

Our Ref. SMC/CMG

Tuesday 26th February 2013

Mr Andrew Wood
Future Merton
London Borough of Merton
12th Floor Civic Centre
London Road
Morden SM4 5DX

Re: Wimbledon Greyhound Stadium

Submission of representations to the Sites & Policies DPD (Stage 3) – Wimbledon Greyhound Stadium (Site 37)

Further to the submission by Drivers Jonas Deloitte on the 25th July 2012 at stage 2a of the sites & policies DPD and on behalf of our client, Hume Consulting Ltd, we now enclose a copy of our stage 3 submission in advance of the deadline of the 27th February 2013. We can also confirm we are replacing Drivers Jonas Deloitte as client representative.

We now enclose the following documents which represent our client's current thinking on how the site should be redeveloped in accordance with your Sites and Policies DPD dated January 2013:

- Planning policy document prepared by planning consultants Turley Associates, 25 Savile Row, London with submissions by traffic and flood risk consultants. RPS Group, 14 Cornhill, London
- Drawings illustrating our current masterplan proposals for the site redevelopment
- CD with a 'fly-around' movie of the 3 dimensional model of the proposed development

Wimbledon Stadium & Overview of Proposals

Greyhound racing has taken place at Wimbledon Greyhound Stadium, Plough Lane since 1928, when, on the 19th of May, there was an estimated 22,000 spectators in attendance. Since then Greyhound Racing at Wimbledon Stadium has continued to attract hundreds of thousands of people from all over Britain and the World, both young and old.

Wimbledon Greyhound Stadium is now the last greyhound stadium in London. The site at Plough Lane has been designated by Merton London Borough Council as a site for the Intensification of Sport and Leisure. It is, therefore, our plan to completely rebuild the Greyhound Stadium and after discussions with Merton Council and Peter Donoghue & Mick Lowe from Christopher's Squash Club, we have designed what we believe to be a mini-Olympic Village, with a state-of-the-art, World Class International Greyhound Stadium as well as a first class, seven court Squash & Fitness Club with Dance Studio, bar, changing facilities and a Medical Centre to provide sports therapy, massage, and related treatments.

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All of these facilities will be available for use by the local community. The Squash Club will also retain the renting of the squash courts during the day to local nursery schools, where the children are coached in hand ball co-ordination skills, dance and movement and social interaction, along with the very popular daily dance classes which are held five days a week for the mature person. This is a very popular use of the facility by local mothers, children, and elderly residents.

The Greyhound Stadium itself will provide up to 200 full and part-time jobs, 52 weeks a year, with part-time workers having the opportunity to work between 900 and 1200 hours per annum. A large proportion of these jobs will suit 18-25 year olds providing them with the opportunity of earning money and developing key social skills when dealing with the general public. In addition to the job opportunities at the Greyhound Stadium, it is our intention to use local businesses for catering, printing, taxis and other services associated with running a sports' stadium, and to promote local hotels and restaurants to visiting trainers and owners travelling from Ireland, northern England or further afield when major racing events are staged, all of which will contribute to the economic activity of many local businesses.

Aside from the Greyhound Stadium, the onsite food retail store will provide in excess of 200 jobs both full and part-time, where the age profile will again mainly be 18-25 year olds. However, in both businesses, there will also be positions for very experienced well paid staff.

We were very interested when we found out that St George's NHS hospital use the site for car parking, and so, after discussions with St George's Hospital, our plans now include a 450 space multi-storey car park which will provide subsidised parking for the hospital during the day and parking for greyhound attendees at night.

Merton, like every borough in London, needs social and affordable housing and that is why we have included 400 apartments in our plans, a proportion of which will be affordable. We also believe a 3,500 sq. metres supermarket enhances the overall viability of the site.

Greyhound racing in modern facilities is a very popular and very exciting leisure activity. The crowds would approximately be split, twenty per cent regular and knowledgeable race goers and the remaining eighty per cent interested in having a very good and different night out. Foreign tourists love going to the dogs as a very enjoyable evening's entertainment in the Capital. Work parties and office parties are very popular but, we know from experience that, the facilities have to be top class and we have no doubt that our World Class International Stadium will meet those high standards. With all the benefits which come with such a state-of-the-art stadium, it is also important to note that prize money and appearance money for owners and Trainers will be substantially increased to the best levels in the UK industry, bearing in mind the population of London compared with the rest of the British Isles.

We have no doubt that the new world class Wimbledon Greyhound Stadium will become a "tourist destination" attracting thousands from across the globe and will be an outstanding leisure facility for the City of London.

We believe that if we acquire the site and our plans are accepted, we will dramatically change one of the worst eye sores on the London landscape into one of the finest sporting facilities in London which the local residents and business people of Wimbledon deserve.

We trust that the enclosed documents fully describe our proposals but if you require any further clarification, do not hesitate to contact myself.

Yours Sincerely

A handwritten signature in blue ink, appearing to read 'Seamus Mc Closkey', with a large, stylized flourish at the end.

Seamus Mc Closkey
For:
Hamilton Architects

Enc.

Wimbledon Greyhound Stadium Redevelopment Proposals

Stage 3 Submission of Sites & Policies DPD



Planning Policy Report

27 February 2013

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Contents	Pages
Planning Policy Report	3 - 13
Appendix 1 - Transportation Assessment Methodology Statement	14 - 33
Appendix 2 - Flood Risk Proposal	34 - 41

1. Introduction

- 1.1 This document has been prepared by Turley Associates on behalf of Hume Consulting Ltd.
- 1.2 London Borough of Merton is seeking feedback on its emerging Sites and Policies Development Plan Document which is due to replace part of the Unitary Development Plan.
- 1.3 Previous consultation was undertaken by the Council between January and July 2012. At that time, representations were submitted on behalf of Hume Consulting Ltd by Drivers Jonas Deloitte (DJD). The preferred development option was outlined as being a retained greyhound use of the site with an enabling large foodstore development.
- 1.4 A copy of the letter provided by DJD is provided at Appendix 1. It gives a range of useful background regarding the existing site and our client's successful involvement in greyhound racing.
- 1.5 Since the previous consultation, Hume Consulting Ltd has further developed its vision for the site. Accordingly this review document accompanies an initial / outline scheme prepared by Hamilton Architects.
- 1.6 Hume Consulting Ltd envisages a vibrant mixed use development at the site incorporating, at its heart, a new stadium for greyhound racing along with Christopher's Squash Club / Fitness Centre. Alongside this enhanced use, enabling retail and residential uses are planned, facilitating the redevelopment of the existing stadium and making best use of the site and meeting a broad range of planning policy objectives.
- 1.7 In progressing plans for a mixed use scheme at the site a range of policy and other material planning considerations will need to be fully considered and addressed. This document provides an initial review of these considerations and sets out recommendations to inform the final version of the site allocation set out in the Sites and Policies DPD to support a sustainable and deliverable development.
- 1.8 A planning application would be forthcoming if Hume Consulting Ltd is successful in acquiring the site from its current owners. Funding for such an acquisition can only be secured if the policy position provides the necessary certainty to the developer.

2. Planning Policy Context

2.1 This section summarises the key areas of planning policy which are relevant to the proposed development and the development of site specific policy for the Wimbledon Stadium site.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) has introduced a presumption in favour of sustainable development. For plan-making this means that that local planning authorities are actively encouraged to seek opportunities that meet the development needs of their area and that local plans should meet needs with sufficient flexibility to respond to change.

2.3 The NPPF sets out 12 core planning principles which "*should underpin both plan-making and decision-taking.*" The most relevant of the principles to the redevelopment of Wimbledon Stadium site state that planning should:

- Be led by local plans which set out a vision for the future of the area and provide a practical framework within which decisions on planning applications can be made efficiently;
- Emphasise enhancing and improving the places in which people live their lives, not be concerned with scrutiny alone;
- Drive sustainable development to deliver homes, business and industrial units, infrastructure and support local vitality, objectively identifying local need and setting out a clear strategy for allocating land;
- Seek to secure a high-quality of design and a good standard of amenity for occupants;
- Support the transition to a low-carbon future, take account of flood risk and coastal change and encourage the reuse of existing and renewable resources;
- Help conserve and enhance the natural environment and reduce pollution, allocating land of "*lesser environmental value*";
- Encourage the re-use of land that has been previously developed (brownfield land);
- Promote mixed use developments, encouraging multiple benefits from urban and rural land;
- Manage development to make full use of public transport, walking and cycling; and
- Take account of local strategies to improve health, social, and cultural wellbeing.

2.4 The NPPF sets out further guidance in respect of the following areas, which are especially relevant to the site:

- *Building a strong, competitive economy*
- *Ensuring the vitality of town centres*
- *Promoting sustainable transport*
- *Delivering a wide choice of high quality homes*
- *Requiring good design*
- *Meeting the challenge of climate change, flooding and coastal change*

London Plan 2011

2.5 The London Plan includes a range of policies which are directly relevant to local policy and consideration of the development proposals.

London's Places

2.6 This section of the London Plan includes a range of relevant policies relating to Outer London (including LB Merton). For example policy 2.7 relates to enhancing the economy of Outer London, including:

- giving appropriate weight to wider economic as well as more local environmental objectives when considering development proposals;
- realising the opportunities for higher density mixed use development including housing;
- supporting leisure, tourism and tourism – the WandleValley is specifically identified for this use in Table 2.1.

London's People

2.7 The London Plan seeks to increase the capital's housing supply and optimise the development potential of sites.

2.8 Table 3.2 of the London Plan provides a density matrix for new residential development and identifies a residential density range of 200 – 450 habitable rooms per hectare for urban sites in areas with a PTAL rating of 2-3.

2.9 The plan policies seek to secure high quality housing (policy 3.5), mixed and balanced communities (policy 3.9) and the maximum reasonable proportion of affordable housing as part of larger residential development schemes (policy 3.12).

- 2.10 Policy 3.19 relates to sports facilities. The policy states that proposals seeking to enhance or increase such uses should be supported.

Economy

- 2.11 The London Plan seeks to promote and support London's economy, including Outer London as set out in policy 4.1. Specific policy support for sport and entertainment provision is set out in policy 4.6.
- 2.12 In relation to retail and town centre development policy 4.7 states that out-of centre retail proposals should be subject to an impact assessment, reflecting the position set out in the NPPF.

Climate Change

- 2.13 The London Plan seeks an overall reduction in carbon dioxide emissions of 60 percent by 2025 (policy 5.1). This objective is reflected in policy 5.2 where the need for new development to adhere to the Mayor's energy hierarchy is set out. i.e. first to use less energy, secondly to supply energy efficiently and thirdly to use renewable energy. The plan also requires high standards of sustainable design and construction in new development as set out in policy 5.3.

Transport

- 2.14 The London Plan seeks an integrated approach to transport and development. In relation to new developments the effect of development on transport capacity needs to be assessed (policy 6.3). Development should include measures to support cycling and walking (policies 6.9 and 6.10). Policy 6.13 relates to parking. It states that maximum parking standards should be applied to new developments and that 1 in 5 spaces should provide electrical charging points. Car free development is appropriate in areas of high public transport accessibility.

Places and Spaces

- 2.15 The London Plan includes a range of policies that seek to encourage high standards of urban design, including policy 7.2 relating to the creation of inclusive environments, policy 7.3 relating to designing out crime, policy 7.5 relating to local character and policy 7.5 relating to public realm. Policy 7.6 relates to the requirement for high quality architecture.

Core Strategy DPD

2.16 The Core Strategy, adopted July 2011, sets out strategic objectives for the borough. These can be summarised as follows:

- Taking a lead role in addressing climate change and reducing carbon emissions
- Promoting social cohesion and tackling deprivation
- Providing new homes and infrastructure through physical regeneration and effective use of space
- Making Merton more prosperous through supporting economic growth
- Making Merton healthier and a better place to live and work in or visit
- To make the borough exemplary in terms of mitigating and adapting to climate change and making it a more attractive and green place
- To make Merton well connected with sustainable transport options
- Promoting high quality environment.

2.17 The Core Strategy sets out further relevant policies in relation to the following:

- Centres
- Housing
- Infrastructure
- Economic Development
- Open Space, Nature Conservation Leisure and Culture
- Design
- Climate Change
- Transport

Sites and Policies DPD

2.18 The sites and policies DPD is currently in draft form and subject of consultation.

2.19 The current site proposal for Wimbledon Stadium (site 37) states that the Council's preferred use is for:

*Intensification of sporting activity (D2 class use) with supporting enabling development.
Developments that facilitate more sporting activity may be enabled by more viable uses,
subject to meeting planning policy, evidence and consultation.*

2.20 The draft site allocation recognises the importance of addressing flood risk, as a key issue associated with the site as well as transportation and access issues, the electricity substation, archaeology and the proximity of the waste management site to the north.

3. Development Proposals

- 3.1 Since the last consultation (Stage 2A), Hume Consulting has further developed its vision for the Wimbledon Stadium site.
- 3.2 This section describes the key elements of the proposed development and outlines the associated planning issues, including the necessary further consultation, assessment and design work which would need to be undertaken as part of any future planning application process.

Sports and Leisure Use

- 3.3 The retention and intensification of sports and leisure uses remains at the centre of the vision for the site. The intention is to re-provide the current uses in the form of a new state-of-the-art, world class greyhound stadium as well as a first class squash and fitness club with dance studio, bar and changing facilities and a complementary medical centre to provide sports therapy, massage, and related treatments.
- 3.4 The layout of the stadium as shown on the initial masterplan by Hamilton Architects shows the new stadium reoriented on the site compared to the existing position and includes the necessary back of house facilities for professional sports staff and car parking. Visitor car parking is planned in the form of a multi-storey car park which could also provide overspill parking for St George's Hospital as existing. (This would be subject to further discussion).
- 3.5 The greyhound stadium itself will provide up to 200 full and part-time jobs, 52 weeks a year, with part-time workers having the opportunity to work between 900 and 1200 hours per annum. A large proportion of these jobs will suit 18-25 year olds providing them with the opportunity of earning money and developing key social skills when dealing with the general public. In addition to the job opportunities, it is the client's intention to employ local businesses for catering, printing, taxis and other services associated with running a sports stadium, and to promote local hotels and restaurants to visiting trainers and owners travelling from Ireland, northern England or further afield when major racing events are staged, all of which will contribute to the economic activity of local businesses.
- 3.6 All of the facilities will be available for use by the local community. The squash club will have the potential to accommodate retain the use of the facilities during the day to local nursery schools, where the children are coached in hand ball co-ordination skills, dance and movement and social interaction, along with daily dance classes which are currently held five days a week at the site.
- 3.7 In planning policy terms the re-provision of the existing uses should be considered welcome and fully conforms with the Council's aspirations as set out in draft site allocation as well as the broader policy objectives of the London Plan and the Core Strategy.
- 3.8 The proposed use is intended to be self-supporting once operational but the redevelopment cannot occur without enabling uses being developed alongside.

Residential

- 3.9 Previous representations submitted by DJD dismissed the idea of residential development on the site. However, our client has re-examined the potential of and considers that the site could offer potential for residential development that would provide value to fund the redevelopment of the stadium as well as deliver much needed additional market and affordable housing units. It will also assist in delivering a balanced mix of uses for the site as a whole, contributing to the creation of a sustainable community. The initial proposals for site show potential for up to 400 residential units to be provided in the form of three residential buildings. The affordable element may have the potential to meet key worker accommodation requirements associated with St George's Hospital.
- 3.10 In addition to consideration in relation to flood risk, which is a key planning constraint to be overcome (see below), the residential development will be designed to conform to the following requirements:
- All units will need to be designed in line with local and strategic design guidelines, including but not limited to requirements relating to minimum room and unit sizes, aspect, daylight and sunlight standards.
 - A proportion of affordable housing (social rented and intermediate tenure) will be provided. It is recognised that the policy target as set out in the Council's Core Strategy (policy CS8) is for 40% of any major residential development to be affordable and that any reduction on this proportion would need to be justified through a provision of viability evidence. In this respect the likely high costs of works to minimise flood risk and the potential for the residential development to cross subsidise the sporting and leisure development will be a relevant factor.
 - An appropriate mix of residential unit sizes will be needed having regard both to the housing need in the borough and the local property market demand and viability.
 - Good quality private and shared amenity space will be provided on site. As currently shown, this could be in the form of balconies, communal gardens and informal play spaces in addition to the infield of the greyhound racing track.
- 3.11 The residential layouts shown should be considered as indicative only at this stage and further design work will be needed to ensure compliance with policy and design guidelines.

Retail

- 3.12 Alongside the sporting & leisure use and residential component, Hume Consulting Ltd intends to promote an enabling retail use at the site. This is currently envisaged in the form of a medium sized supermarket of approximately 3,500 sq m (gross) with associated car parking. Access to the store would be from Plough Lane where there are existing retail uses nearby. The scale of the proposed retail component has been reduced since the time of the previous representations.
- 3.13 The key planning issue for retail use at the site is the out-of-centre location. Whilst the inclusion of a retail use is considered to be justified in terms of contributing to the delivery of the overall regeneration benefits of the development, as a result of the out-of-centre location it will be necessary for full assessment in relation to policy requirements set out in the development plan and the National Planning Policy Framework. Accordingly comprehensive retail assessment will be undertaken and submitted alongside any planning application. The scope of this assessment would be agreed with the Council through the course of pre application discussions. The assessment would include sequential sites assessment and an assessment of retail impact on established centres and planned investment.

Flood Risk

- 3.14 The site is located within the functional flood plain (Zone 3b) of the river Wandle and as such flood risk is a significant issue to be considered in progressing with the redevelopment plans. However, given the importance of the site and the scale of the regeneration opportunity it presents, it is not realistic to suggest that flood risk is a limiting factor that would prevent a high quality mixed use scheme coming forward on the site, provided it is of an appropriate design and it conforms with the Exception Test required by the NPPF. For the avoidance of doubt the NPPF states at paragraph 100, *'inappropriate development in areas of at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere'*.
- 3.15 The recognition that a technical solution will be needed to address flood risk within the draft sites policy is welcomed. RPS has been instructed to provide initial advice to our client on mitigation measures that will be needed to facilitate the development.

Transport

- 3.16 RPS has provided an indication of the scope of a Transport Assessment which would accompany a planning application. The client recognises a comprehensive strategy is needed to address highways and parking issues associated with a major redevelopment scheme.
- 3.17 The site currently accommodates a significant amount of car parking, much of which will need to be reprovided in order to ensure a viable scheme. Further work and consultation with the Council's highway department will be needed to finalise the appropriate level of car parking at the site and the allocation of car parking to each of the proposed uses.

Sustainability

- 3.18 In line with planning policy the development would need to conform to a number of sustainability requirements. A sustainability consultant would be instructed to devise an overall sustainability strategy for the scheme, which will minimise its environmental impact.
- 3.19 This would include for example, conforming to sustainable design and construction methods as well as meeting the required standards for residential and commercial buildings (Code for Sustainable Homes / BREEAM).

Environmental Impact Assessment

- 3.20 In advancing proposals for the site the proposed development would need to be screened to establish whether an Environmental Impact Assessment (EIA) is required.
- 3.21 The implications of the application constituting EIA development are that a specialist EIA consultant will be appointed to manage the EIA process and production of the ES.

Other Matters

- 3.22 A number of other technical issues will be addressed as part of the design and likely EIA process. This would include contamination / remediation strategy, amenity issues, including demonstrating satisfactory noise levels for the residential units, taking account of adjacent uses.
- 3.23 A desktop archaeological assessment would be prepared with a likely requirement to maintain a watching brief during the redevelopment works. Specialist advice will be sought on this matter in due course.

4. Summary & Recommendation

- 4.1 Hume Consulting Ltd is considering a mixed use redevelopment scheme for the Wimbledon Stadium site. Critical to the delivery of an intensified sporting and leisure use – in particular the retention of greyhound racing at the site with a retained and enhanced Christopher’s squash club / fitness centre- will be the inclusion of enabling uses in the development. Subject to planning constraints being addressed through thorough technical assessment (likely to be in the form of an Environmental Impact Assessment) and iterative design as well as comprehensive consultation with stakeholders, the enabling uses also have potential to meet local and strategic planning policy objectives. In particular, appropriately designed residential development has the potential to contribute to housing needs and the creation of a vibrant mixed community, whilst retail development will provide significant employment opportunities.
- 4.2 It is clear that without the enabling uses, the future of the site is uncertain. Our client therefore seeks more a definitive site allocation, broadly in line with the Hamilton Architects’ scheme, which specifically identifies potential for retail and residential uses, subject to meeting other policies of the development plan and satisfactory resolution of the technical issues.
- 4.3 Accordingly we recommend that the draft text related to the Council’s preferred use is reworded as follows:

Intensification of existing sporting activity (D2 class use) in the form of greyhound racing including the retention of Christopher’s squash club. Enabling mixed-use development, such as retail and residential, that facilitates more sporting activity, will also be supported subject to the development meeting other relevant planning policies, evidence and consultation.



Wimbledon Greyhound Stadium

Transportation Assessment Methodology Statement

February 2013

DOCUMENT CONTROL SHEET

Client	Paschal Taggart					
Project Title	Wimbledon Greyhound Stadium					
Document Title	Transportation Statement					
Document No.	IBH0353/CDa/Feb13/TAMS					
This Document Comprises	DCS	TOC	Text	List of Tables	List of Figures	No. of Appendices
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Table of Contents

1.0 INTRODUCTION	17
2.0 EXISTING SITE	18
Existing Site Location.....	18
Existing Site Uses, Operating Times and Parking Provision.....	18
Existing Site Accesses	20
Existing Public Transport.....	21
3.0 PROPOSED DEVELOPMENT	22
Proposed Developments.....	22
Proposed Parking Allocation	22
Proposed Accesses	23
4.0 PRELIMINARY OVERVIEW OF THE TRANSPORTATION IMPACTS TO BE ASSESSED	25
Greyhound Stadium	25
Residential Units	25
Supermarket and Sports/Fitness Club.....	25
Plough Lane Access	26
5.0 TRANSPORTATION ASSESSMENT METHODOLOGY.....	27
Policy and Guidance Documents	27
Assessors - Merton Council and Transport for London.....	27
Pro Forma.....	27
Development Phasing.....	28
Committed Developments.....	28
Data Collection.....	28
Transportation Assessment Details.....	29
Junction Capacity, Layout and Mitigation Works	29
Walking/Cycling and Public Transport Provision	30
Justifying Parking Allocation.....	30
Autotracking	31
Extent of Adopted Road Network	31
Car Park/Traffic Management Plan	31
Travel Plan.....	31
Service Yard Management Plan and Swept Path Analysis.....	31
6.0 CONCLUSION.....	33

LIST OF FIGURES

Figure	Title
Figure 2.1	Existing Site (Map Source - Bing Maps)
Figure 3.1	Proposed Development with Location of Site Accesses Highlighted (A, B & C)

1.0 INTRODUCTION

- 1.1 This Transportation Assessment Methodology Statement has been prepared to give a high level overview of the existing and proposed transportation facilities for the proposed Wimbledon Greyhound Stadium with associated, leisure, residential and retail development, and to describe how the Transportation Assessment (TA) will be carried out for the proposed development.
- 1.2 The site is located at Plough Lane, Tooting, London, and the development will replace the existing Wimbledon Greyhound Stadium and ancillary uses.
- 1.3 This report consists of the following:
- Description of the existing site uses, operating times, parking provision, access and transportation facilities at the site;
 - Description of the development proposals and the access and transportation arrangements;
 - A preliminary overview of the transportation impacts to be assessed;
 - Description of the procedures and methodology that will be carried out to produce a TA for the proposed development.

2.0 EXISTING SITE

Existing Site Location

2.1 The site is located at Plough Lane, Tooting, London, in the London Borough of Merton.

2.2 The site is bounded by the following:

- Plough lane and Copper Mill Lane to the south/southeast;
- Summerstown B235 to the east/northeast;
- Riverside Road to the north;
- Existing industrial units to the west /northwest.

Existing Site Uses, Operating Times and Parking Provision

2.3 The existing site operates as a Greyhound Stadium with associated parking (reportedly 2/3 stadium and 1/3 car park). The Stadium also hosts 'Special Events', such as

- Major Race Finals;
- Markets;
- Car Boot Sales; and
- Stock Car Racing.

2.4 Ancillary uses are also evident at the site including

- Squash Club;
- Fitness Club;
- Sports Inquiry Clinic;
- Commercial Vehicle Hire facility;
- Motorcycle Training School; and
- Cafe.

2.5 Figure 2.1 below shows an aerial picture of the site (Map source - Bing Maps). The picture seems to show the site operational during a Car Boot Sale, during which time the parking on the site appears to be maximised. The picture shows c550-600 vehicles parked on the site.

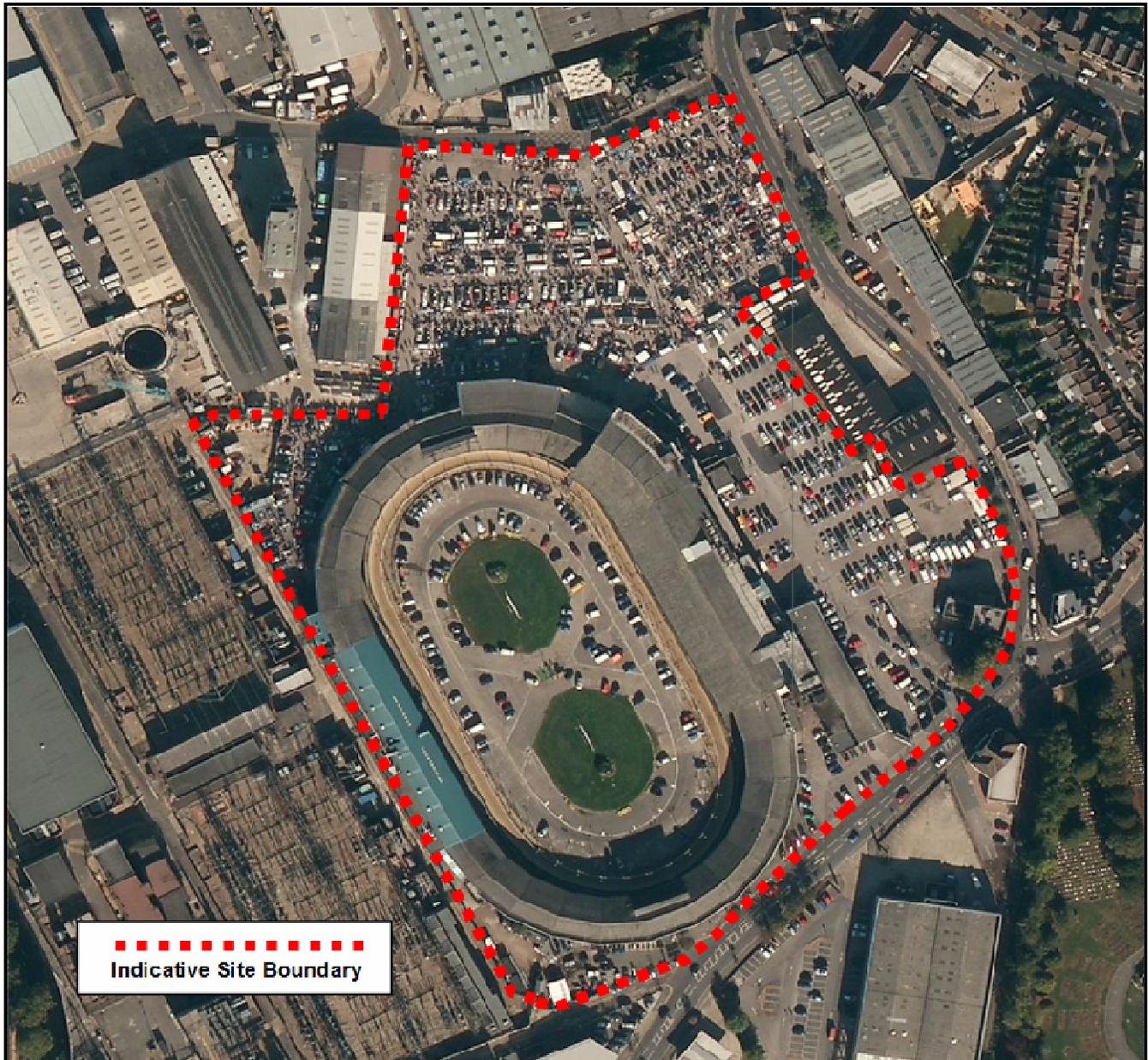


Figure 2.1: Existing Site (Map Source - Bing Maps)

2.6 According to previous correspondence released by the Planning Applications Committee for the Borough of Merton, 'The stadium car park has a total of just fewer than 590 parking spaces'.¹

¹ Source - Borough of Merton Planning Applications Committee Decision Notice for the Use of Car Park for Car Boot Sales on Wednesday, dated 15 December 2005, Paragraph 6.3. Application Number 05/P1744.

2.7 Preliminary research into existing use and operational times at the site indicate the following:

- Greyhound Race days are every Friday and Saturday with doors opening at 6:30pm and the first race at 7:30pm;
- Car Boot Sales/Markets have been held on Sundays, Saturdays and Wednesdays, with various planning permissions placing restrictions on opening hours of between c7:30/9:30pm to 2:00/3:30pm;
- Other stadium events, such as the Stock Car Racing, are also subject to the similar off-peak operational hours;
- Christopher's Squash/Fitness Club is likely to be operational during the entire day, but like many sports and leisure facilities are only likely to experience peak usage outside of typical working hours i.e. before 9:00am and c7-9 in the evenings;

2.8 Therefore, apart from a few of the minor ancillary uses such as the cafe and the commercial uses, it seems that the site accommodates mostly 'event' traffic patterns. i.e. events that generate traffic outside of the typical morning and evening weekday peak periods to minimise the impact with the existing peak time traffic flows. The traffic is normally generated in localised surges, normally in the hour before and after the event occurs.

Existing Site Accesses

2.9 The existing Stadium site has the following vehicular accesses:

- 2No existing operational accesses on Plough Lane. Both accesses operate as entry and exit points and both have existing right turn ghost islands on Plough Lane to facilitate entry to the site;
- There is a third access point on Plough Lane, located between the 2No existing accesses, that seems to be closed up;
- 1No existing operational access on Summerstown B235 (located close to the existing cafe), providing both entry and exit to the site;
- There is a second access point on Summerstown B235 that seems to be closed up.
- 1No access point on Riverside Road, close to the junction with Summerstown B235.

- 2.10 It seems that the vehicular access points also provide the only point of access for pedestrians and cyclists, as the remainder of the site boundary is enclosed by fencing.
- 2.11 There is an existing car wash facility located at the south west corner of the existing stadium that will be incorporated into the new site boundary. This existing car wash facility has an existing vehicular entry access off Plough Lane and an existing exit access onto Copper Mill Lane.

Existing Public Transport

- 2.12 The nearest local train station is located at Haydons Road, located c800m walking distance from the site.
- 2.13 The main line train stations are located at Wimbledon and Earlsfield, located walking distances of c2.1km and c1.2km respectively.
- 2.14 The nearest underground tube stations are Tooting Broadway, Wimbledon Park and Wimbledon, located walking distances of c2km, c1.8km and c2.1km respectively.
- 2.15 There are 3No existing London Bus services (44, 77 and 270), along Garratt Lane. These bus services also connect the Earlsfield main line train station to within c250m walking distance of the site.
- 2.16 The exiting 493 London Bus service runs along Plough Lane at the south end of site, where existing bus stops are located in close proximity to the site accesses.
- 2.17 Dedicated taxi services are available at the Stadium after each greyhound racing event.
- 2.18 Although there are existing public transport facilities available, the Public Transport Accessibility Level (PTAL) is reportedly grade 2/3, which is categorised as 'Poor' to 'Moderate'.

3.0 PROPOSED DEVELOPMENT

Proposed Developments

- 3.1 The proposed redevelopment will replace the existing site uses with the following:
- A new, reoriented Greyhound Racing Track;
 - A 4,500 Person Capacity International Greyhound Racing Stadium;
 - Kennel Block, Equipment Store and Trainer's Area with 140No associated car parking Spaces;
 - 400No apartments, provided in 3 separate blocks. Block A will have 183No apartments, Block B will have 154No apartments and Block C will have 63No apartments;
 - A food retail store (35,000sqft of retail area), with a 2-storey car park below (336No parking spaces) and Christopher's Squash Club/Fitness Centre above;
 - A Multi-Storey Car Park (MSCP) with 450No parking spaces (located within Residential Block A).
- 3.2 The proposals are indicated in Figure 3.1 below.

Proposed Parking Allocation

- 3.3 The proposed parking allocation is described as follows:
- The proposed 338No parking spaces below the Supermarket and the Sports Club will be dedicated to these uses only;
 - The proposed 450No parking spaces in the MSCP will be dedicated for use by the Greyhound Stadium in the evenings and St George's hospital during the day;
 - The Kennel Block and Equipment Store and Trainer's Area will have 140No parking spaces, which will be segregated from the other parking on the site. These spaces will also be used as overflow parking for the Stadium;
 - The proposed residential uses will not have allocated parking.

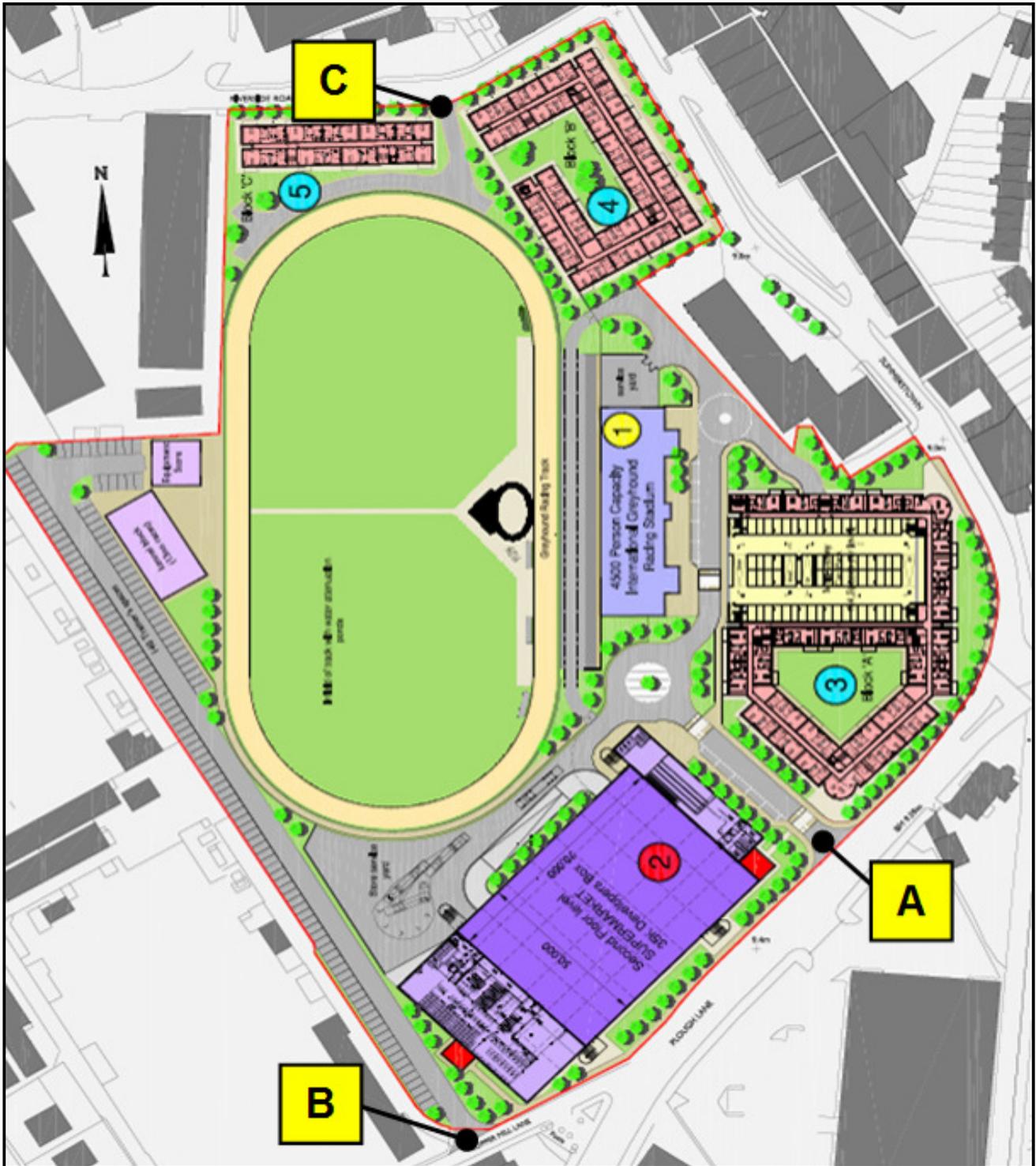


Figure 3.1: Proposed Development with Location of Site Accesses Highlighted (A, B & C)

Proposed Accesses

3.4 The site will have 3 No site accesses, labelled A, B and C in Figure 3.1.

- 3.5 Access A will replace the existing site access on Plough Road. The access will accommodate exit and entry to the site, and will benefit from the existing right turn ghost island on Plough Road. This access will serve the Greyhound Stadium, the MSCP, the Supermarket, Sports Facility and Residential Block A. It will therefore serve a total of 786No parking spaces (336No for the Supermarket/Sports Club and 450No in the MSCP).
- 3.6 Set down/pick up lay-bys will be provided within the internal road layout and accessed via Access A on Plough Lane. These lay-bys will accommodate private vehicles, taxis and buses/coaches that will be able to enter the site via Access A and turn at the proposed internal roundabouts.
- 3.7 Servicing for the Supermarket will occur in a dedicated service yard located at the rear of the store and will be accessed via Access A on Plough Lane.
- 3.8 Servicing for the Greyhound Stadium will occur in a dedicated service area located to the right of the Stadium, and also accessed through Access A on Plough Lane.
- 3.9 Access B is on Copper Mill Lane and will replace the existing exit from the car wash facility. The access will facilitate entry and exit to the Kennel Block, Equipment Store and Trainer's Area with 140No parking spaces.
- 3.10 Access C is a new access on Riverside Road and will serve the proposed Residential Blocks B and C.

4.0 PRELIMINARY OVERVIEW OF THE TRANSPORTATION IMPACTS TO BE ASSESSED

4.1 This section of the report gives a preliminary overview of the transportation impacts to be assessed.

Greyhound Stadium

4.2 The Greyhound Stadium will be a replacement development. The existing Stadium has c590No parking spaces according to the Merton Council. The proposals will replace the 590No spaces, providing 450No on the MSCP and 140No in the Trainer's Area.

4.3 Events at the Stadium will operate similarly to the existing i.e. the events generate traffic outside of the typical morning and evening weekday peak periods and the traffic is generated in localised surges, normally in the hour before and after the event occurs. The proposed operational times will be similar to the existing, with the gates opening at 6:30pm with the first race at 7:30pm.

Residential Units

4.4 It is envisaged that the proposed residential units will contribute towards accommodating the current demand for both Social Housing and for staff accommodation close to the near-by St George Hospital.

4.5 The proposed residential uses will not have allocated private parking. A package of measures will be proposed to improve and encourage sustainable transport use by the residents. These measures will be progressed through discussions with the Council and TfL.

4.6 The residential units will generate taxis, deliveries, refuse collection vehicles etc, which will be accommodated by the site accesses. It is not anticipated that the accesses will be heavily utilised due to the residential units.

Supermarket and Sports/Fitness Club

4.7 The proposed Supermarket is likely to be operational during normal working weekdays, Saturdays and Sundays.

- 4.8 The proposed Squash/Fitness Club is also likely to be operational during normal working weekdays, Saturdays and Sundays, but like many sports and leisure facilities is only likely to experience peak usage outside of typical weekday working hours i.e. before 9:00am and c7-9 in the evenings.
- 4.9 Both developments will share the proposed 336No parking spaces. The assessment will consider the likely levels of traffic that will be generated by the Supermarket and Sports Club during the typical weekday morning, weekday evening and Saturday peak hours.

Plough Lane Access

- 4.10 Access A at Plough Road will accommodate the Greyhound Stadium, the MSCP, the Supermarket, Sports Facility and Residential Block A. It will serve a total of 786No parking spaces (336No for the Supermarket/Sports Club and 450No in the MSCP). It will also accommodate servicing vehicles for the Supermarket, Stadium and Residential Block A and access to the set down /pick up lay-bys for private vehicles, taxis and buses/coaches.
- 4.11 The internal road layout and the access at Plough Lane has been designed to accommodate queuing traffic within the site boundary and minimise queuing traffic on the external road network.
- 4.12 It is likely that the proposed Plough Lane access will require further detailed design and computer modelling analysis to ensure that there will have sufficient capacity and an adequate geometry to accommodate the vehicles that will utilise the access.
- 4.13 There is an existing right turn ghost island on Plough Lane that will be incorporated into the revised access layout to increase safety and capacity at the junction. A left slip along Plough Road into the access may also be considered, which may require the removal of some existing off-street parking spaces.

5.0 TRANSPORTATION ASSESSMENT METHODOLOGY

5.1 This section describes the procedures and methodology that will be carried out to produce a Transportation Assessment (TA) for the proposed development.

5.2 A detailed TA will be required to assess the existing and proposed transportation movements at the site and the impact on the selected highway network due to the proposals. Mitigation measures may be required due to the proposals, which will be derived and detailed in the TA.

Policy and Guidance Documents

5.3 The relevant transport related policy and guidance documents will be identified and considered in the TA including:

- Department for Transport Transportation Assessment Guidance;
- Applicable Guidance from Transport for London;
- London Plan Policies;
- Policy M43 of the Merton Council's Adopted Unitary Development Plan (Oct 2003);
- Merton's Draft Planning Policies (Stage 3 of Merton's Sites and Policies Plan);
- LU 3 Transport Impact of New Development;
- PK 2 - Car Parking Standards;
- PK 3 - Car Parking and New Development.

Assessors - Merton Council and Transport for London

5.4 Liaisons will be required with representatives from Merton Council regarding the proposals, the methodology for assessing the transportation impacts and any required mitigation works resulting from the proposals.

5.5 It is likely that Transport for London (TfL) will be a Consultee of the Council.

Pro Forma

5.6 Initially a Pro Forma document will be issued to the Council/TfL to describe the proposals and how the TA will be carried out. Following these initial consultations the details of the assessment will be progressed.

Development Phasing

- 5.7 The expected year of opening of each element of the proposals will be confirmed in the TA.

Committed Developments

- 5.8 Committed developments are developments that have existing planning permission but are not yet constructed or operational.
- 5.9 The Council will be requested to identify any committed developments that they consider may impact on the selected highway network for the site. The details of committed volumes of traffic/people trips and the methodology for the incorporation of the traffic/people onto the selected highway network will be progressed in liaison with the Council/TfL.

Data Collection

- 5.10 Data will be collected relating to the existing transportation uses at the site, including:
- Traffic data for the selected road network, including two-way traffic flows and turning movements at junctions, vehicle classification and existing queue lengths;
 - The number of pedestrians and cyclists at the site and on the surrounding highway network;
 - The number, frequency and patronage of public transport services applicable to the site;
 - Collision statistics from the surrounding road network;
 - Existing signal timings information from existing signalised junctions and crossing, if applicable.
- 5.11 The appropriate times for data collection will be discussed with the Council/TfL. Data may be required for both normal morning and evening peak traffic times on the selected road network and during off-peak 'events'.
- 5.12 The data collection may consist of:
- Manual surveys/classified turning counts;
 - Automatic traffic counters;
 - Requests for information from the Council/TfL;
 - Requests for information from the Public Transport providers;

- Requests for archive information from the Stadium operators; and/or
- Patronage questionnaires.

Transportation Assessment Details

5.13 Various parameters required to progress the TA will be discussed and clarified with the Council/TfL. These include:

- Assessment Years:- The expected year of opening of each phase of the development and the future years that will be appropriate/acceptable for assessment;
- The days and the times to be assessed:- The TA will confirm the proposed operational hours and contain an assessment of the peak usage for each of the proposed elements of the site, which will inform the appropriate days and times for assessment.
- Traffic growth:- The appropriate traffic growth rate for the external highway network will be clarified. This may be carried out by:
 - Utilising local archive data,
 - Use of National Road Traffic Forecast NRTF rates: or
 - Use of TEMPRO (Trip End Model Programme) traffic growth rates.
- The Extent of the selected external highway network to be assessed;
- The methodology for predicting traffic/people trips. This may be carried out by:
 - Using existing counts at Stadium and an existing local Foodstore;
 - Use of the TRICS (Trip Rate Information Computer System) database;
 - Use of the TRAVL (Trip Rate Assessment Valid for London) system.
- Traffic distribution and assignment methodology. This may require;
 - Analysis of ward data and population densities;
 - Existing Patronage Surveys;
 - Replication of existing traffic patterns during existing 'events';

Junction Capacity, Layout and Mitigation Works

5.14 Computer modelling packages will be required to analysis the junction capacity at the proposed accesses and external highway junctions. The following modelling packages will be used:

- PICADY - Priority Junctions;
- LINSIG - Signalised Junctions;
- ARCADY - Priority Controlled Roundabout Junctions.

- 5.15 Any required highway mitigation works will be identified and detailed in the TA and will also be analysed using compute modelling.

Walking/Cycling and Public Transport Provision

- 5.16 As assessment of the accommodation of walking, cycling and public transport trips will be considered in the TA.
- 5.17 Data will be collated on the existing pedestrian, cycling and public transport use for the development and on the selected external road network.
- 5.18 A person trip model, based on the methodology described above, will be progressed to determine the numbers of pedestrians, cyclists and public transport users expected at the proposed development. This analysis may show that additional measures and initiatives could be required to accommodate and encourage sustainable transport use at the site.
- 5.19 Set down/pick up lay-bys will be provided within the internal road layout and accessed via Access A on Plough Lane. These lay-by will accommodate private vehicles, taxis and buses/coaches that will be able to enter the site via the access on Plough Lane and turn at the proposed internal roundabouts.
- 5.20 Discussions may be required with the Council/TfL and directly with the public transport providers to consider the existing public transport provision at the site and discuss/refine any required public transport improvements that may be identified through the assessment process.

Justifying Parking Allocation

- 5.21 The derivation of the proposed parking allocation will be detailed, including identification of the relevant standards that have resulted in the parking numbers and justification for the lack of private parking for the residential units.

Autotracking

- 5.22 Swept Path Analysis/Autotracking will be carried out to ensure that the finalised detailed road layout will be able to accommodate the proposed vehicle movements for each element of the proposals.

Extent of Adopted Road Network

- 5.23 Consideration will be given to the extent of the adopted road network. Roads accommodating residential access are normally adopted by the local highway authority.

Car Park/Traffic Management Plan

- 5.24 There may be a requirement to devise a Car Park/Traffic Management Plan to restrict opening and operational times at the site for each event. This methodology has been conditioned in the past for previous applications at the site and is a mechanism that has been used by the Council to 'ensure the provision of adequate off-street parking and to prevent additional parking in surrounding streets which may be detrimental to amenity and prejudicial to highway safety'

Travel Plan

- 5.25 A Travel Plan may be requested for the site. A Travel plan identifies the sustainable transport options available at the site and investigates the measures and incentives that may be required to promote and encourage the use of sustainable transport measures.
- 5.26 Separate Travel Plans may be required or conditioned for various proposed developments at the site with separate operators. This will be clarified with the Council/TfL.

Service Yard Management Plan and Swept Path Analysis

- 5.27 Swept path analysis will be carried out to demonstrate that the proposed servicing can be carried out within the designated service areas within the site boundary and that the service vehicles can enter and exit the site in forward gear.
- 5.28 A Service Yard Management Plan may be required or conditioned to formalise the servicing procedures and any restrictions in servicing times. This will be progressed through discussions with the Council /TfL.

6.0 CONCLUSION

- 6.1 This Transportation Assessment Methodology Statement has been prepared to give a high level overview of the existing and proposed transportation facilities for the proposed Wimbledon Greyhound Stadium with associated, leisure, residential and retail development, and to describe how the Transportation Assessment (TA) will be carried out for the proposed development.
- 6.2 The site is located at Plough Lane, Tooting, London, and the development will replace the existing Wimbledon Greyhound Stadium and ancillary uses.
- 6.3 This report consists of the following:
- Description of the existing site uses, operating times, parking provision, access and transportation facilities at the site;
 - Description of the development proposals and the access and transportation arrangements;
 - A preliminary overview of the transportation impacts to be assessed;
 - Description of the procedures and methodology that will be carried out to produce a TA for the proposed development.



Wimbledon Greyhound Stadium

Flood Risk Proposal

DOCUMENT CONTROL SHEET

Client	Paschal Taggart					
Project Title	Wimbledon Greyhound Stadium					
Document Title	Flood Risk Proposal					
Document No.	IBH0353/S40					
This Document Comprises	DCS	TOC	Text	List of Tables	List of Figures	No. of Appendices
	1	1	5	-	-	-

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TABLE OF CONTENTS

1	INTRODUCTION	36
2	EXISTING FLOODPLAIN	37
3	THE PROPOSED DEVELOPMENT	38
4	POLICY FRAMEWORK IN RELATION TO FLOOD RISK	39
5	DETAILED FLOOD RISK ASSESSMENT	40
6	CONCLUSIONS	41

1 INTRODUCTION

- 1.1 This Flood Risk Proposal has been prepared to give a high level overview of the existing known flood risk to Wimbledon Greyhound Stadium and to provide a framework for the detailed assessment of the flood risk to the proposed development and surrounding area which may be affected by the development (in terms of flood risk). This report should not be considered as a complete assessment of the flood risk which is subject to a detailed flood risk assessment.
- 1.2 The site is located at Plough Lane, Tooting, London, and the development will replace the existing Wimbledon Greyhound Stadium and ancillary uses.
- 1.3 This report consists of the following:
- Outline of the existing site and fluvial / coastal flood risk to the site as detailed on the Environment Agency's Flood .Maps
 - Outline of the policy framework in relation to flood risk
 - Description of the procedure for the detailed assessment of flood risk

2 EXISTING FLOODPLAIN

2.1 The site lies within the fluvial floodplain of the River Wandle as shown in Figure 2.1 below.

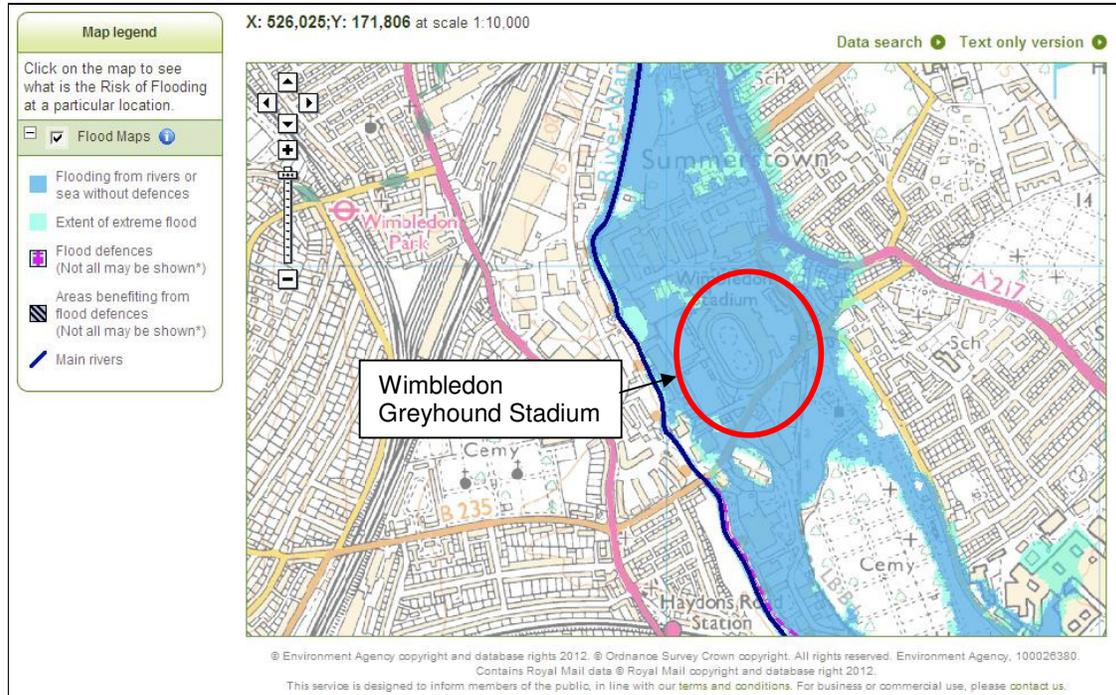


Figure 2.1: Extract from EA Flood Maps

2.2 The site can therefore considered to be at risk of flooding due to a fluvial (river) flood event occurring within the River Wandle with an annual exceedance probability of 1% (likely to occur at least once in 100 years)

3 THE PROPOSED DEVELOPMENT

3.1 The proposed development is a mixed use development including re-development of the existing greyhound stadium and inclusion of retail and residential development. The proposed masterplan outline is shown in Figure 3.1.

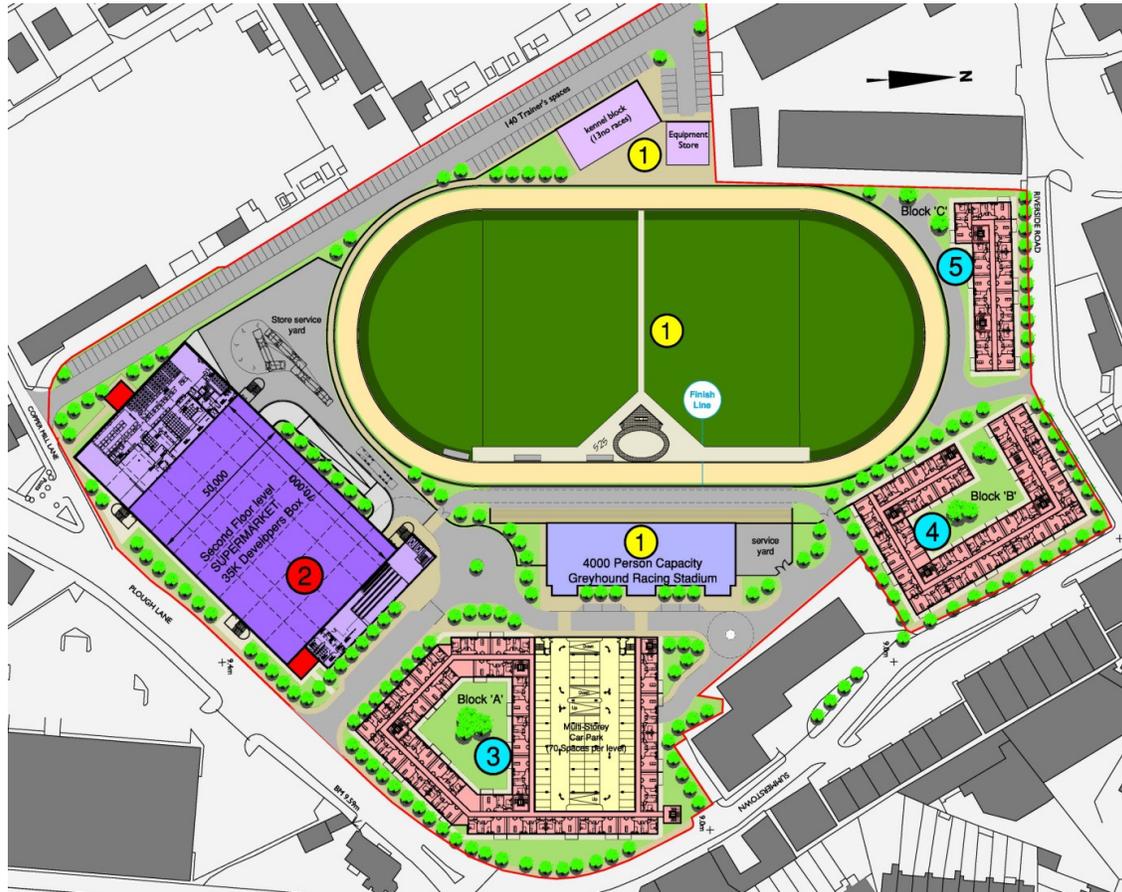


Figure 3.1: Outline Masterplan of the Proposed Development

4 POLICY FRAMEWORK IN RELATION TO FLOOD RISK

4.1 National Policy is set out in '*Planning Policy Statement 25, Development and Flood Risk*' (PPS 25). Under PPS 25 the site is designated as falling within Flood Zone 3b 'The functional Floodplain.

4.2 At a local level The London Borough of Merton has produced 'Draft detailed planning policies' (January 2013). Chapter 8 of the document states that for sites within Flood Zone 3b:

- The council will only support redevelopment of existing developed sites if there is no greater flood risk than currently exists to the re-development or wider community.
- Developments classed as '*highly vulnerable*' will not be permitted without Environment Agency approved mitigation measures
- Basements, basement extensions and conversion of basements to a '*higher vulnerability*' classification or self contained units will not be permitted by the council

4.3 The proposed development can be considered to fall into the categories of '*more vulnerable*' & '*water compatible development*' within PPS 25 under the following descriptions:

- More vulnerable - Buildings used for: dwelling houses; student halls of residence; drinking establishments; nightclubs; and hotels.
- Water compatible development - Amenity open space, nature conservation and biodiversity, outdoor sports and recreation and essential facilities such as changing rooms.

5 DETAILED FLOOD RISK ASSESSMENT

- 5.1 A detailed Flood Risk Assessment (FRA) will be required to be undertaken to comply with the requirements of PPS 25. The FRA will assess all potential sources of flood risk to the proposed development and any additional flood risk to surrounding area as a result of the development.
- 5.2 A detailed hydraulic model of the relevant reach of the River Wandle will be constructed to assess in detail the fluvial flood risk to the development and the flood extents, depth and potential hazard arising from flooding. The hydraulic model will be of the 1D / 2D type such that the topography of the floodplain is considered in detail including the effects of buildings in the floodplain.
- 5.3 The FRA will assess the requirement for mitigation measures which may include the following (amongst others):
- Raised development levels to ensure that '*more vulnerable*' parts of the development remain robustly protected against the design flood event including allowances for future scenarios (climate change, catchment changes etc.).
 - Compensatory storage to ensure there is no loss of floodplain storage volume if necessary.
 - Safe access to the development at all times
 - Flood defences structures
 - Sustainable Drainage Systems (SuDS) to ensure that run-off from the development is not increased above the existing rates, potentially utilising the infield of the greyhound track. This will ensure no additional run-off to the public storm drainage network.
 - Flood resilience measures for '*water compatible*' parts of the development. This may include: External walls constructed to resist ingress to the cavity of the wall and prevent structural damage due to the hydrostatic pressure, entrances with demountable flood barriers, mechanical and electrical plant / equipment to be kept above flood level, walls finished in concrete / waterproof plaster and not gypsum plaster etc.

6 CONCLUSIONS

- 6.1 The site lies within the functional floodplain of the River Wandle which is highly urbanised. The proposed re-development of the site will be required to be assessed to ensure that it meets the requirements of PPS 25 and the 'Draft detailed planning policies' produced by the London Borough of Merton.
- 6.2 All potential sources of flooding will be considered as part of the detailed Flood Risk Assessment.
- 6.3 As part of the detailed Flood Risk Assessment (FRA), detailed hydraulic modelling will be undertaken which considers the fluvial flood risk of the relevant reach of River Wandle, the pre and post re-development site and the surrounding area which may be affected by the re-development (in terms of flood risk).

Wimbledon Greyhound Stadium Redevelopment Proposals

Stage 3 Submission of Sites & Policies DPD



Derry/Londonderry Office

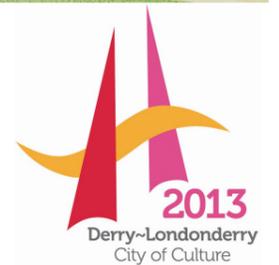
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UTV Business Eye Architect of the Year

MASTERPLAN

HEIGHTS:
The residential blocks are 7 storeys high.

The food retail block has 2 storeys of parking at ground and first floor level, a 2 storey food hall at second floor level and a 2 storey squash club / fitness centre at third floor level (equivalent to 6 storeys in total).

The greyhound stadium is 4 storeys high.

The multi-storey car park is 7 storeys high.

ACCESS:
The main site access for the stadium, supermarket and multi-storey car park is at the south of the site from Plough Lane.

The kennel block and trainer's area is accessed at the south-western corner of the site off Copper Mill Lane.

There is a service entrance to the north of the site leading into the residential area.

HOUSING MIX:
Block 'A' has a total of 183 apartments comprising of 77 no. 2 bed and 106 no. 1 bed

Block 'B' has a total of 154 apartments comprising of 84 no. 2 bed and 70 no. 1 bed

Block 'C' has a total of 63 apartments comprising of 21 no. 2 bed and 42 no. 1 bed

- 400 no. apartments (refer to housing mix above)
- 4500 person capacity International greyhound racing stadium
- 35k food retail store with Christopher's squash club / fitness centre above and 338 car park spaces below
- multi-storey car park with 450 parking spaces
- kennel block / trainer's area with 140 car park spaces
- Entrances to Christopher's squash club / fitness centre

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C	22-02-25	Submission to Merton Council	GB
B	29-01-13	Revised Proposals	GB
A	22-01-13	Issued to Client for Approval	GB

revisions

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project
1212
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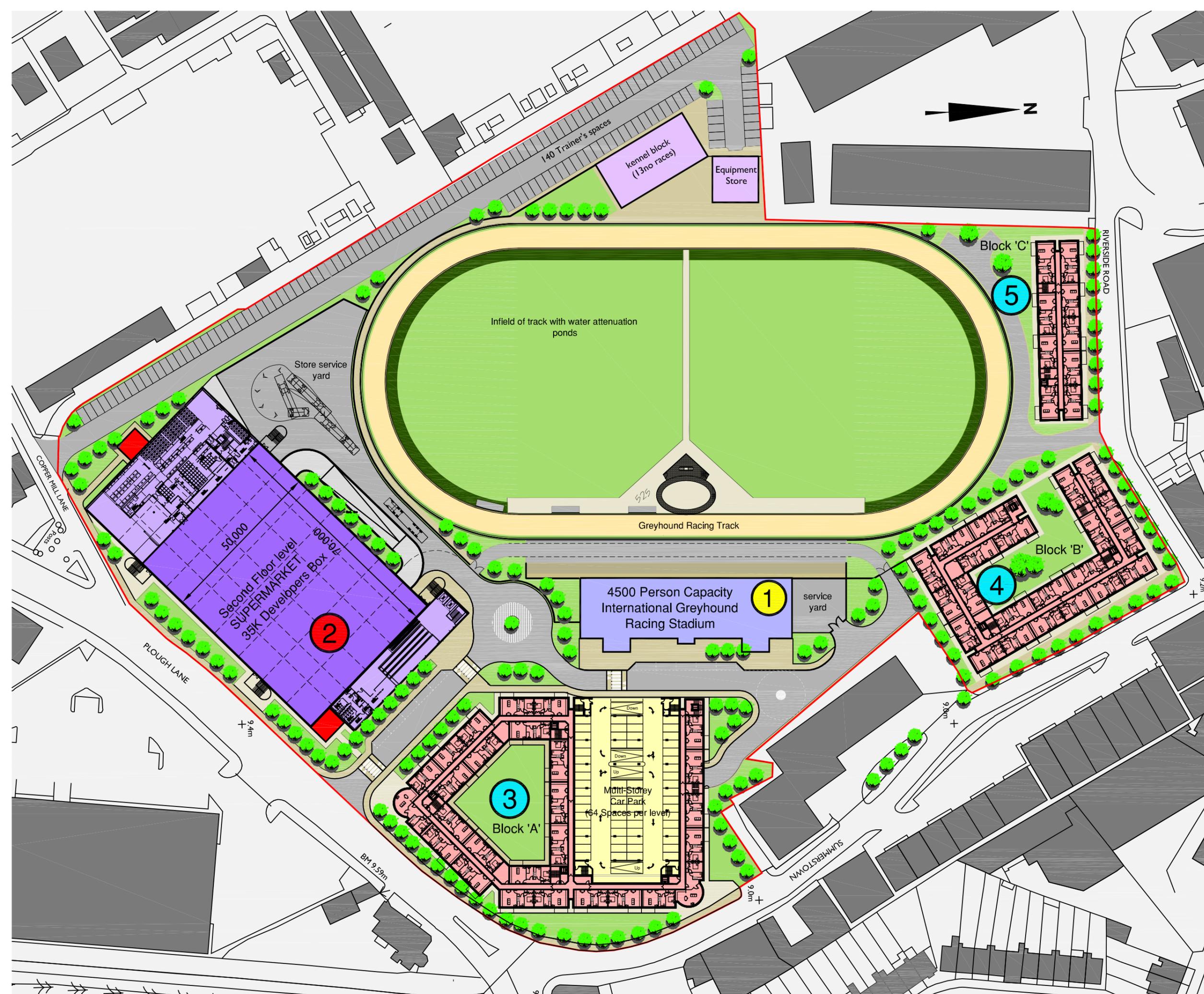
drawing SK-100 revision C

Masterplan Layout

scale 1:500 @ A1 date January '13 drawn GB checked

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Overall view of masterplan looking from sub station (south west) towards international greyhound racing stadium



Indicative view of international greyhound racing stadium looking from infield of greyhound racing track (south west)



Indicative view of greyhound racing track and apartment blocks B & C from within international greyhound racing stadium



Indicative view of Christopher's squash club / fitness centre on top floor with food retail store and two levels of parking below looking from south west along Plough Lane



Indicative view of Christopher's squash club / fitness centre on top floor with food retail store and two levels of parking below looking from north west from sub station



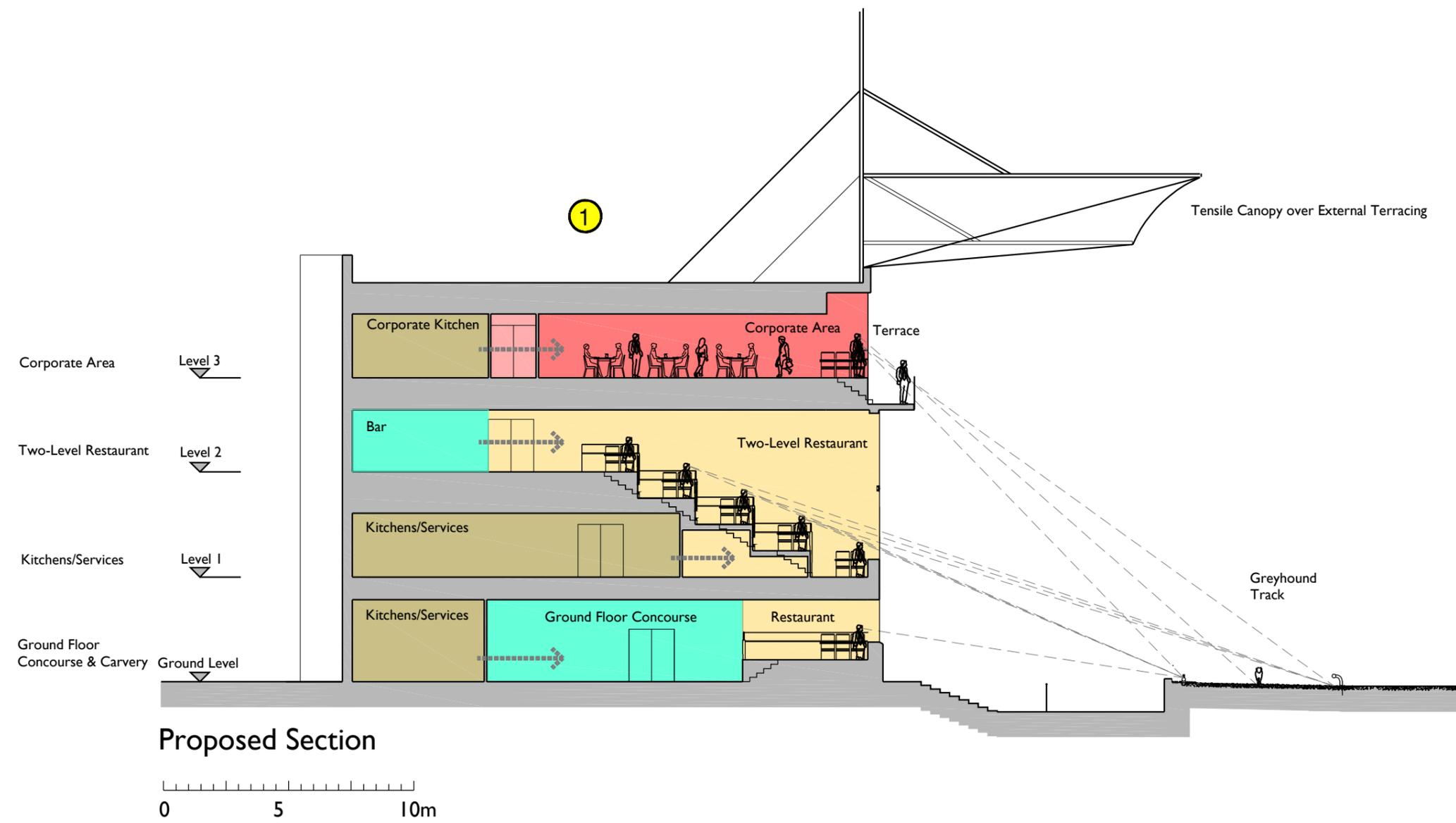
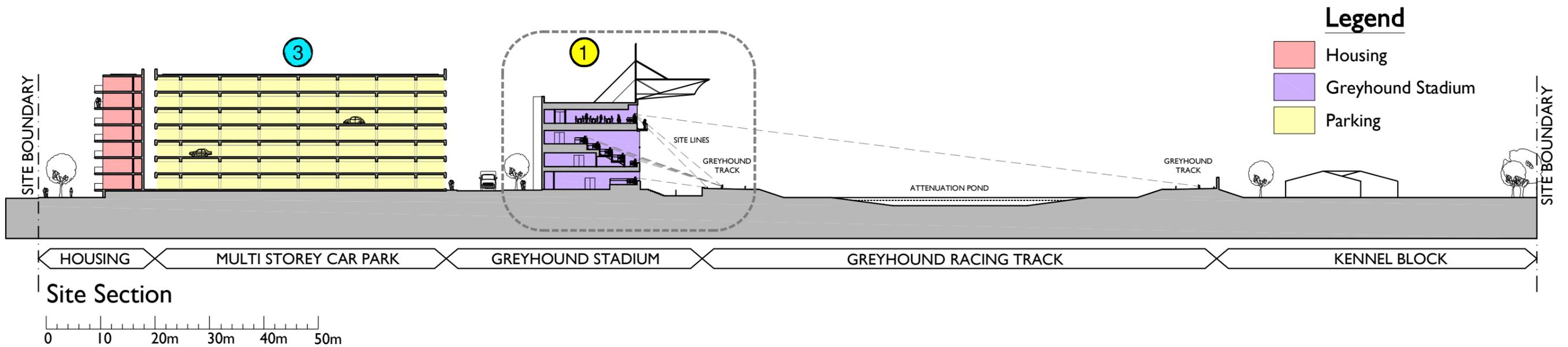
Indicative view of apartment block A / site entrance along Plough Lane subject to design review resulting from pre planning application discussions



Indicative view of apartment blocks B & C looking from south



Indicative view of apartment blocks B & C looking from north east at corner of Summerstown and Riverside roads



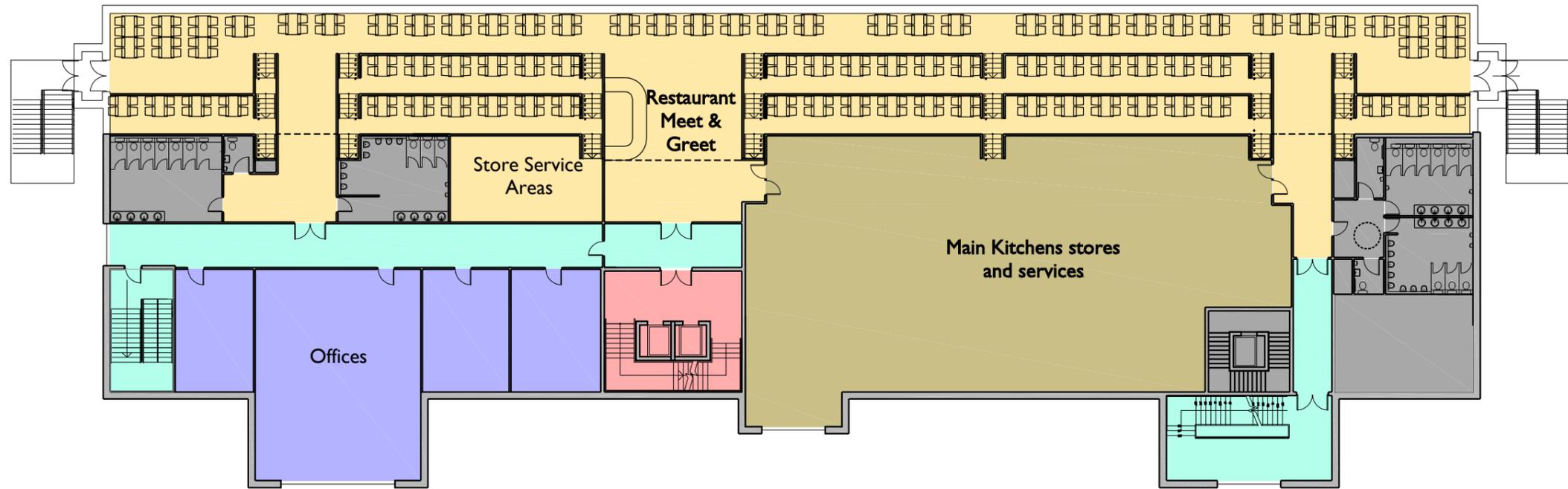
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	project Redevelopment of Wimbledon Greyhound Stadium	job no 1212	dwg no Sk101	date 2013-01-22

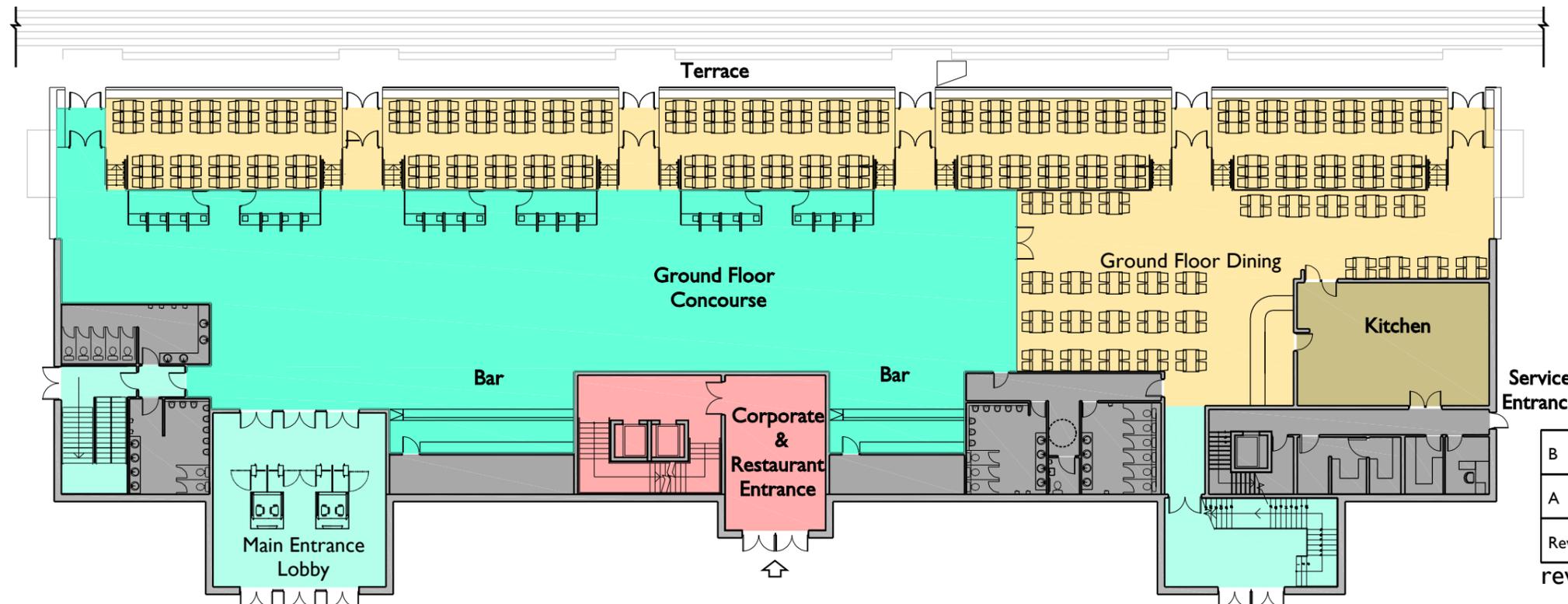
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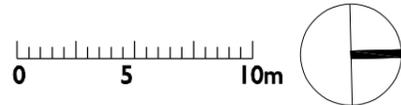
Legend

- Corporate
- Corporate Circulation
- Concourse and Bar
- Public Circulation
- Restaurant
- Kitchen
- Office
- Service

1st Floor Plan



Ground Floor Plan



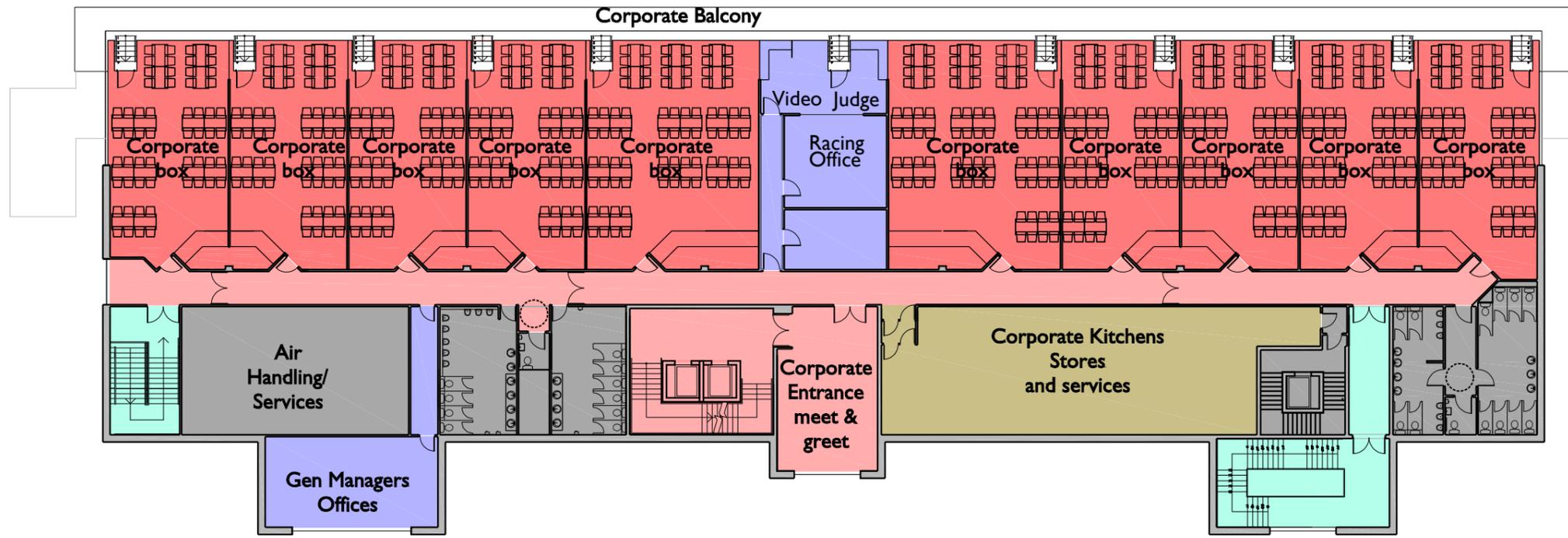
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		project Redevelopment of Wimbledon Greyhound Stadium	job no 1212	dwg no Sk102	revision B	date 2013-01-22

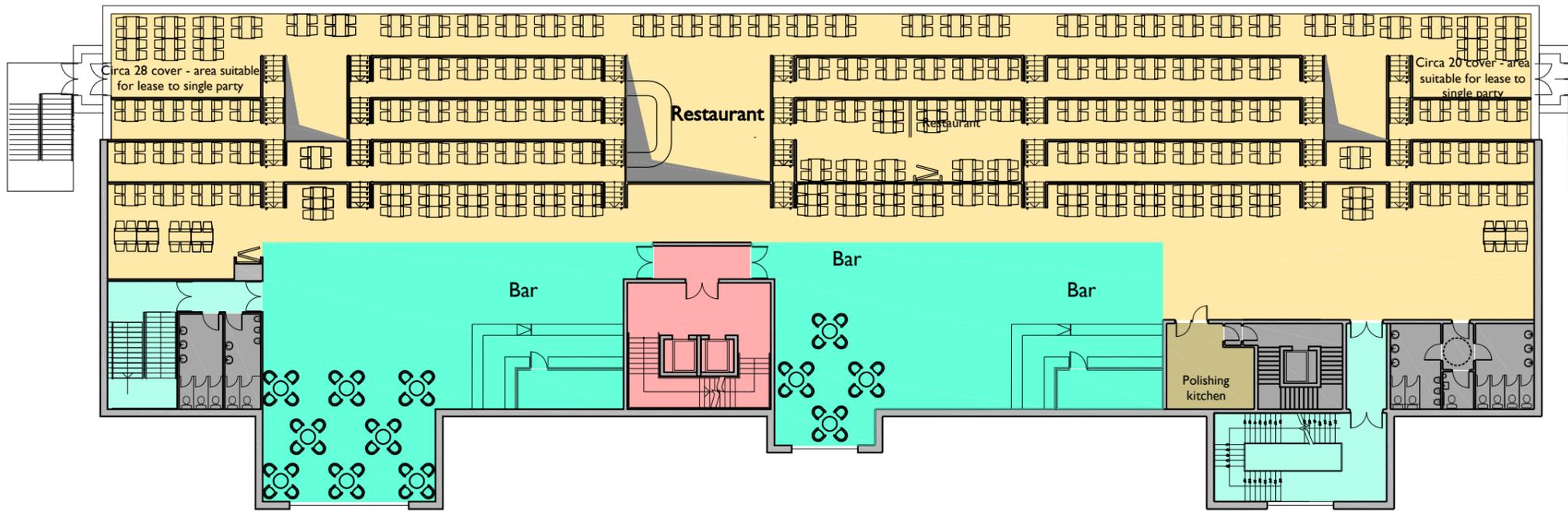
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- Legend**
- Corporate
 - Corporate Circulation
 - Concourse and Bar
 - Public Circulation
 - Restaurant
 - Kitchen
 - Office
 - Service

3rd Floor Plan

0 5 10m



2nd Floor Plan

0 5 10m

Rev	Date	Description	By
B	2013-02-25	Submission to Merton Council	GB
A	2013-01-22	Client Issue	GB

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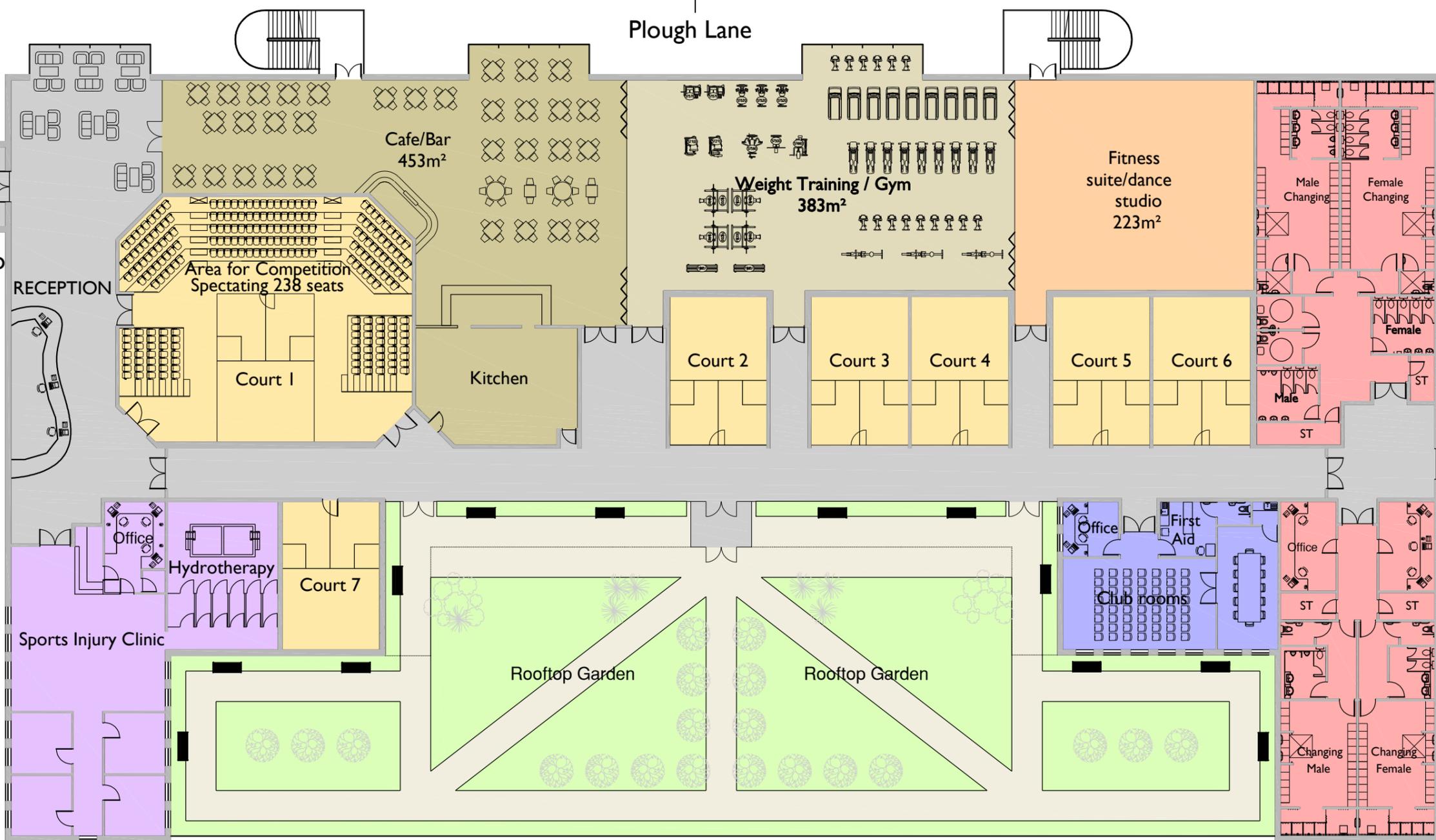
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		project Redevelopment of Wimbledon Greyhound Stadium		job no 1212	dwg no Sk103	date 2013-01-22

2

Plough Lane

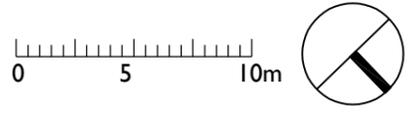
Access to Sports Facility



Access to Sports Facility

3rd Floor Plan - Christopher's Squash Club

Greyhound Track



- Legend**
- Cafe/ Juice Bar/ Shop
 - Squash Courts
 - Rooftop Garden
 - Training / Multi Purpose/ Fitness
 - Club rooms
 - Ancillary
 - Weight Training / Gym
 - Sports Injury Clinic
 - Communication

Rev	Date	Description	By
B	2013-02-25	Submission to Merton Council	PJG
A	2013-01-22	Client Issue	PJG

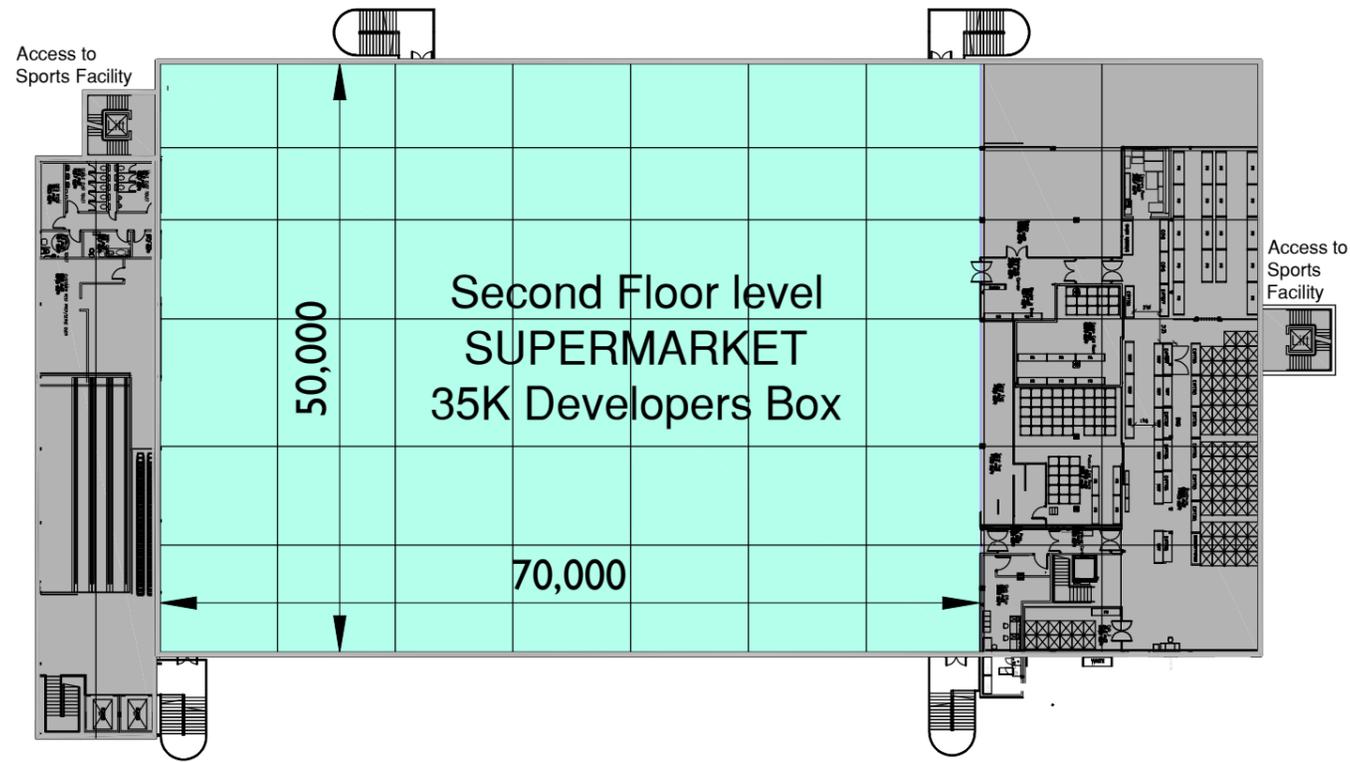
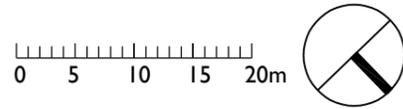
revisions

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THIS DRAWING IS FOR PLANNING AND BUILDING CONTROL PURPOSES ONLY

hamilton ARCHITECTS	20 Queen Street, Derry BT48 7EQ t: +44 (0) 28 7137 0017 f: +44 (0) 28 7137 4794 e: derry@hamiltonarchitects.com	client	Paschal Taggart		drawing	Christopher's Squash Club		scale	1:300 @ A3	drawn	PJG	
		project	Redevelopment of Wimbledon Greyhound Stadium		job no	1212	dwg no	SK104	revision	B	date	2013-01-22



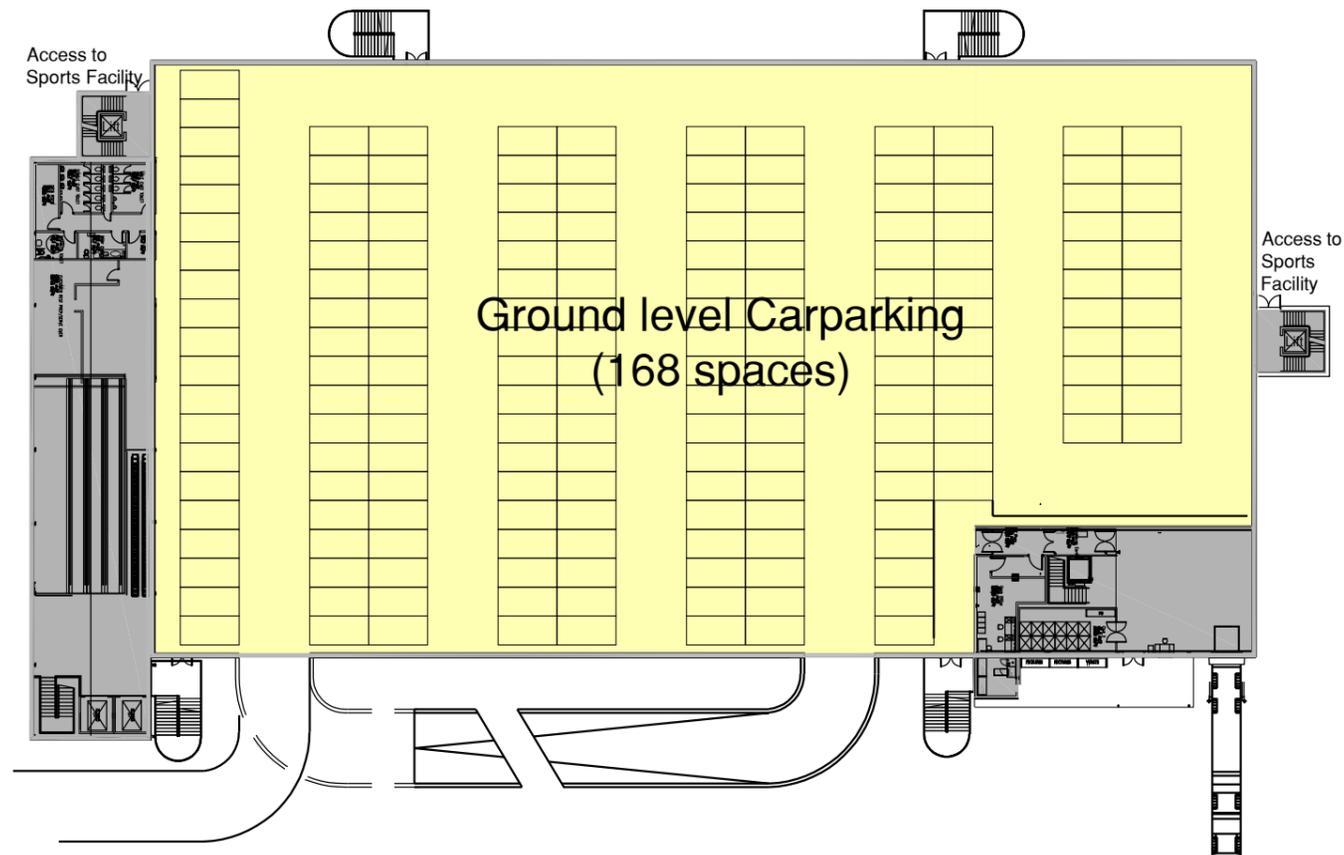
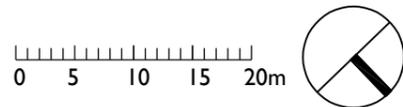
2nd Floor Plan - Food Store



Legend

- Supermarket
- Supermarket BOH
- Parking

Ground & First Floor Plans



B	2013-02-25	Submission to Merton Council	PJG
A	2013-01-22	Client Issue	PJG
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client	Paschal Taggart		drawing	Supermarket Parking		scale	1:600 @ A3	drawn	PJG			
project	Redevelopment of Wimbledon Greyhound Stadium		job no	1212	dwg no	SK105	revision	B	date	2013-01-22	checked	

3

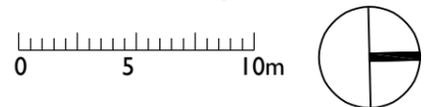


- Legend**
- Typical 2bed/3pers apartment
 - Typical 1bed/2pers apartment
 - Circulation / Ancillary

Multi-Storey
Car Park
(64 Spaces per level)

Ventilation Void

Apartment Block 'A'
Indicative Layout over 7 levels



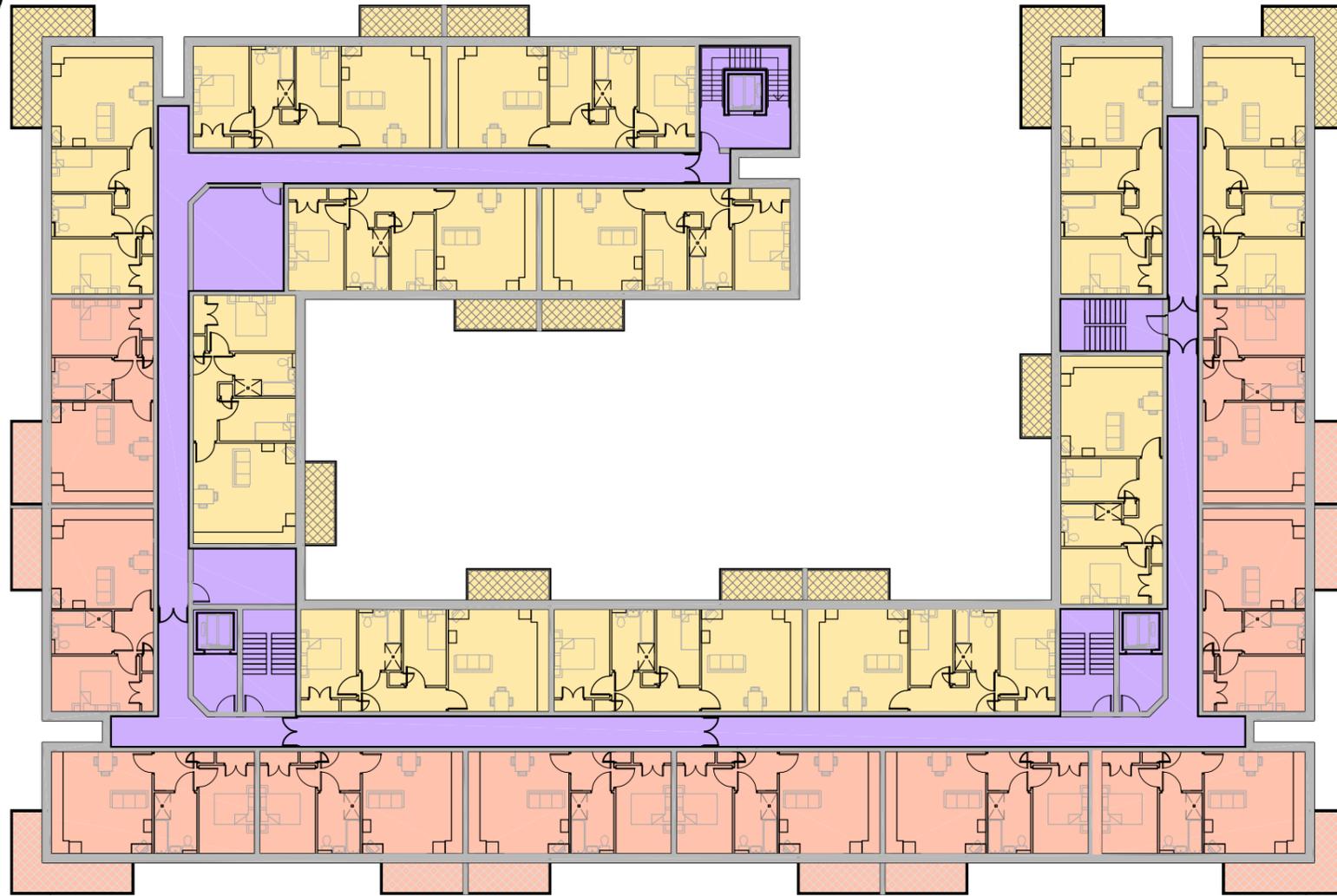
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B	2013-02-25	Submission to Merton Council	GB
A	2013-01-22	Submission to Merton Council	GB
Rev	Date	Description	By

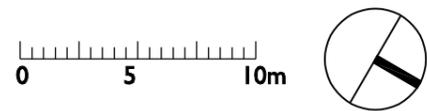
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	hamilton ARCHITECTS	20 Queen Street, Derry BT48 7EQ t: +44 (0) 28 7137 0017 f: +44 (0) 28 7137 4794 e: derry@hamiltonarchitects.com	client Paschal Taggart	drawing Apartment Blocks 'A'	scale 1:300 @ A3	drawn SD	
	project Redevelopment of Wimbledon Greyhound Stadium			job no 1212	dwg no Sk-106	revision B	date 2013-01-22

4



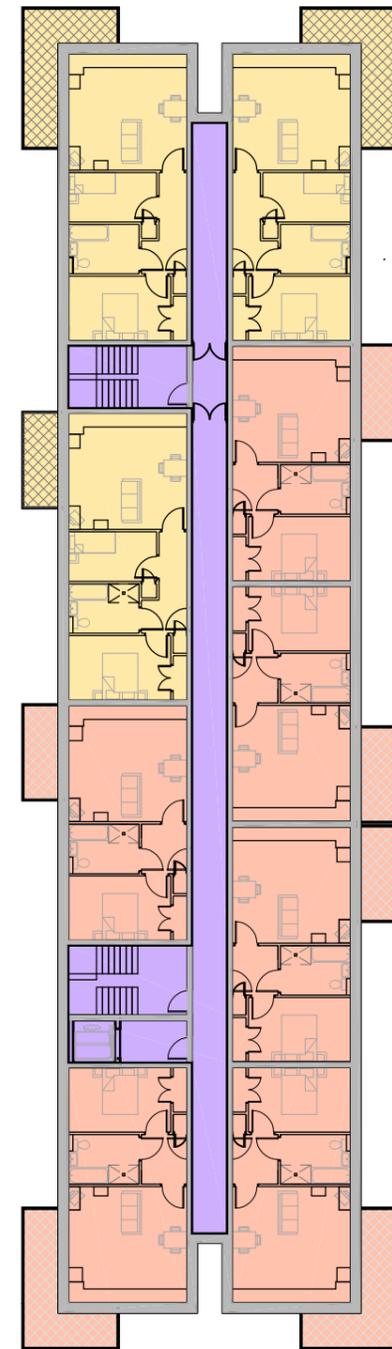
Apartment Block 'B'
Indicative Layout over 7 levels



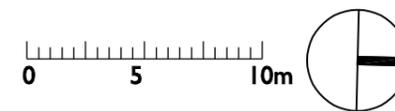
Legend

- Typical 2bed/3pers apartment
- Typical 1bed/2pers apartment
- Circulation / Ancillary

5



Apartment Block 'C'
Indicative Layout



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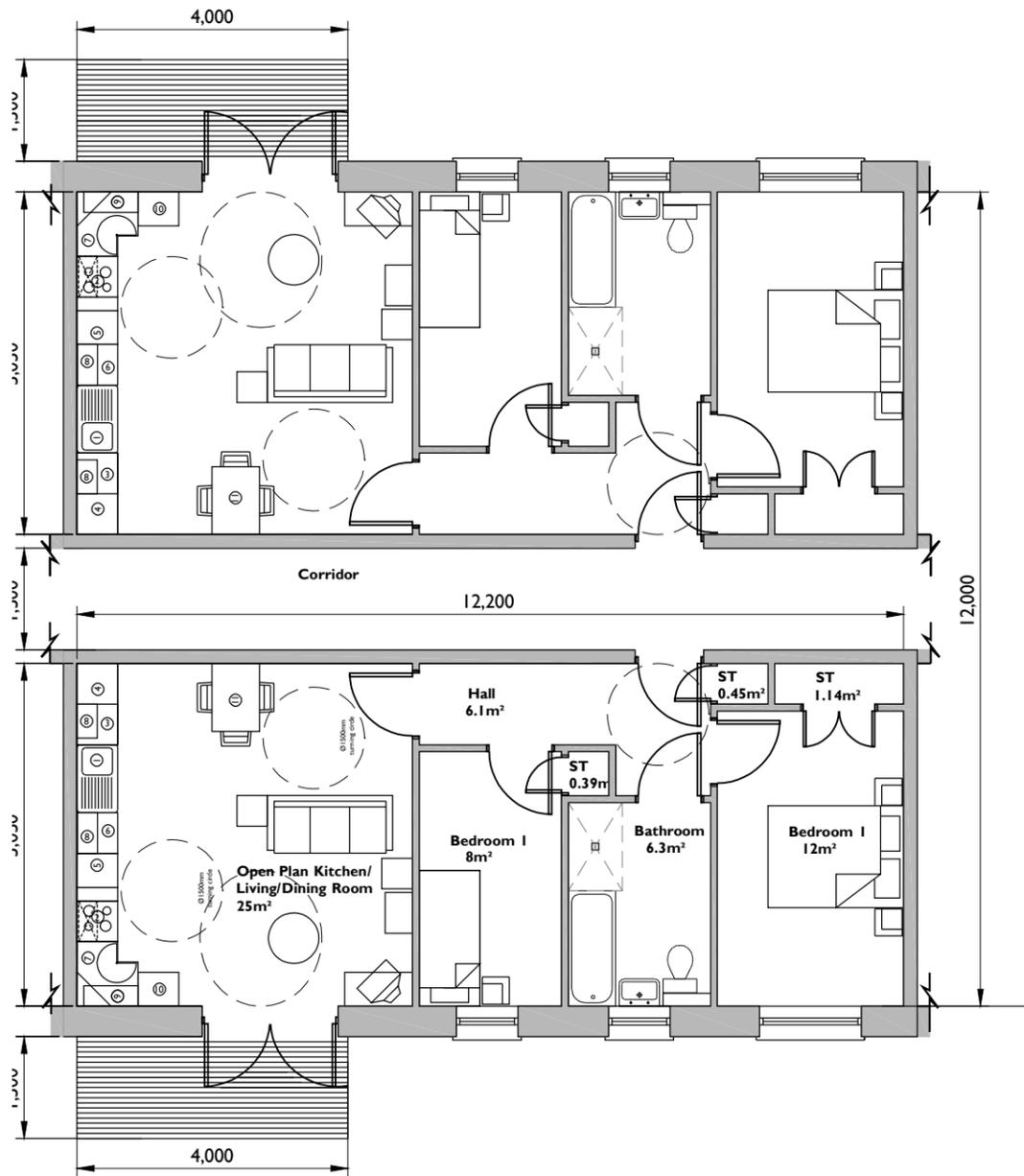
B	2013-02-25	Submission to Merton Council	GB
A	2013-01-22	Client Issue	GB
Rev	Date	Description	By

revisions

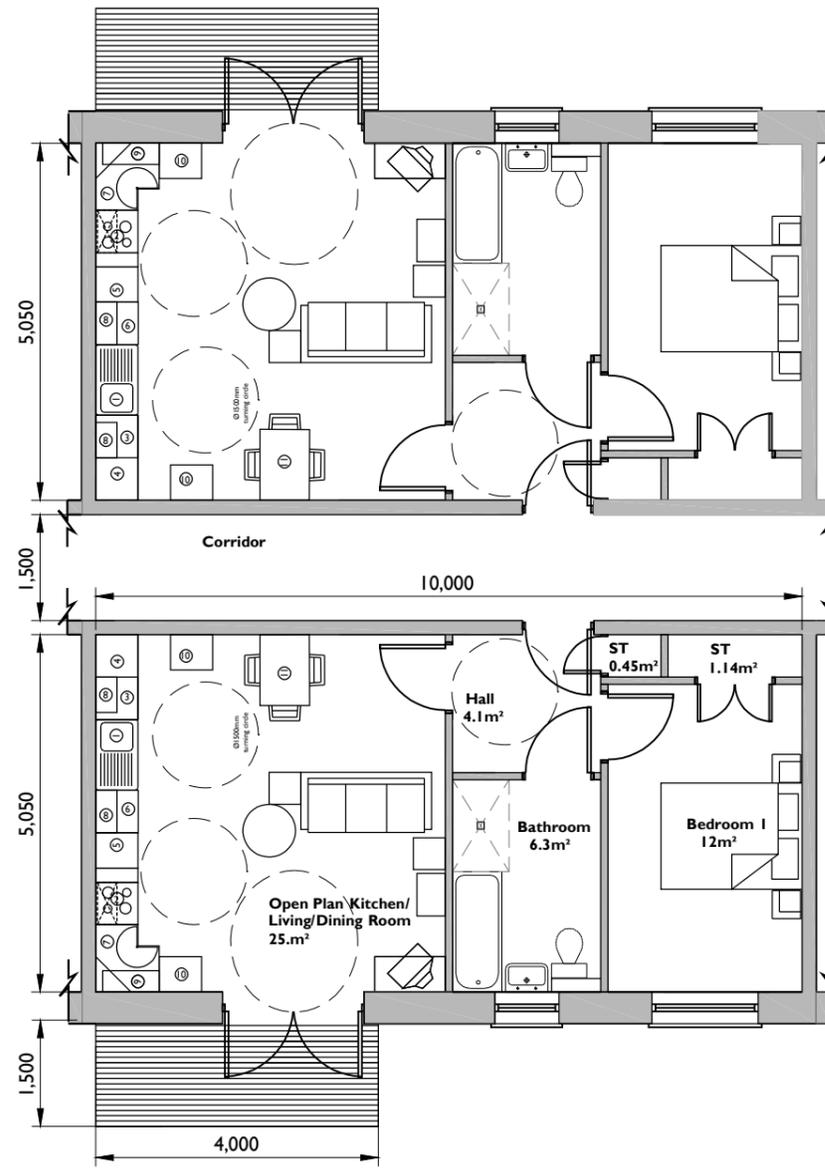


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client	Paschal Taggart			drawing	Apartment Blocks 'B' & 'C'			scale	1:300 @ A3	drawn	GB		
project	Redevelopment of Wimbledon Greyhound Stadium			job no	1212	dwg no	Sk-107	revision	B	date	2013-01-22	checked	



Typical 2Bed 3Person Apartment Layout
 GIA 61.6m² / 663 sqft
 NIA 59.4m² / 639 sqft



Typical 1Bed 2Person Apartment Layout
 GIA 50.5m² / 544 sq ft
 NIA 49m² / 527 sq ft

BREAKDOWN OF APARTMENT MIX (400 no. in total)

Block 'A'

- 183 no. apartments in total over 7 storeys
- 27 no. apartments per storey
- 11 no. 2 bed 3 person apartments per storey
- 16 no. 1 bed 2 person apartments per storey

Block 'B'

- 154 no. apartments in total over 7 storeys
- 22 no. apartments per storey
- 12 no. 2 bed 3 person apartments per storey
- 10 no. 1 bed 2 person apartments per storey

Block 'C'

- 63 no. apartments in total over 7 storeys
- 9 no. apartments per storey
- 3 no. 2 bed 3 person apartments per storey
- 6 no. 1 bed 2 person apartments per storey

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Rev	Date	Description	By
C	25-02-13	Submission to Merton Council	GB
B	29-01-13	Revised Proposals	GB
A	22-01-13	Issued to Client for Approval	GB

revisions

	hamilton ARCHITECTS	20 Queen Street, Derry BT48 7EQ t: +44 (0) 28 7137 0017 f: +44 (0) 28 7137 4794 e: derry@hamiltonarchitects.com	client Paschal Taggart	drawing Space Analysis for Apartment Blocks	scale 1:100	drawn CM
	project Redevelopment of Wimbledon Greyhound Stadium			job no 1212	dwg no SK108	revision C

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