes in ground level, and retained gas and communications infrastructure.

The key site constraints are shown in the diagram on the right.

Drawing key:

- Site boundary (wall)
- Vodafone cable
- Above ground structure (gasholder frame now demolished)
- Former gasholder walls and bases (hidden below ground)
- Gas mains to be removed
- Telecoms mast (to be re-provided within the development)
- New gas mains
- Retained gas mains
- Existing gas infrastructure
- Access to retained gas infrastructure
- Existing vehicular access

Note that the PRS and gas mains (new or retained) cannot be built over.



Site constraints plan

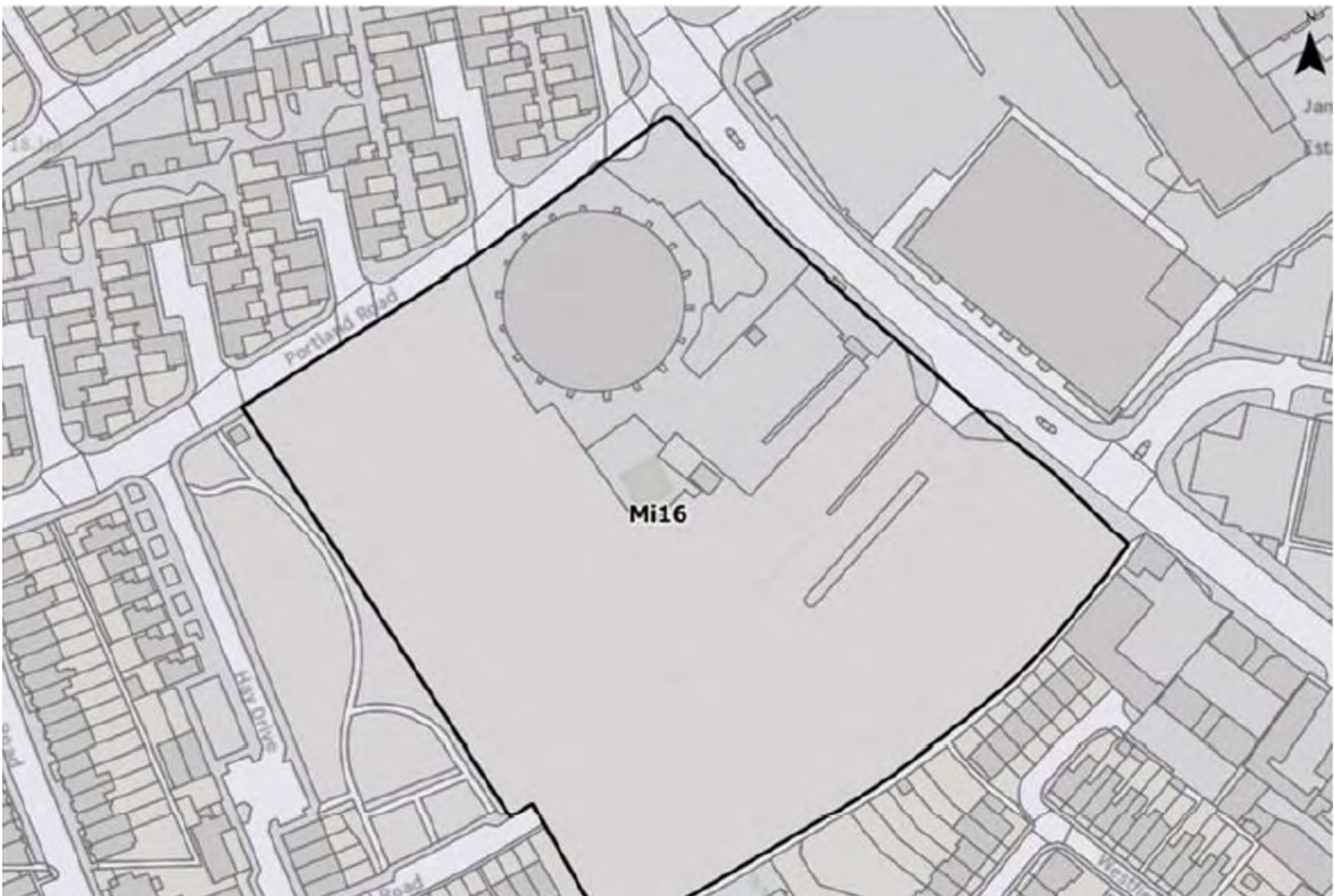
PLANNING POLICY CONTEXT

The site is allocated in both adopted and emerging planning policy for residential led, mixed-use development with open space and community use.

The Local Plan is currently going through a review with the Government's Planning Inspectorate.

The Council is proposing to allocate the site for 500 - 650 homes and heights up to 10 storeys which is supported by the Greater London Authority (GLA) who will help the Council determine the planning application.

The approach to tall buildings has also been agreed with the Greater London Authority (GLA).



Merton Emerging Local Plan Mitcham Gasworks Site Allocation



## UPDATES TO THE SCHEME IN RESPONSE TO CONSULTATION - APRIL 2024

Prior to submission of the original planning application in December 2022, we held three public consultation events. Various changes were made to the scheme during this process but the principle of development was generally always welcomed, as were key design principles of new routes, connections, open space and design character.

Following submission of the December 2022 application, a three week statutory consultation period was held.

Following this, the design team have made the following key changes, which form part of the resubmitted plans and drawings:

### INCREASED DUAL ASPECT

The number of dual aspect homes has been increased from 48% to 79% when measured against the new Housing Design Standards (June 2023)

### REDUCED MASSING

Massing and height have been reduced along both Portland Road and Hay Drive

### INCREASED PARKING

Parking has increased from 23% to 27% per home and remains policy compliant

### IMPROVED WIND CONDITIONS

Wind conditions have been improved across the site to ensure areas are suitable for their intended use

### ENHANCED BIODIVERSITY

On-site biodiversity has been improved along with an improved Urban Greening Factor

### REMOVAL OF CENTRAL PRS

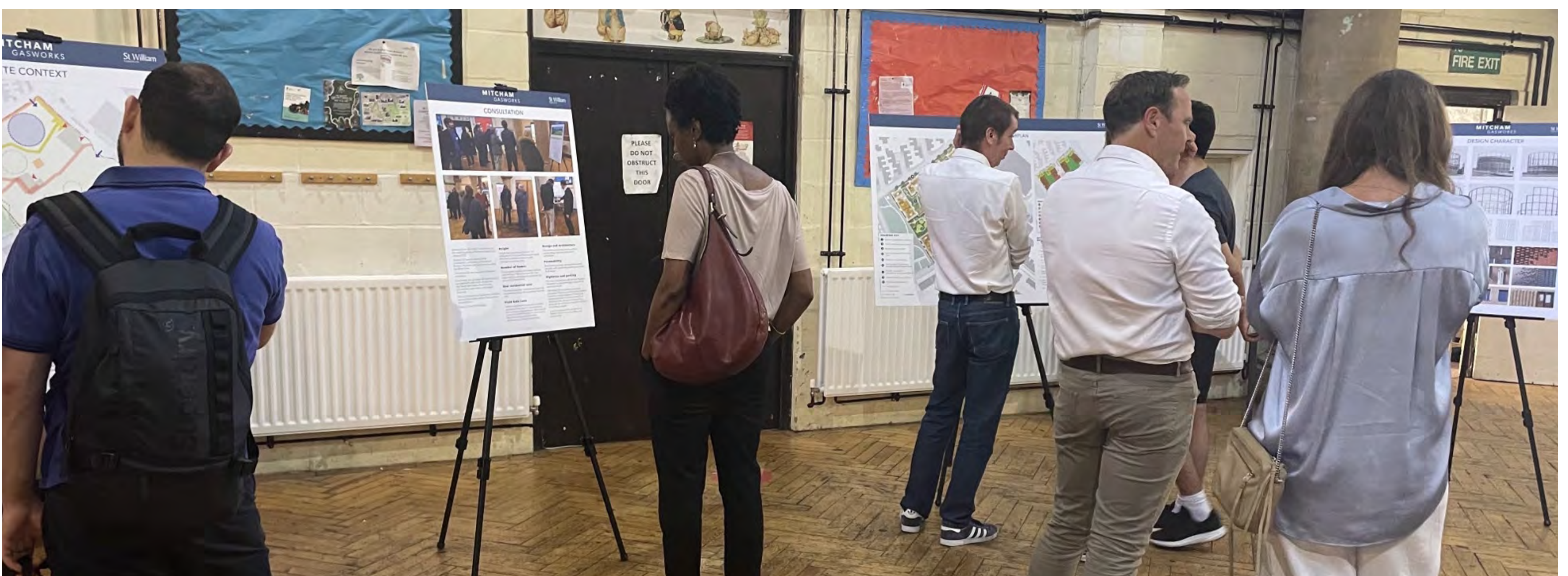
This provides a consolidated area of open space, which improves permeability and areas for recreation

### REDUCED NUMBER OF HOMES

This has reduced from 595 to 579 and remains within the range identified within the draft Local Plan

### IMPROVED SERVICING AND DELIVERIES

Additional servicing bays are provided and all deliveries will now take place from within the site






REVISED MASTERPLAN - APRIL 2024


THE PROPOSALS WILL DELIVER:


 Reduction in homes to 579


 Additional on-site parking (27%)


 Additional car club spaces

 Reduction in massing along  
Portland Road and Hay Drive

 Improved central landscaping  
including removal of PRS

 Increased dual aspect from  
48% to 79%

 Second stair to all buildings over  
18m for improved fire safety

 Increased biodiversity





GROUND FLOOR USES



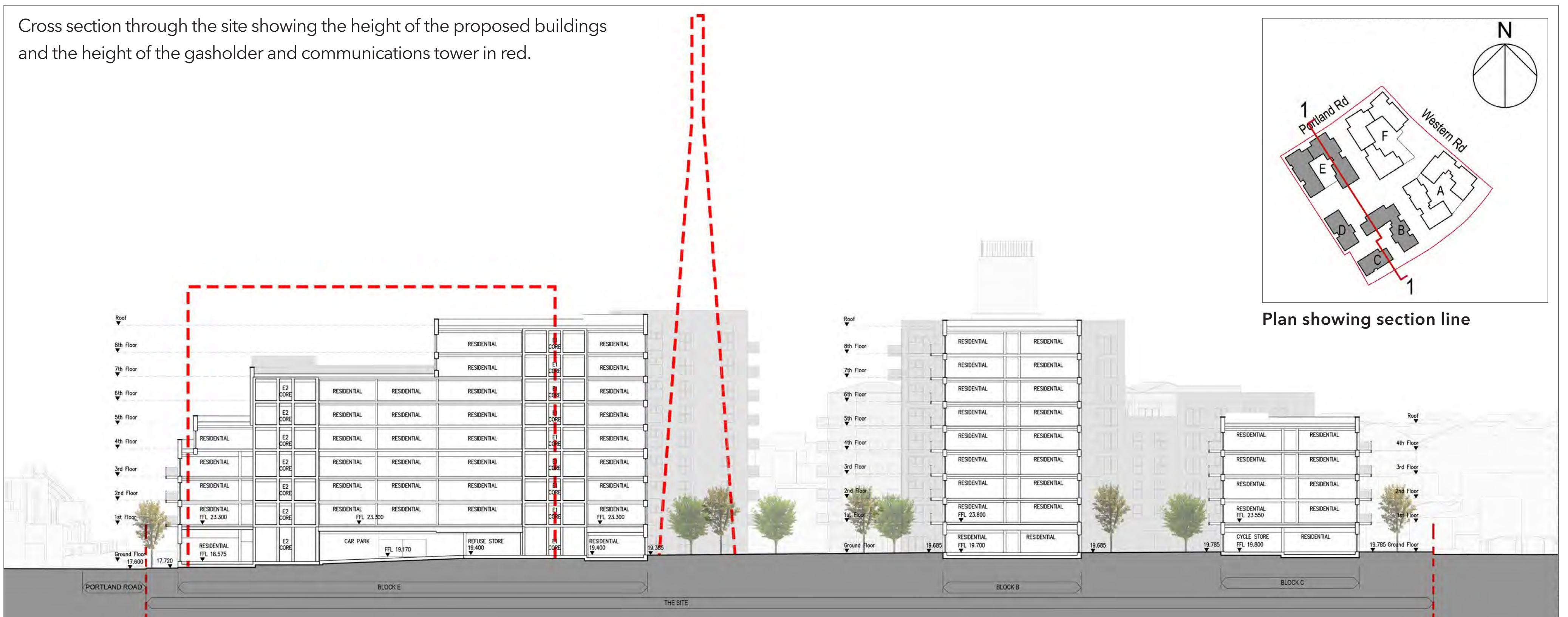


## BUILDING HEIGHTS



Roof plan showing the height of the proposed new buildings in storeys

Cross section through the site showing the height of the proposed buildings and the height of the gasholder and communications tower in red.



The emerging Merton Local Plan describes Mitcham Gasworks as suitable for buildings up to 10 storeys.

The recently dismantled gasholder was the equivalent height of a building of 10 storeys.

The existing telecoms mast is 65m and the equivalent to approximately 20 storeys.

The approach has been to locate taller buildings in the centre of the site and keep buildings lower at the edges.

The tallest proposed building is 9 storeys which has been carefully located within the central part of the site.

Massing has been reduced on Portland Road and Hay Drive.

The visual impact of the proposed development has been assessed from various key locations/viewpoints agreed with the Council and can be viewed within the Townscape Visual Impact Assessment.





Illustrative view of central open space





Illustrative view of main site entrance from Western Road



Illustrative view from the corner of Western Road and Bond Road





Illustrative view of central open space



## SCHEME COMPARISON

Previous Proposals - December 2022



Illustrative view from Hay Drive

New Proposals - April 2024



Previous Proposals - December 2022



Illustrative view along Portland Road

New Proposals - April 2024



Previous Proposals - December 2022



Illustrative view along Portland Road

New Proposals - April 2024





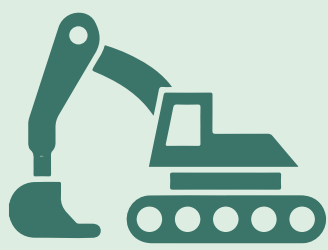
COMMUNITY BENEFITS



Illustrative view of Field Gate Lane looking north east



Delivery of 579  
**new homes**



**Environmental  
improvements** through  
site remediation



**~£10m** Community  
Infrastructure Levy & S106



Creation of  
**new jobs**



Creation of  
**new cycle and  
pedestrian routes**



Delivery of new **affordable  
homes** for Merton



**Apprenticeship**  
opportunities



New **play space**



Delivery of **new  
family homes**



New **public  
open space**



Removal of boundary walls  
and **improved safety**



**Biodiversity  
enhancements**



## OUR UPDATED TRAVEL & PARKING PLAN



### KEY

- ① Resident podium parking
- ② Resident surface parking
- ③ Additional on-street parking
- ④ Electric bicycle hub
- ⑤ Car club
- ⑥ Portland Road electric vehicle charging point (EVCP)
- ⑦ Western Road traffic calming

### KEY CHANGES

- Parking has been increased from 0.23 to 0.27 spaces per home. This includes 144 resident spaces, 4 visitor spaces, 2 car club spaces and 8 motorcycle spaces.
- The Portland Road boundary has been amended to provide an additional 6 on-street parking spaces when compared with the December 2022 submission.
- Two additional service bays have been provided on-site.
- Provision of an electric car charging point on Portland Road for use by existing residents.
- A new electric bicycle hub adjacent to the existing bus stop on Western Road.
- Amended Western Road access and inclusion of traffic calming measures.

### A REMINDER OF OUR APPROACH

We are proposing 158 vehicle parking spaces on site, which is 0.27 spaces per home.

This level of parking is in line with planning policy, which seeks to minimise car usage, whilst encouraging more sustainable modes of transport such as public transport and cycling.

We will be making a contribution to TfL to improve the local bus network and will be providing over 1,000 cycle parking spaces for residents' use.

A new electric bicycle hub is also proposed for use by new and existing residents to encourage sustainable modes of transport and reduce reliance on cars.

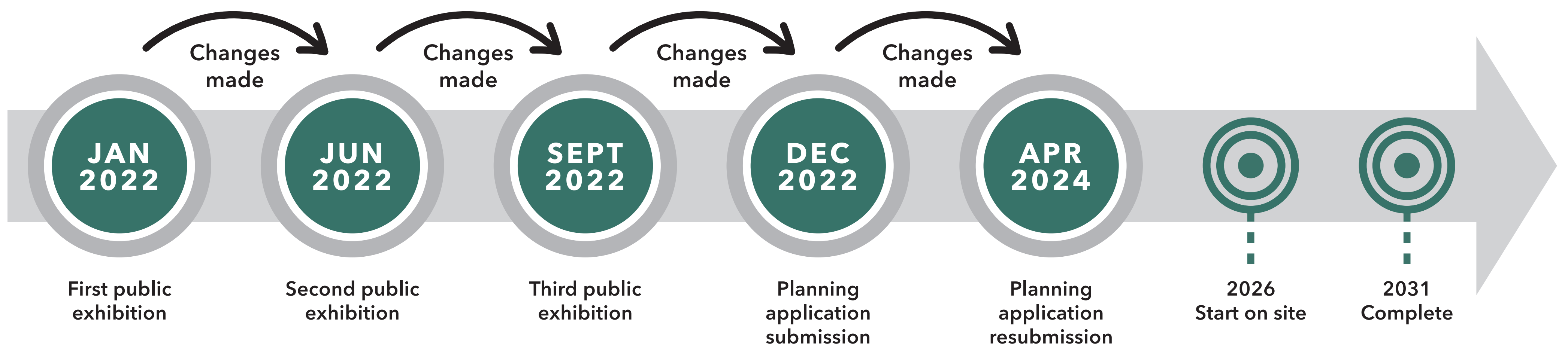
We will be providing spaces for a car club, with two from the outset and up to 5 if demand exists. All spaces would be provided on-site. Car clubs have been proven to significantly reduce the number of privately owned cars within a development and would be available to everyone.

St William is aware that there is not currently an active CPZ in the streets surrounding Mitcham Gasworks, despite the proximity of the town centre which is covered by MTC1. In response to this and the feedback from residents, St William have offered to fund the necessary surveys to support the creation of one should existing residents and the council decide this is the correct action to be taken.

The current cost of a resident CPZ permit for MTC1 is £80/year (£20/year for an electric vehicle).



## TIMELINE AND NEXT STEPS



### YOUR FEEDBACK

Let us know if you have any comments or questions.

### OUR TIMELINE

We have resubmitted updated plans and documents to the Council, which reflect the information shown on these exhibition boards.

A period of consultation is underway, closing on 16th May.

Subject to receiving planning permission we aim to start construction in 2026.

We anticipate construction will take approximately 5 years with the first homes ready for residents to move into them after 2 years.

### KEEP IN TOUCH

Please let us know if you would like to be added to our mailing list.

You can keep up to date with how the project is progressing on our website.

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