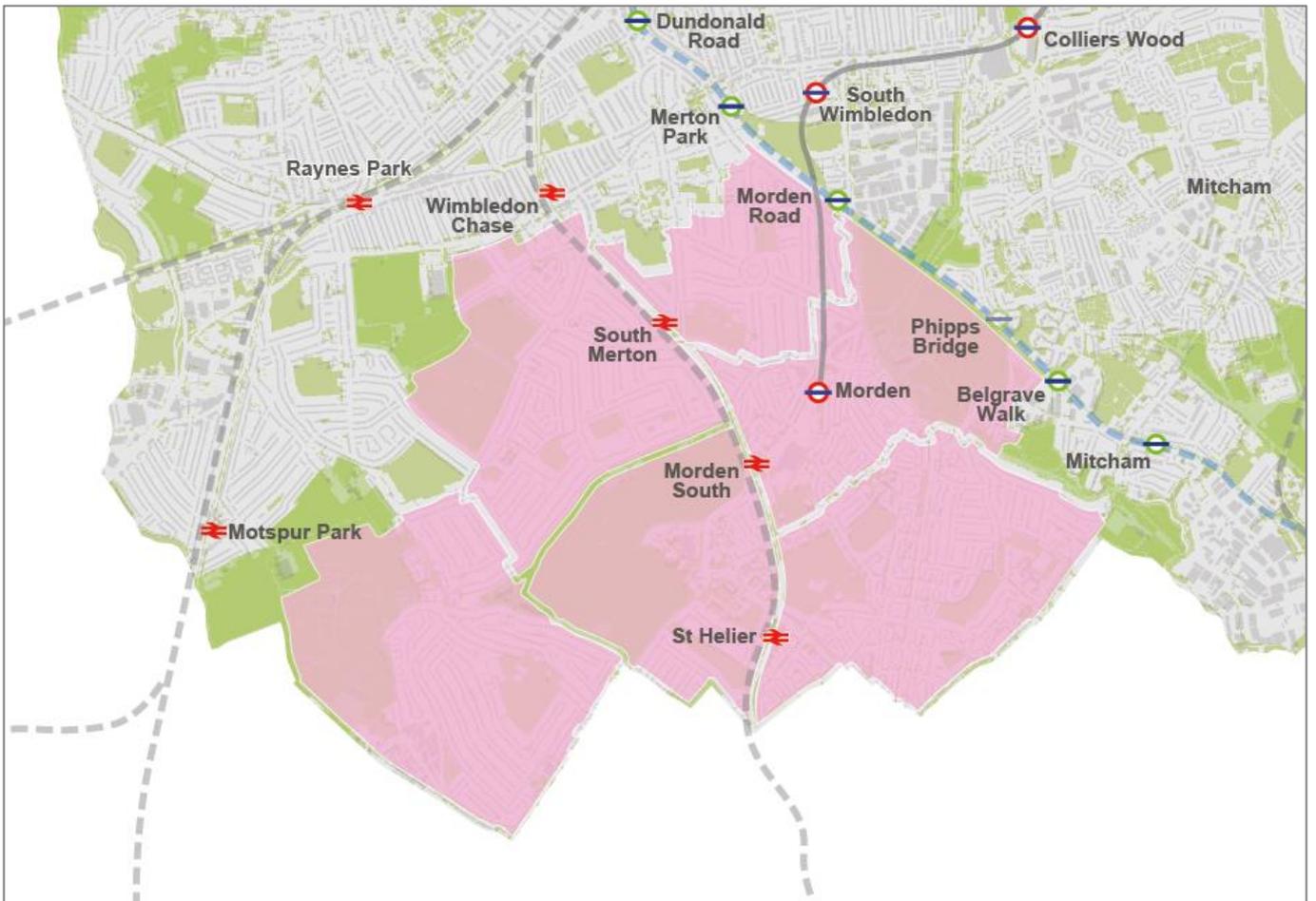
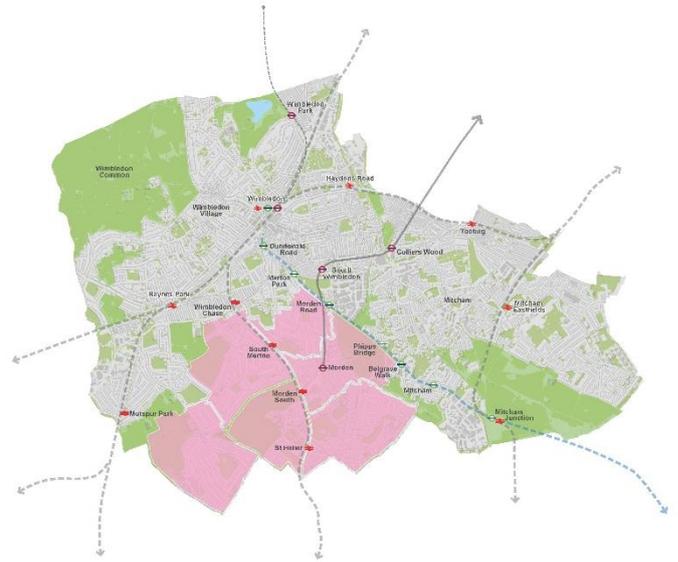




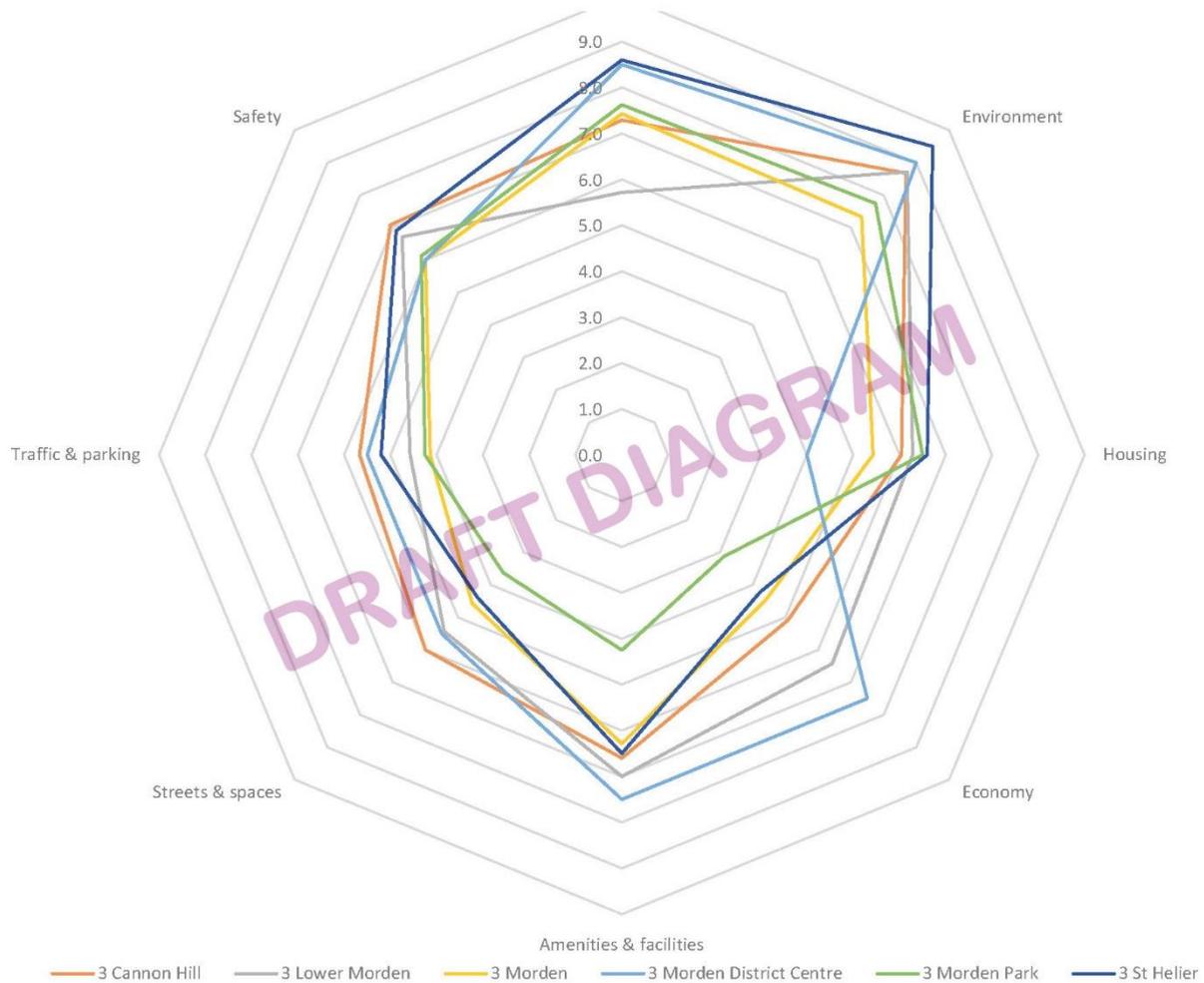
06. MORDEN



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PLACE PROFILE: MORDEN

As part of the Borough’s ongoing Character Study, 415 Merton residents took part in an online public survey, of which 91 people live in Morden. The diagram below highlights how people feel about their neighbourhood based on a series of questions asked. More information can be found in the Borough Character Study (due to be published at the end of the year).



Results from residents of Morden rating their neighbourhood

KEY OBJECTIVES: MORDEN

The following objectives provide an overarching vision for Morden. More detail can be found in the Policy and Justification sections that follow.



Providing more high quality homes

Incorporate new homes in the Wider Morden Town Centre Area with a diverse mix of housing sizes and tenures.



Diversifying and supporting retailers

Supporting an appropriate mix of retail, office, community and leisure uses, including night time uses.



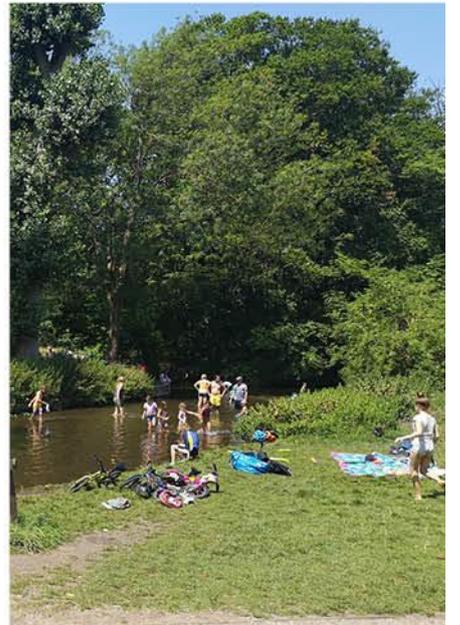
Improving public space

Prioritise pedestrian and cyclists in regeneration of public spaces and streets in the Morden Regeneration Zone and the Wider Morden Town Centre Area.

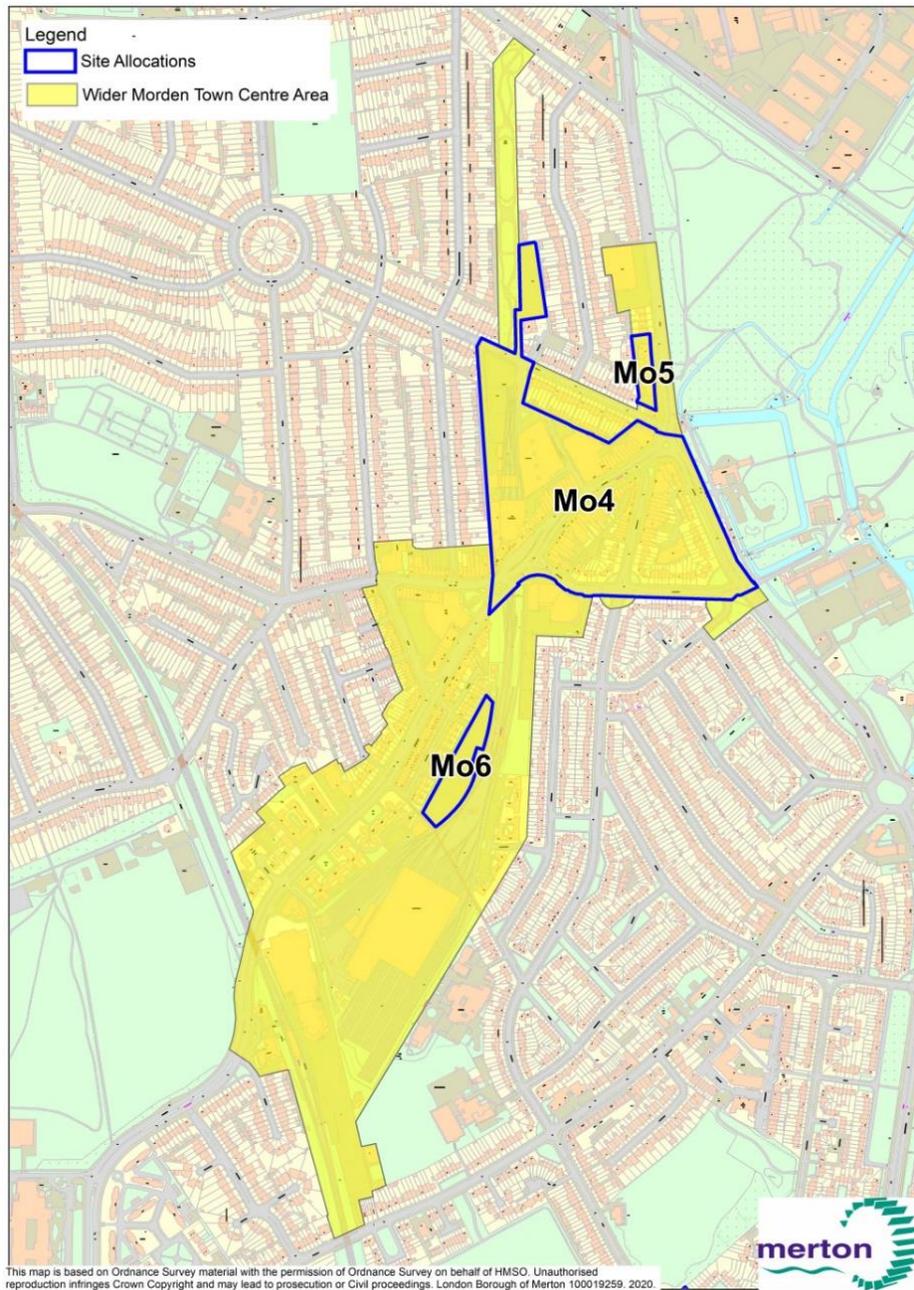
CHARACTER: MORDEN

These photos illustrate the diverse character found across Morden.





MORDEN: POLICY N3.3



This policy supports the rejuvenation of Morden to create a modern, attractive and vibrant destination that meets the needs of the current and future residents, businesses and visitors, and provides economic, social and environmental benefits. This will be achieved through the delivery of a co-ordinated, well-designed series of changes to the Wider Morden Town Centre Area which includes intensification and comprehensive development within the Morden Regeneration Zone.

The development capacity of the Wider Morden Town Centre Area will be significantly increased through a plan-led approach which will;

- incorporate new homes at higher densities than the surrounding residential streets, with a diverse mix of housing sizes and tenures;
- improve and diversify space for shops and businesses;
- provide high quality public realm and attractive and useful public spaces and planting;
- create healthier streets with better connectivity and permeability for pedestrians and cyclists;
- reduce traffic dominance, improve walking, cycling and vehicle links into and around the town centre; and
- provide better services and facilities for the people who live, work or study in, or pass through Morden.

By focusing regeneration in the Wider Morden Town Centre Area, this plan-led approach will help to conserve and enhance the character and distinctiveness of the surrounding suburban Morden neighbourhood. We will achieve this through:

- a. The delivery of the Morden Regeneration Zone, which is allocated as Site Mo4 for mixed retail, office, commercial, community, transport infrastructure, public realm and residential uses (circa 2,000 units);
- b. Comprehensive regeneration of the whole Morden Regeneration Zone to optimise the delivery of new homes – including affordable homes, improve the streetscene and public realm, make it easier for all to get around, and support businesses and other appropriate uses within the Morden Regeneration Zone. Any proposal that hinders the delivery of comprehensive regeneration will be resisted;
- c. Improving the appearance, user experience and air quality of Morden by relocating the bus stands away from their current location and creating healthier streets and a welcoming public space outside the Morden underground station entrance;
- d. Incorporating a range of appropriate public spaces and streets within the Morden Regeneration Zone that enhance accessibility through the Wider Morden Town Centre Area, with pedestrians and cyclists as the priority;

-
- e. Incorporating green infrastructure that contributes to improved drainage, air quality and the creation of green links through the Morden Regeneration Zone and the Wider Morden Town Centre Area, to its surrounding open spaces.
- f. Supporting tall buildings within the Morden Regeneration Zone and the Wider Morden Town Centre Area, where they are considered appropriate in order to facilitate intensified development. Tall buildings should be located appropriately and relate well to the surrounding context and public realm, particularly at street level. Tall buildings must be informed by comprehensive townscape appraisal and visual assessment;
- g. Supporting an appropriate mix of retail, office, community and leisure uses, including night time uses, mainly on the ground floors within the Morden Regeneration Zone and the Wider Morden Town Centre Area, where they will not have an undue impact on neighbouring amenity;
- h. Investigating the feasibility of decentralised energy and district heating which takes account of opportunities within the Morden Regeneration Zone, the Wider Morden Town Centre Area and potentially the Morden neighbourhood. Suitable futureproofing measures should be implemented where appropriate.
- i. Supporting incremental site-by-site development outside the Morden Regeneration Zone but within the Wider Morden Town Centre Area, where it:
- is of a high quality design,
 - complements and co-ordinates with the surrounding built form and public realm,
 - supports the delivery of new homes and complementary town centre uses, and
 - makes it easier for all to get around and in particular, encourages walking and cycling.
- j. Ensuring that development within the Morden neighbourhood, which surrounds the Wider Morden Town Centre Area, conserves and enhances its suburban character of terraced and semi-detached homes and abundant green infrastructure.

- k. Supporting transport improvements within the Morden neighbourhood, which surrounds the Wider Morden Town Centre Area, such as improvements to the existing tram network and improvements that help promote active travel.

JUSTIFICATION

- 3.3.1.** Morden's initial growth was fuelled by investment in London's Underground network, with the arrival of the tube in 1926 which resulted in the rapid development of 'Metroland' type residential suburbs in the surrounding area during the following decade.
- 3.3.2.** The attraction of abundant green open spaces, clean air and easy access into central London, made the area a popular destination for families in search of a suburban lifestyle.
- 3.3.3.** Almost 100 years later, Morden is changing once again. There is a strong presence of a working age population with a high proportion of families and younger people. People in search of a more suburban lifestyle are heading to Morden due to its leafy suburban nature and excellent connections into central London. Morden's transformation is required to ensure that it continues to meet the needs of the existing and future residents, businesses and users of the area.

Character

- 3.3.4.** The character of Morden town centre has eroded over time, but it still clearly has Inter-War characteristics with an Art Deco theme; the underground station building being a significant building from that era and the theme evident 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.

3.3.5. In terms of activity, Morden town centre is a busy transport interchange and the civic focus of the borough. The town centre also has a broad range of shops, cafes and restaurants. Although this adds to its diversity and distinctiveness, it is undermined by the intrusive 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 as a modern centre, and to re-energise as a distinct District Centre.

Background

3.3.6. The ‘moreMorden’ regenerated town centre vision is well established, starting with the council adoption of the vision in 2009, following the first offer numerous subsequent rounds of public consultation, and then being captured in Local Plan documents thereafter.

3.3.7. Significant progress was made in 2015 when Transport for London, a major landowner within Morden town centre, identified the Morden underground station site as one of its priority development sites and when the Mayor of London announced Morden as one of the GLA’s Housing Zones.

Strategic Development Framework

3.3.8. In 2018 Merton Council and Transport for London jointly appointed consultants to carry out all the necessary due diligence studies, including architects Hawkins Brown, to develop a Strategic Development Framework (SDF) for the regeneration of the Morden Regeneration Zone.

3.3.9. The Strategic Development Framework defines:

- Why the regeneration of Morden Town Centre is necessary and important (the ‘Vision’);
- What the project should seek to deliver (the ‘Project Objectives’);

- How the project should be delivered in terms of methods and approaches (the ‘Delivery Principles’); and
- Where various elements of the regeneration scheme should be located and connected as part of a broader master plan (the ‘Spatial Principles’).

3.3.10. These elements are not meant to be prescriptive but they set out a framework for project delivery at a high strategic level in order to provide a clear but flexible way forward, and ensure that the regeneration is delivered in line with stakeholder expectations.

3.3.11. The SDF will also inform the procurement for a development partner in which bidders will need to demonstrate that they are fully committed to delivering the vision, objectives, and principles set out in the SDF and bids would be evaluated based on the strength of this commitment and ability to deliver on it. Hawkins Brown were also required to test the development capacity of various sites within Morden town centre but this aspect of the work is has not been published as it is commercially sensitive and may influence the procurement process.

The need for comprehensive regeneration

3.3.12. Morden town centre was identified as an opportunity for housing intensification in Merton’s 2011 Core Planning Strategy (CS3), with the Sustainability Appraisal recognising positive improvements that could be made to retail provision, the public realm and the capacity of Morden’s transport interchange.

3.3.13. One of the aims of this Local Plan is to improve the experience for the current and future users of Morden, making it a destination and not simply a thoroughfare. This will be facilitated by improving the quantity, quality and mix of housing offer through intensification of residential development at the heart of Morden, alongside the delivery of a range of associated improvements to the public realm, transport and retail services.

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- 3.3.14.** Within the Morden neighbourhood there is a variety of family sized dwellings, with a limited number of smaller dwellings and flats, particularly within close walking distance to the underground station. Morden Regeneration Zone Site Allocation (Mo4) provides the opportunity to respond to this need and create a broader range of housing types and tenures. This will also have a significant effect on the types of shops that will be attracted to the area and is important in enhancing the vibrancy, vitality and economic success of the town centre – helping it to rejuvenate in a sustainable manner that is robust enough to deal with future change.
- 3.3.15.** To ensure the delivery of the transformational town centre changes needed along both sides of the part of London Road within the Morden Regeneration Zone, the Morden Regeneration Zone site allocation (Mo4) will now also include the shopping parade at 2-32 London Road.
- 3.3.16.** The housing policies in this Local Plan provides details on Merton’s housing targets for the plan period. The regeneration of Morden town centre represents an ideal opportunity to provide circa 2,000 units towards meeting this target, the largest single development opportunity in Merton. This is in addition to a number of other small sites identified as Site Allocations within the Morden neighbourhood.
- 3.3.17.** Within the Wider Morden Town Centre Area the provision of adaptable housing will be sought, namely homes that can adapt internally to the changing circumstances of their occupants, which requires well thought out, flexible internal layouts as per the Mayor’s Design Guidance. Mixed tenure and a range of dwelling types will create a mixed community that responds to housing needs and creates a vibrant and diverse community that is robust in times of change and has appropriate protection against decline.

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- 3.3.18.** The part of the Wider Morden Town Centre Area that is outside the Morden Regeneration Zone, is the area for incremental change, where the design and layout of public realm and streetscape is to be co-ordinated so that the Morden Regeneration Zone sits well within the local context
- 3.3.19.** As the council and TfL both own a significant portion of land within the Morden town centre, they both have a major role to play in enabling and delivering change within the town centre, particularly within the Morden Regeneration Zone. There are however multiple land ownership interests within the Morden Regeneration Zone and a land assembly strategy will be required to ensure that the site can be developed in a comprehensive manner, to avoid fragmented development and suboptimal densities in this highly accessible location.
- 3.3.20.** A plan-led approach, as set out in the SDF, is required to enable the delivery of a regenerated town centre with circa 2,000 homes and to ensure that the Morden Regeneration Zone provides the economic, environmental and social benefits for the local community.

Healthy streets: transport, accessibility and public realm

- 3.3.21.** The Mayor's aim for 2041 is for 80 per cent of Londoners' trips to be on foot, by cycle or by using public transport and for all Londoners to be able to undertake at least the 20 minutes of active travel each day required to stay healthy. High quality public spaces can support this and the SDF demonstrates how the Healthy Streets Approach could be delivered within a regenerated Morden town centre.
- 3.3.22.** TfL has identified some of their land in Morden as one of their major potential development opportunity sites in London, recognising the benefits that such a development can bring through improvements to the existing transport infrastructure, to help meet the Mayor's Healthy Streets Approach.

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- 3.3.23.** The current location of the bus standing facilities directly outside the underground station creates a poor user experience and has a negative impact on air quality in Morden. Throughout the recent consultations this has been one of the main issues raised by local residents. Responses from consultations and focus groups indicate that transport links and green spaces are highly valued by residents. Many residents would like to see improved and more usable public spaces throughout the town centre, with clear pedestrian linkages between the various transport nodes and nearby parks and green spaces.
- 3.3.24.** One of the key aims of the comprehensive redevelopment of the Morden Regeneration Zone is to relocate the bus standing facilities away from their current location. The dominance of the road and traffic network throughout Morden results in a poor experience for pedestrians and cyclists and negatively impacts on public realm. As such, there is a need for improvements to ensure that pedestrians are given a greater priority, including a legible station forecourt that facilitates improved movement. Creating a safer, more attractive pedestrian environment to encourage the high levels of commuter footfall to linger is also key to invigorating the local economy. These matters, including the opportunity to review the Transport for London Road Network (TLRN) and potential removal of the gyratory, have been captured in the SDF, which incorporates the Healthy Streets Approach.
- 3.3.25.** TfL's Rolling Origin and Destination Survey (RODS) and Passenger Count data for (2017) indicated that there were 9.87 million journeys through Morden underground station, with 47% of passengers arriving by bus. With such a large number of passengers using Morden on a daily basis, the transport interchange requires improvements to ensure the passenger experience is improved in line with the Healthy Streets Approach.

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- 3.3.26.** TfL is currently working towards an extension of the tram link network between Wimbledon and Sutton, via Morden, known as the Sutton Link. Following public consultation in 2019, TfL's preferred option would serve Colliers Wood via St Helier Avenue, Morden Road and Church Road. One of the potential routes pass along the eastern edge of the Morden Regeneration Zone. The council will continue to work with TfL and Sutton Council to explore these route options and the potential for a Morden interchange between the tram and underground.
- 3.3.27.** 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 with clear wayfinding usually enables shorter journeys and more convenient routes that are realistic to walk or cycle.
- 3.3.28.** 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.
- 3.3.29.** Potential solutions to these urban design matters are set out in part 6 of the SDF and in Appendix A are indicative details of a potential hierarchy streetscapes for Morden town centre.

Incorporating green Infrastructure

- 3.3.30.** Morden already benefits from a number of large green spaces on its periphery. Connectivity can be improved between the town centre and the surrounding neighbourhoods and local parks, through establishing a network of green spaces that range in scale and form, to incorporate a variety of uses that cater for people of all ages.

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- 3.3.31.** The consultation responses indicate that while local residents appreciate and frequently use the nearby parks, additional wayfinding features would help to promote these spaces to visitors. The addition of spaces, which include features such as benches and public seating areas, to enable rest and relaxation throughout the town centre, was also identified as a necessity.
- 3.3.32.** Combined with a reduction in vehicular through traffic, these spaces can reawaken the garden city principles which inspired the initial growth of Morden, and prioritise people before the road network. Appropriate planting can enhance biodiversity, reduce noise, provide urban microclimate enhancements, improve air quality and provide delightful routes and soft landscaped areas. The orientation of buildings should maximise daylighting on these areas and reduce wind levels to encourage active travel and outdoor activities.

Tall buildings and sensitive edges

- 3.3.33.** The introduction of higher density development within in the Wider Morden Town Centre Area and in particular that Morden Regeneration Zone, will help to meet the need for additional and mixed housing in the area and will promote a more balanced and cohesive community. The additional population within the town centre will make existing businesses and services more viable and help sustain more facilities in the future, including the potential to develop a night time economy.
- 3.3.34.** Tall buildings, as detailed in the Design Policies D5.1 - 3, are considered appropriate as part of the regeneration and intensified use of the highly accessible land within the Morden Regeneration Zone and where demonstrated to relate well to the surrounding context, on sites within the Wider Morden Town Centre Area that are in close proximity to the Morden Regeneration Zone. Opportunities exist to use tall buildings to enhance the image of Morden, creating gateways to the centre and landmarks in key locations that add character and legibility.

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- 3.3.35.** The scale of existing buildings with the suburban Morden neighbourhood, which surrounds the Wider Morden Town Centre Area, is predominantly two storeys in height and therefore the distribution of new height and density should be located to respond to the height of the existing properties and to minimise undue impact on these properties.
- 3.3.36.** The Morden Town Centre Visual Impact Assessment (2020) and the Morden Town Centre Heritage Review (2020) use an indicative 3D model of the SDF to respectively assess potential, height, massing and bulk impacts, and potential impacts on the settings of Heritage Assets, from a selection of viewpoints. Where appropriate, these documents also propose mitigation measures for future detailed development proposals.
- 3.3.37.** Development proposals will be required to provide comprehensive townscape appraisals and visual assessments to ensure that any tall buildings are located appropriately and relate well to the surrounding context and public realm, particularly at street level. A plan-led design, envisaged to be prepared in collaboration with a third party development partner, will ensure that any tall buildings within the Morden Regeneration Zone and within the Wider Morden Town Centre area, are sensitively designed and appropriately located.

Creating a vibrant town centre

- 3.3.38.** Town centres are by definition where a range of different activities come together, which bring 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 to compete with, and complement, other town centres. In addition to providing a vibrant range of services, town centres need to supplement and enhance this offer.

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- 3.3.39.** The Morden Regeneration Zone Site Allocation Mo4 includes a large part of the Morden District Centre, as identified the London Plan. While the existing retail units are heavily utilised, consultation responses have highlighted that the current mix of retail does not meet the needs of the local residents. 95% of respondents agreed that there is a need to provide more opportunities in Morden 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.
- 3.3.40.** 96% of respondents also agree that the quantity and quality of commercial, residential and leisure uses should be improved in Morden, with a range of uses which are appropriate for a District Centre.
- 3.3.41.** Future development proposals in Morden should therefore respond to the needs of the local residents, the daily users of the centre, and those who pass through as commuters. This is essential to ensure that Morden transforms into a place that people will want to visit as a destination. Proposed development in Morden should be of a flexible design to adapt to 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.
- 3.3.42.** The creation of a resilient and exciting high street is key and it should be flexible enough to accommodate change in approaches to retail, leisure and working. With the traditional high street retailers affected by online trading, Morden must look to new uses that will enliven the high street and help to create a vibrant night time economy.
- 3.3.43.** The provision of new employment opportunities in the centre will also contribute to the economic sustainability of Morden as a whole aligning with the Economic Development policy Ec 7.1.

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- 3.3.44.** As detailed in the Town Centres policy Ec 7.5, Morden town centre will change with regards to the range of shops and other town centre and leisure uses but is unlikely to have a significant increase in the quantum of retail space to be provided.
- 3.3.45.** Analysis of the town centre undertaken by Hawkins Brown indicates that 65% of all businesses in the district centre are small independents, with more than half of all premises being retail shops. Pop-up street surveys and discussions with members of the local community indicate that future desired uses in the town centre include night-life, restaurants, cafes and cultural events, with a general wish for more diversity and a variety of independent shops.
- 3.3.46.** The new Morden Leisure Centre that opened in November 2018, is located less than 1 mile to the south of the site, and will provide modern leisure facilities for those who live and work in Morden. Morden Hall Park, to the east of the town centre also provides a variety of leisure, community and cultural facilities. The regeneration of the town centre provides an opportunity for improved linkages between the transport facilities and the park.
- 3.3.47.** Morden Road Clinic has also been identified by the NHS as a site allocation (Mo5). As this site is located within the Wider Morden Town Centre Area, there may be an opportunity to relocate the health centre elsewhere within Morden town centre to provide a modern, fit for purpose facility that meets the needs of the future population.

Decentralised energy

- 3.3.48.** In accordance with the London Plan, all major developments, such as that proposed within the Morden Regeneration Zone, are expected to follow the energy hierarchy and associated targets to be net zero-carbon. Refer to the Sustainable Design and Construction policies CC8.10 - 15 for further details on reducing energy use, maximising low carbon energy generation and standards on sustainable design and construction.

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- 3.3.49.** Decentralised energy is produced close to where it will be used and distributed by a network of underground pipes. The council continues to explore how local heat and power can be generated and distributed around the borough using district heat networks.
- 3.3.50.** Further investigative work will be required alongside the redevelopment of Morden town centre, to ensure that the technical details, viability and phasing is further explored and aligned as part of the comprehensive regeneration.

The Morden neighbourhood

- 3.3.51.** It is important to enhance Morden's suburban character whilst also encouraging development and regeneration in appropriate and highly accessible locations in the borough. While the central heart of Morden has been identified as an appropriate location for intensified development, it is also essential to ensure that the surrounding suburban areas that lie within the Morden Neighbourhood, are respected for their low density, local suburban character and green spaces. Development on the perimeter of the Morden Regeneration Zone and the Wider Morden Town Centre Area are to be respectful of these sensitive edges, to ensure neighbouring occupiers are not unduly adversely affected.

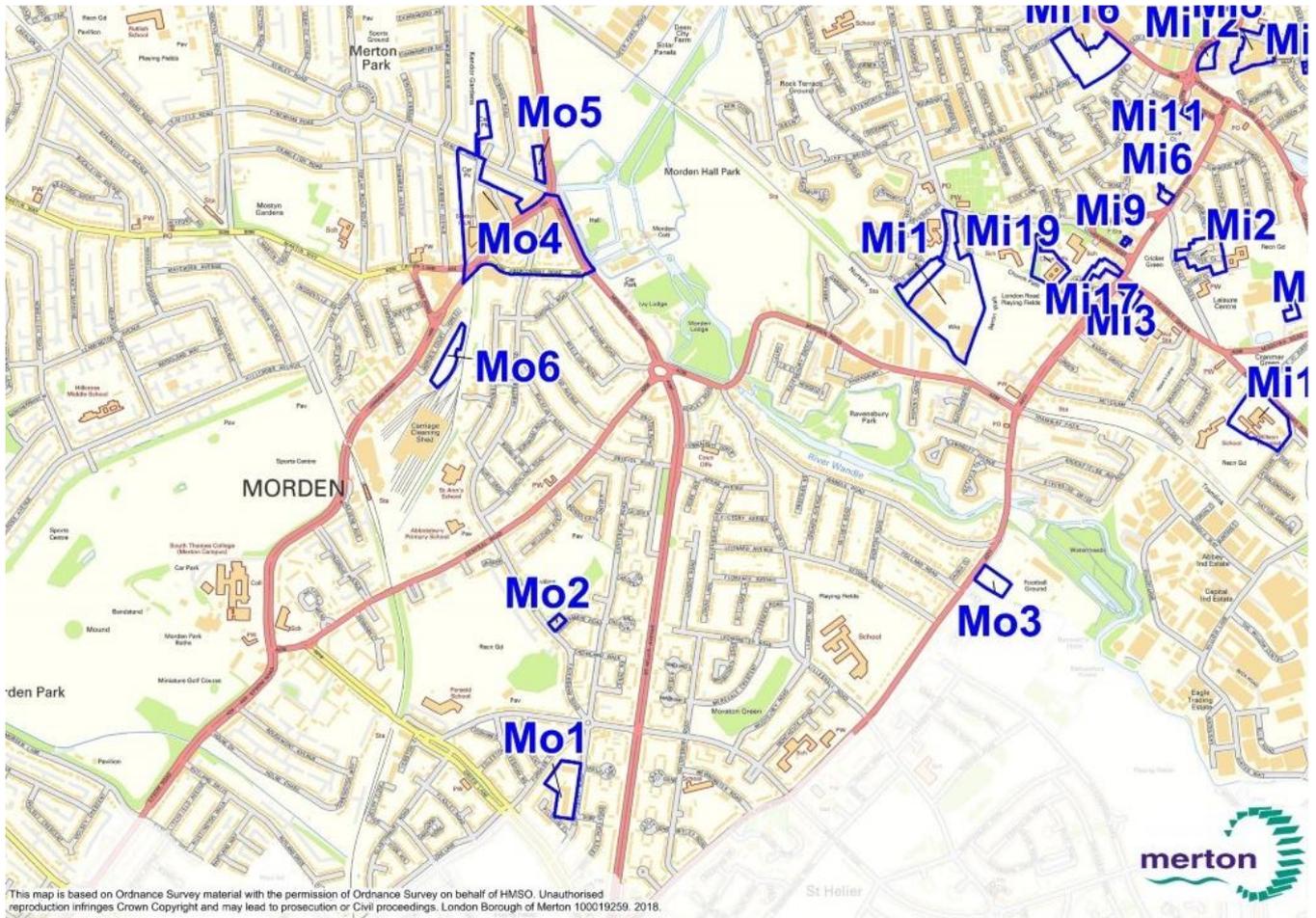
Delivering Morden

- 3.3.52.** There is a realistic opportunity to regenerate Morden town centre, with the council and TfL together owning, controlling and managing a large portion of land, properties and the public realm within the Morden Regeneration Zone and the Wider Morden Town Centre Area.

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- 3.3.53.** Extensive due diligence has been jointly undertaken by the council and TfL, including viability assessments, soft market testing, engineering and technical constraints, a Strategic Development Framework with associated capacity testing, a retail impact assessment and rights of light analysis. This work has tested a variety of development options to demonstrate that the Morden Regeneration Zone Site Allocation (Mo4) can be delivered.
- 3.3.54.** An appropriate land assembly strategy to facilitate the delivery of the comprehensive regeneration of Morden Regeneration Zone will need to be developed for this scheme which includes the possible use of compulsory purchase powers if considered necessary and appropriate.
- 3.3.55.** The Morden regeneration scheme has long received cross party support within the council and has been a key development aspiration for the council for a number of years. The partnership between the council and TfL (2015) has strengthened the potential for Morden to be developed comprehensively. This is to ensure that widespread change occurs to provide additional benefits that would otherwise not transpire if development came forward on a fragmented basis.
- 3.3.56.** Following on from the initial support by the GLA in 2015, with them identifying Morden as one of London's Housing Zones, the GLA continue to recognise its significance as a development site to assist in Merton reaching its housing targets.
- 3.3.57.** The council and TfL intend to procure a third party development partner in 2021/2022 to deliver the regeneration of Morden.
- 3.3.58.** The development is expected to be built out in a staged process to enable the town centre to function during any construction periods, to aid viability and to minimise the impact on the surrounding areas.

- 3.3.59.** The quantum and mix of affordable housing to be provided within each phase of development, will be an integral part of a scheme design and will be prepared in accordance with national, London-wide and local policy and guidance. A mechanism will be required to ensure that viability is kept under review.
- 3.3.60.** Planning obligations (also known as Section 106 agreements) and Community Infrastructure Levy (CIL) will be used by the council to mitigate the impact of development and to ensure the delivery of key infrastructure.

SITE ALLOCATIONS



SITE Mo1

Chaucer Centre Canterbury Road, Morden, SM4 6PX



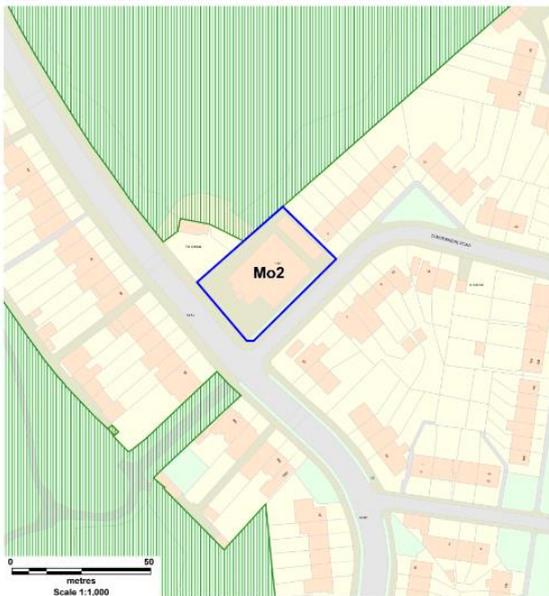
Ward: St Helier	
Site description: The Chaucer Centre is a two-storey building used as a venue for training, meetings and conferences, for council staff and the Merton Music Foundation. North of the site is the Smart Centre, which is an education facility and a former nursery school building. The site is surrounded by two storey terraced houses. Access to the site is obtained from Canterbury Road.	
Site area: 0.63 ha	
Existing uses: Training, meeting and conference centre.	
Site allocation: Mixed-use residential and community uses such as clinics, health centres, crèches, day nurseries, day centre or solely residential, subject to the existing training facility being provided on a suitable site elsewhere within the borough.	
Site deliverability: Council owned. Delivery 5-10 years.	
<p>Design and accessibility guidance: In a mixed-use development, residential uses should be on upper floors. A mix of uses including residential will help the provision of modern community facilities on lower floors and create a more secure environment helping to minimise vandalism and crime.</p> <p>Development proposals will need to mitigate potential parking, traffic and road safety impacts on neighbouring streets and local amenity.</p> <p>Development proposals must protect and not unduly harm the residential amenity of those properties next to or in the vicinity of the site.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area on portions of the north and west of the site.</p>	
The site location	
Impacts Listed Buildings or undesignated heritage assets	No
Impacts a Conservation Area	No
Impacts an Archaeological Priority Area	No
Impacts a Scheduled Ancient Monument	No
Impacts on flooding from all sources	Yes, susceptible to surface water flooding.
Is in a town centre	No
Is in an Opportunity Area	No
Impacts a designated open space	No
Impacts on ecology designation	No
Public Transport Accessibility Level (PTAL)	PTAL 3, moderate access to public transport.

SITE Mo2

Farm Road Church Farm Road, Morden, SM4 6RA



Mo2 - Farm Road Church



- Legend**
- Site boundary
 - Open Space

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Mo2 - Farm Road Church



- Legend**
- Site boundary
 - Green Corridors
 - SINCs

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OS MasterMap Imagery Layer has been created using OS's own imagery and imagery from other suppliers.



Ward: St Helier	
Site description: The site is located on the corner of Combermere Road and Farm Road, with frontage onto both streets. To the northwest of the site is Merton College Playing Fields and The Cottage associated with it. To the northeast of the site are the terraced houses at Combermere Road. The surrounding area consists of two storey terraced housing built in the 1920s and 1930s.	
Site area: 0.12ha	
Existing uses: Former church (unused for approx. 7-8 years) and associated building: vacant.	
Site allocation: Residential.	
Site Deliverability: Council owned site. Delivery 0-5 years.	
<p>Design and accessibility guidance: Development of the site provides an opportunity to supply new homes by bringing back this under used brownfield site and create new active frontages along Farm Road and Combermere Road.</p> <p>Development proposals will need to protect and not unduly harm the amenity of neighbouring residential occupiers and the character of the area.</p> <p>Proposals must mitigate and manage the impacts of parking on the neighbourhood and the local amenity.</p> <p>On 16 July 2020 Merton's Planning Applications Committee resolved to grant planning permission for the development of 18 homes on the site, subject to the completion of an enabling agreement and conditions.</p>	
The site location	
Impacts Listed Buildings or undesignated heritage assets	No
Impacts a Conservation Area	No
Impacts an Archaeological Priority Area	No
Impacts a Scheduled Ancient Monument	No
Impacts on flooding from all sources	No
Is in a town centre	No
Is in an Opportunity Area	No
Impacts a designated open space	Yes. The site adjoins the former Merton College Playing Fields and is near to the Morden Recreation Ground.
Impact on ecology designation	Yes. The southern part of the site is close to Site of Natural Conservation (SINC) and a Green Corridor.
Public Transport Accessibility Level (PTAL)	PTAL 1a to 2, poor access to public transport.

SITE Mo3

Imperial Sports Ground Tooting and Mitcham Hub, Bishopsford Road, Morden, SM4 6BF.



Mo3 - Imperial Fields Tooting and Mitcham Hub



- Legend**
- Merton Borough Boundary
 - Site boundary
 - Green Corridors
 - Green Chains

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Mo3 - Imperial Fields Tooting and Mitcham Hub

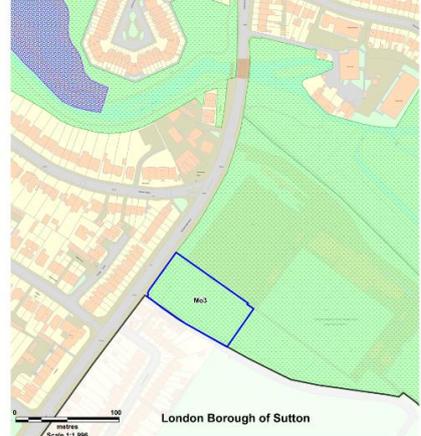


- Legend**
- Merton Borough Boundary
 - Site boundary
 - Metropolitan Open Land
 - SINCs

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Mo3 - Imperial Fields Tooting and Mitcham Hub



- Legend**
- Merton Borough Boundary
 - Site boundary
 - Open Space
 - Local Nature Reserves

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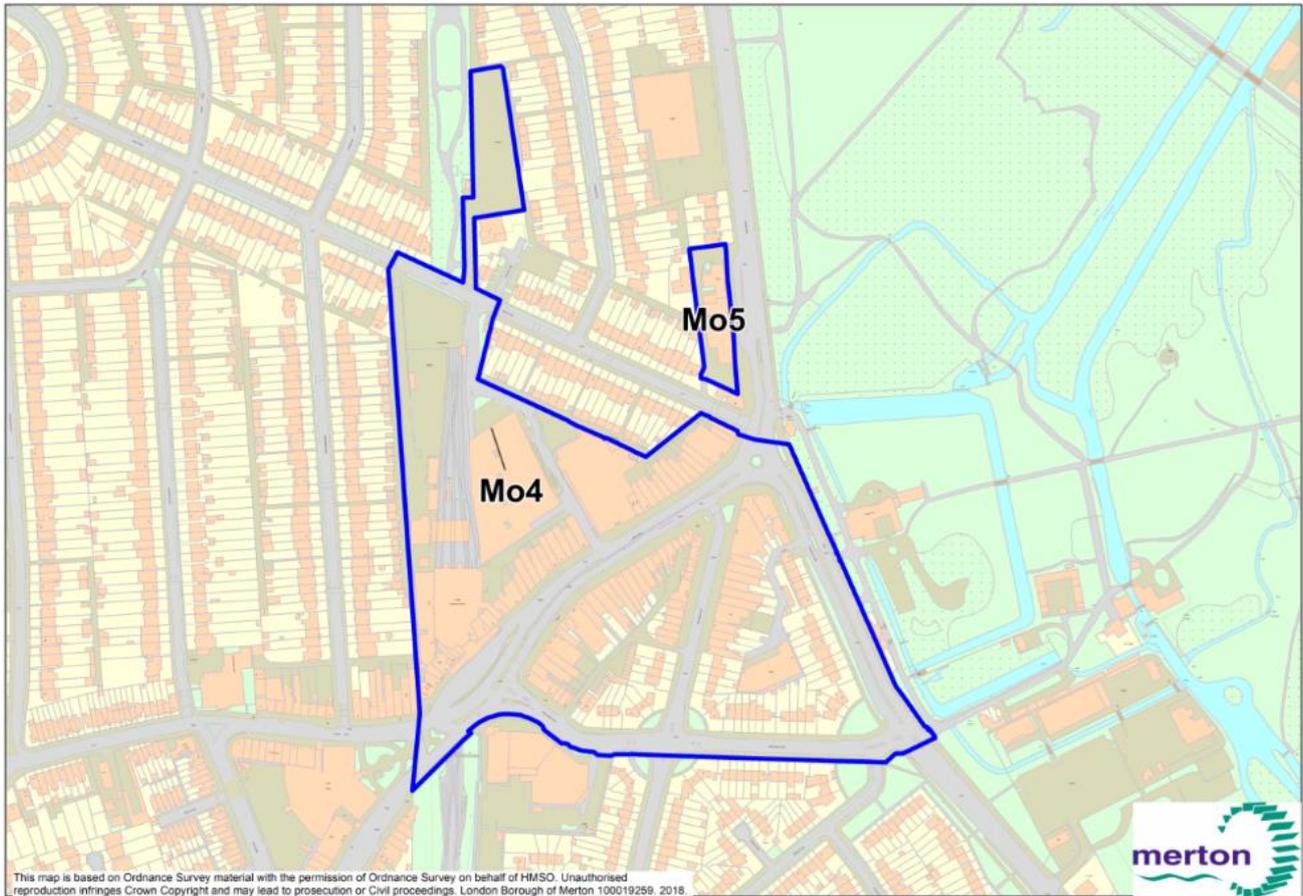


Ward: Ravensbury
<p>Site description: The site is a slightly raised field with road frontage onto Bishopsford Road (A217). To the northeast of the site are the artificial grass pitches associated of the Tooting and Mitcham Football Club and other associated pitches and sports buildings. South of the site is Poulter Park and along the southwest boundary of the site, which is also the borough boundary with the London Borough of Sutton, is a vehicle access road to Poulter Park and the dwellings within Bishopsford House, and beyond the road are the rear gardens of dwellings on Hillfield Avenue.</p>
Site area: 0.47ha
Existing uses: Field
<p>Site allocation: Intensification of sporting activity on the wider Tooting and Mitcham Hub site may be supported by enabling development on this site subject to meeting planning policy, evidence and consultation. Any enabling development would be expected to directly fund long-term capital investment in sporting facilities on Tooting and Mitcham Hub.</p>
Site deliverability: Tooting and Mitcham Sports and Leisure Ltd. Delivery 0-5 years.
<p>Design and accessibility guidance: To be considered as enabling development for the Tooting and Mitcham Hub, any proposals for residential development would be expected to clearly prove how and when they would directly deliver capital investment in Tooting and Mitcham Hub’s sporting provision. This could be by considering both in a single planning application with a single legal agreement to secure the enabling investment.</p> <p>Due to the nature of this site, a high-quality design will be needed to complement the sensitive setting. Development proposals need to be designed to minimise their impact on the openness of the Metropolitan Open Land and to enhance the nature conservation value of the green corridor.</p> <p>As an Agent of Change, the enabling residential development needs to be designed and built to minimise the impact for new occupiers, and to ensure that the established noise generating sporting venues are still viable and can continue and/or grow without unreasonable restrictions being place on them.</p> <p>Potential parking, traffic and road safety impacts on neighbouring streets and local amenity, will need to be mitigated.</p> <p>Proposals that include residential dwellings, which is defined as More Vulnerable development, would only be allowed in Flood Zone 3 (along the northern edge of the site) where it can be demonstrated that the Exception Test is satisfied:</p> <ol style="list-style-type: none"> 1. that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, 2. that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. <p>To satisfy the requirements of the Exception Test and to mitigate the flood risk, development proposals need to incorporate the recommendations in Merton’s Strategic Flood Risk Assessment.</p> <p>On 20 August 2020, Merton’s Planning Applications Committee resolved to grant planning permission for the development of 77 homes on the site, subject to the completion of a S106 legal agreement and conditions. This application is deemed to be of potential strategic importance and therefore, as part of Stage 2 of the referral process, the Mayor of London now has to make a decision to allow the Planning Applications Committee decision to stand, to direct refusal, or to take over the application, thus becoming the local planning authority.</p>

The site location	
Impacts Listed Buildings or undesignated heritage assets	No
Impacts a Conservation Area	No
Impacts an Archaeological Priority Area	No
Impacts a Scheduled ancient Monument	No
Impacts on flooding from all sources	Yes, northern edge of the site in Flood Zone 3a. The centre of the site is susceptible to surface water flooding.
Is in a town centre	No
Is in an Opportunity Area	No
Impacts a designated open space	Yes, the site is designated as protected open space and Metropolitan Open Land (MOL). Poulter Park, to the south of the site, is also designated as MOL in Sutton's Local Plan. The site is within the Wandle Valley Regional Park and the 400m buffer area.
Impacts on ecology designation	Yes, within a designated Green Corridor and near to a Site of Importance for Nature Conservation (SINC).
Public Transport Accessibility Level (PTAL)	PTAL 1, very poor access to public transport.

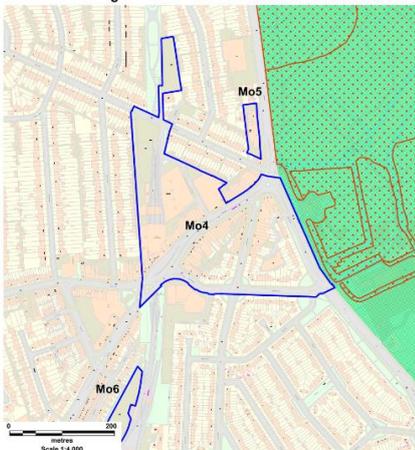
Site Mo4

Morden Regeneration Zone



*The former Stage 2 consultation draft boundary for this proposed site allocation has been amended to include the properties at 2-32 London Road.

Mo4 - Morden Regeneration Zone



- Legend**
- Site boundary
 - Metropolitan Open Land
 - SINCs

Mo4 - Morden Regeneration Zone



- Legend**
- Site boundary
 - Open Space

Mo4 - Morden Regeneration Zone



- Legend**
- Site boundary
 - Green Corridors
 - Green Chains

<p>Ward: Merton Park, Ravensbury and St Helier.</p>
<p>Site description: The site (regeneration zone) includes:</p> <ul style="list-style-type: none"> • Kenley Road carpark. • Morden underground station and bus interchange. • London Underground Limited (LUL) staff car park and operating facilities to the rear of the underground station. • Morden station car park. • Retail, office, commercial and community uses along London Road, Aberconway Road and Abbotsbury Road. • Residential flats and houses along London Road, Aberconway Road, Abbotsbury Road and Morden Hall Road. • Public and adopted highway; - Public realm, footways and public access ways; and • Light industrial uses off Morden Hall Road. <p>The ground floor of the Morden underground station is a locally listed heritage building.</p> <p>The proposed site is surrounded by the open spaces of Morden Hall Park to the east and Kendor Gardens to the north, 2 storey residential and commercial uses to the south, north and west and the 15 storey Merton Civic Centre to the south-west.</p> <p>The former Stage 2 consultation draft boundary for this proposed site allocation has been amended to include the properties at 2-32 London Road.</p>
<p>Site area: 8.4ha</p>
<p>Existing uses: A mixture of town centre uses, including retail, office, light industrial, transport infrastructure, public realm, residential, community and leisure and sui generis uses.</p>
<p>Site allocation: Mixed retail, office, commercial, community use (including health centre), transport infrastructure, public realm and residential uses (circa 2,000 new homes).</p>
<p>Site deliverability: Merton Council, Transport for London and various private individual ownerships. Commencement within 5 years and delivery in phases within 10-15 years.</p>
<p>Regeneration Zone site vision:</p> <p>The regeneration vision seeks to take the opportunity to enable large scale development in Morden town centre, which will secure economic, environmental, and social benefits in accordance with the London Plan. The following are opportunities that could be brought forward on the site through comprehensive regeneration:</p> <ol style="list-style-type: none"> 1. The delivery of an appropriate mix of retail, office, commercial, community and leisure use, including night-time uses - mainly on the ground floors, improved transport infrastructure and public realm, and a significant quantity of new residential development (circa 2,000 units). 2. Comprehensive regeneration of the entire site to optimise the delivery of new homes, improve the street scene and public realm, make it easier to get around, and support businesses and other appropriate town centre uses. 3. Transforming the appearance and user experience of Morden by relocating the bus stands away from their current location and creating healthier streets and a welcoming public space outside the Morden underground station entrance. 4. A range of appropriate public spaces and streets that enhance accessibility through the Wider Morden Town Centre Area with pedestrians and cyclists as the priority. 5. The use of tall buildings where appropriate in order to optimise development that relates well to the surrounding context and public realm, particularly at street level. 6. The delivery of low carbon district heating within the Morden Regeneration Zone and opportunities to link to the wider area.

7. Incorporating green infrastructure and where appropriate, contributing to the creation of green links through the Wider Morden Town Centre Area and its surrounding open spaces.

While the Morden Regeneration Zone is an individual site allocation, there are also other development opportunities in the Wider Morden Town Centre Area including the following site allocations: Morden Road Clinic (Mo5) and York Close Car Park (Mo6). The Morden Regeneration Zone could be considered for redevelopment in conjunction with other sites in Morden.

Design and accessibility guidance: *Please note this is not a definitive list of issues for this site.*

Any development proposals brought forward should be based on a comprehensive plan for the entire site, which realises the full potential of this highly accessible town centre site and delivers the above regeneration vision.

Due to the fragmented nature of the ownership of the land, the proposals will need to include a land assembly strategy to facilitate cohesive development at this site, which may involve the use of CPO (Compulsory Purchase Order) powers if considered necessary and appropriate.

A vibrant and functional new town centre, during and after the construction period, with built-in flexibility to respond to changing town centre use patterns, will have to be an essential feature of any proposal.

Where appropriate, taller buildings would be acceptable in this town centre site, ensuring the best use of this land that benefits from excellent public transport accessibility. Tall buildings must however relate well to the surrounding context and public realm, particularly at street level and must be informed by a comprehensive townscape appraisal and visual assessment.

The development needs to consider the residential amenity of the properties within the vicinity of the site and not cause undue harm to these amenities, both during construction and thereafter.

Development proposals will have to conserve and where appropriate, enhance the local heritage assets, and promote or reinforce the local distinctive character of the surrounding areas.

Development proposals need to include a healthy, accessible public realm that will also deliver air quality improvements. They therefore need to include suitable alternative bus standing facilities - to provide a high-quality public realm outside the underground station, and appropriate pedestrian and cycle routes, cycle storage, car parking, freight delivery and traffic flow solutions.

The comprehensive regeneration of this site will allow for innovative large-scale energy saving approaches and technologies to deliver a net-zero carbon development.

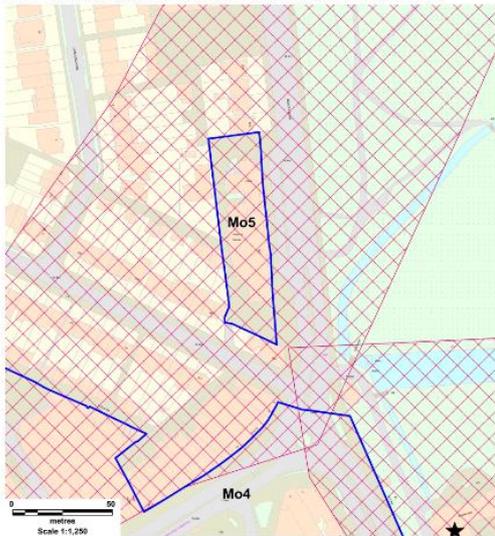
The site location	
Approach to tall buildings	This site will include tall buildings in appropriate locations subject to consideration of impacts on existing character, heritage and townscape.
Impacts Listed Buildings or undesignated heritage assets	Yes. The original ground level element of the Morden underground station building is locally listed and along the eastern boundary of the site is Morden Hall Park, which is a registered Historic Park and Garden and holds many locally and statutory listed buildings, walls and other structures.
Impacts a Conservation Area	Yes, parts of Morden Hall Road and Aberconway Road that are within the site boundary, are within the Wandle Valley Conservation Area.
Impacts an Archaeological Priority Area	Yes, a part of the site is within the Stane Street Tier 2 Archaeological Priority Area.
Impacts a Scheduled Ancient Monument	No
Impacts on flooding from all source	Yes, some parts of the site are susceptible for groundwater and surface water flooding.
Is in a town centre	Yes, a substantial part of the site is within Morden District Town Centre.
Is in an Opportunity Area	No
Impacts a designated open space	Open Space, Metropolitan Open Land, Site of Importance for Nature Conservation, Green Corridor and is within the Wandle Valley Regional Park. Yes, north western boundary, the site adjoins the Kendor Gardens Open Space and the zone is in the Wandle Valley Regional Park.
Impact on an ecology designation	Morden Hall Park, to the east of the site, is designated as: Open Space, Metropolitan Open Land (MOL), Site of Importance for Nature Conservation (SINC), Green Corridor
Public Transport Accessibility Level (PTAL)	Most of the site is PTAL 6a and a small part at the northern end of the site is rated PTAL 5.

SITE Mo5

Morden Road Clinic and Morden Hall Medical Centre Morden Road, Morden, SW19 3DA.



Mo5 - Morden Road Clinic and Morden Hall Medical Centre



- Legend**
- Site boundary
 - ★ Listed Buildings
 - Archaeological Priority Zone

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Mo5 - Morden Road Clinic and Morden Hall Medical Centre



- Legend**
- Site boundary
 - Metropolitan Open Land
 - SINC's

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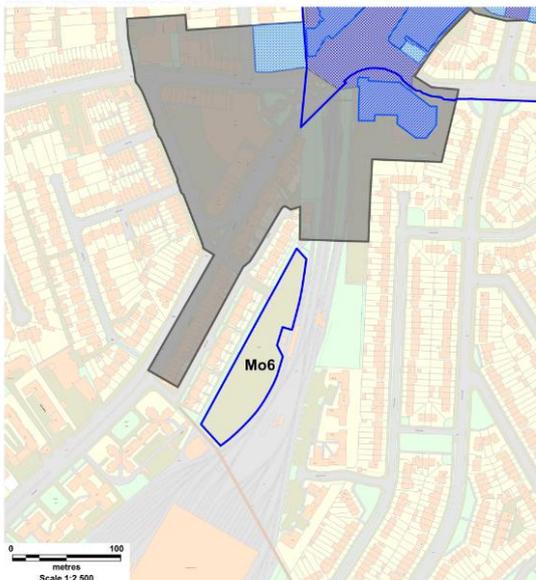
Ward: Merton Park	
Site description: The site, occupied by a GP practice and pharmacy consists of a part single and part two-storey building fronting Morden Road (A24) and is surrounded to the north, south and west by single and two storey houses. To the south of the site is also a two-storey building consisting of a commercial unit and a dwelling. To the east, on the opposite side of Morden Road, is Morden Hall Park.	
Site area: 0.24ha	
Existing uses: Primary NHS healthcare including pharmacy	
Site allocation: Healthcare led mixed-use scheme with residential or solely residential if an NHS primary healthcare facility with similar or greater capacity is provided within Morden town centre.	
Site deliverability: NHS Property Services and private ownership. Delivery 5-10 years.	
<p>Design and accessibility guidance: The development of this site to provide additional healthcare capacity and/or housing would depend on the additional needs assessed and funding provided from the redevelopment of other sites within Morden town centre. Its redevelopment is therefore linked with the regeneration of Morden town centre.</p> <p>Development proposals must be sensitive to the residential properties next to and in the vicinity of the site and the potential impact on the local Heritage Assets, i.e., the Wandle Valley Conservation Area, Morden Hall Park and the Stane Street Tier II Archaeological Priority Area.</p> <p>Mitigation measures for potential parking, traffic and road safety impacts on neighbouring streets and local amenity, must be part of any development proposal.</p>	
The site location	
Impacts Listed Buildings or undesignated heritage assets	Morden Hall Park, which includes historic buildings to the east of the site, is also registered Historic Park and Garden (Grade II)
Impacts a Conservation Area	Yes, adjacent to the Wandle Valley Conservation Area.
Impacts an Archaeological Priority Area	Yes,
Impacts a Scheduled Ancient Monument	No
Impact on flooding from all sources	Surrounding area is susceptible to surface water flooding.
Is in a town centre	No
Is in an Opportunity Area	No
Impacts a designated open space	No
Impacts on ecology designation	Yes, the nearby Morden Hall Park is also designated as Metropolitan Open Land, Green Corridor and a Site of Importance for Nature Conservation.
Public Transport Accessibility Level (PTAL)	PTAL ranging from 5 – 6a very good to excellent access to public transport.

Site Mo6

York Close Car Park Morden, SM4



Mo6 - York Close Car Park

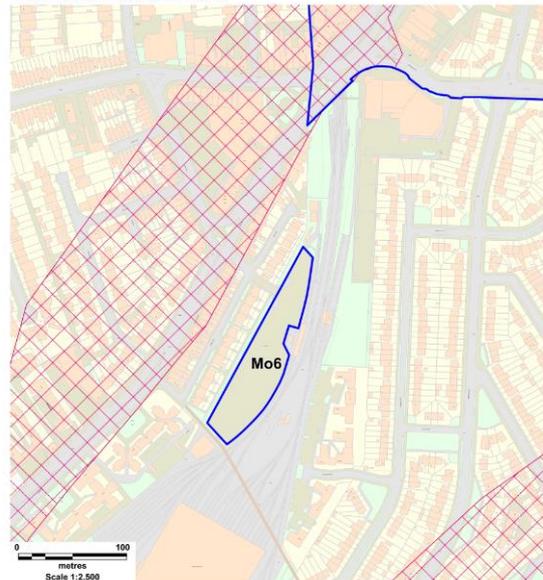


- Legend**
- Site boundary
 - Town Centre
 - Core Shopping Frontage
 - Primary Shopping Areas
 - Secondary Shopping Frontage

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Mo6 - York Close Car Park



- Legend**
- Site boundary
 - Archaeological Priority Zone

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Ward: Merton Park	
Site description: This site is an open surface level pay and display car park with a single access point via Morden Court. To the west of the site are two-storey residential buildings along Morden Court and York Close and to the east is the Morden underground railway depot.	
Site area: 0.66ha	
Existing uses: Car park.	
Site allocation: Parking and residential of solely residential, if not needed for parking	
Site deliverability: Transport for London (London Borough of Merton Leasehold). Delivery 10 – 15 years.	
Design and accessibility guidance: The site could contribute to the delivery of the regeneration plans for Morden town centre. The potential impacts of displaced commuter parking on neighbouring streets and local amenity needs to be addressed as part of any development proposals. Development proposals will need to be sensitive to the residential amenity of the existing neighbouring dwellings and the occupiers of any new dwellings, as an Agent of Change, not harm the viability and growth of the adjacent train depot and must incorporate suitable mitigation measures to address the critical drainage issues.	
The site location	
Impacts Listed Buildings or undesignated heritage assets	No
Impacts a Conservation Area	No
Impacts an Archaeological Priority Area	No
Impacts a Scheduled Ancient Monument	No
Impact on flooding from all sources	A small part of the site, at the north eastern boundary, is within a Critical Drainage Area.
Is in a town centre	No
Is in an Opportunity Area	No
Impacts a designated open space	No
Impact on ecology designation	No
Public Transport Accessibility Level (PTAL)	PTAL 5 very good access to public transport.

Site Mo7

Gifford House, 67c St Helier Ave, Morden SM4 6HY

Mo7 - Gifford House



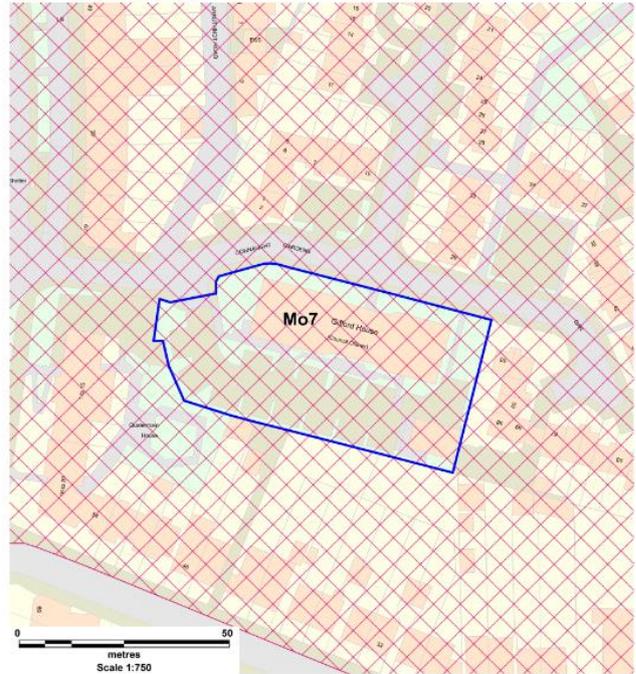
Legend

- Site boundary
- Wandle Valley Regional Park 400m Buffer

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Mo7 - Gifford House



Legend

- Site boundary
- Archaeological Priority Zone

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Ward: Ravensbury	
Site description: A part-one and part-two storey office building that is set behind (to the east) of the part-three and four storey buildings fronting St Helier Avenue. All the neighbouring properties, to the north, east and south, consist of two storey residential buildings. The site gains access from Connaught Gardens.	
Site area: 0.27ha	
Existing uses: Office	
Site allocation: Residential	
Site deliverability: Council owned site. Delivery 5-10 years.	
<p>Design and accessibility guidance: Development proposals must protect and not unduly harm the residential amenity of the neighbouring properties.</p> <p>Development proposal will need to mitigate potential parking, traffic and road safety impacts on neighbouring streets and local amenity.</p>	
The site location	
Impacts Listed Buildings or undesignated heritage assets	No
Impacts a Conservation Area	No
Impacts an Archaeological Priority Area	No
Impacts a Scheduled Ancient Monument	No
Impacts on flooding from sources	No
Is in a town centre	No
Is in an Opportunity Area	No
Impacts a designated open space	No
Impacts on an ecology designation	No
Public Transport Accessibility Level (PTAL)	PTAL 2, poor access to public transport.