

Morden

POLICIES MAP | PART OF MERTON' S LOCAL PLAN
 MAIN MODIFICATIONS CONSULTATION FEBRUARY- APRIL 2014

SCALE 1 : 10,000

GENERAL

 Plan Boundary

SITE PROPOSALS

DETAILS IN SCHEDULE PROPOSALS

 Site Proposals

ENVIRONMENT

 Metropolitan Open Land Policies (CS13, DM01)

 Open Space Policies (CS13, DM01)

 Green Corridors Policies (CS13, DM02)

 Wandle Valley Regional Park Policies (CS5, CS13, DM01)

 Wandle Valley Regional Park 400m buffer (Policy CS13, para 21.13)

 Sites of Special Scientific Interest Policies (CS13, DM02)

 Sites of Importance for Nature Conservation Policies (CS13, DM02)

 Local Nature Reserves Policies (CS13, DM02)

 Flood Risk Zone 3 (DMF1)
Flood risk 1/100 or more

 Flood Risk Zone 2 (DMF1)
Flood risk between 0.1/100 and 1/100

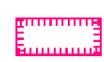
 Green Chains (CS13, DM01)

HERITAGE

 Listed Buildings Policies (CS14, DMD4)

 Historic Parks and Gardens Policies (CS14, DMD4)

 Scheduled Ancient Monuments Policies (CS14, DMD4)

 Archaeological Priority Zones Policies (CS14, DMD4)

 Conservation Areas Policies (CS14, DMD4)

BUSINESS AND RETAIL

 Locally Significant Industrial Area (CS12, DME1)

 Strategic Industrial Location (CS12, DME1)

 Waste Plan Schedule 1 Areas (CS17, South London Waste Plan)

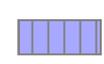
 Waste Plan Schedule 2 Areas (CS17, South London Waste Plan)

 Town Centre Policies (CS7, DMR1)

 Neighbourhood Parades Policies (CS7, DMR1)

 Primary Shopping Frontages Policies (CS7, DMR4)

 Wimbledon Central Shopping Frontage Policies (CS7, DMR4)

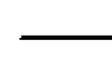
 Core Shopping Frontages Policies (CS7, DMR4)

 Secondary Shopping Frontages Policies (CS7, DMR4)

TRANSPORT

 Sustainable Transport Corridor 01TN (CS18, CS19, CS20, DMT1, DMT2, DMT5)

 Thameslink Streatham/Wimbledon/Sutton 02TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

 Northern Line Underground 03TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

 Crossrail II 04TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

 Safeguarded Land 05TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

 Wimbledon to Morden/Sutton Tram 06TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

 Willow Lane and Wandle Way Tram Stops 07TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

 Crystal Palace to Wimbledon Tram 10TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

 Road Junctions Improvements 11TN, 16TN, 18-21TN (CS18, CS19, CS20, DMT1, DMT2, DMT5)

 Road Network Improvements 12-15TN (CS18, CS19, CS20, DMT1, DMT2, DMT5)

 Car Parking Zones (CS20, DMT3)

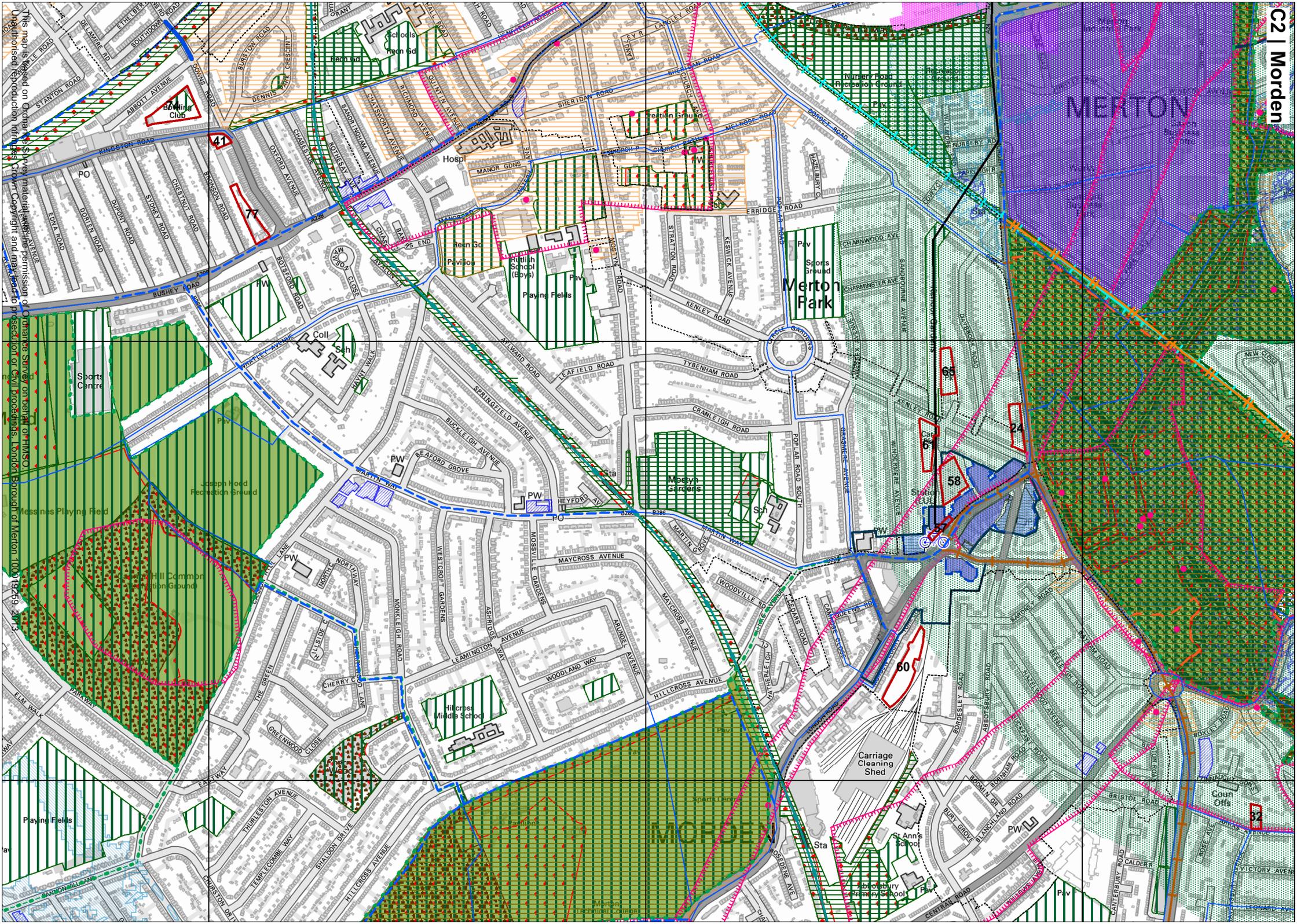
 Cycle Hubs (CS18)

 Cycle Routes 22TN (New and Improvements) (CS18)

 Existing Cycle Routes (CS18)

 Cycle and Pedestrian Route/Bridge 23-24TN (CS18)

 Dual Track Tram 25TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)



This map is based on Ordnance Survey aerial photography and is reproduced with the permission of Ordnance Survey on behalf of HMSO. Unauthorised reproduction in any form is prohibited. Copyright and may lead to prosecution or civil proceedings. London Borough of Merton 1000 (1976-2012)

MERTON

MORDEN

Morton Technical College

County Offices

Carriage Cleaning Shed

St Ann's School

Abbotsbury Primary School

Hillcross Middle School

Merton Park

Morton Gardens

Playing Fields

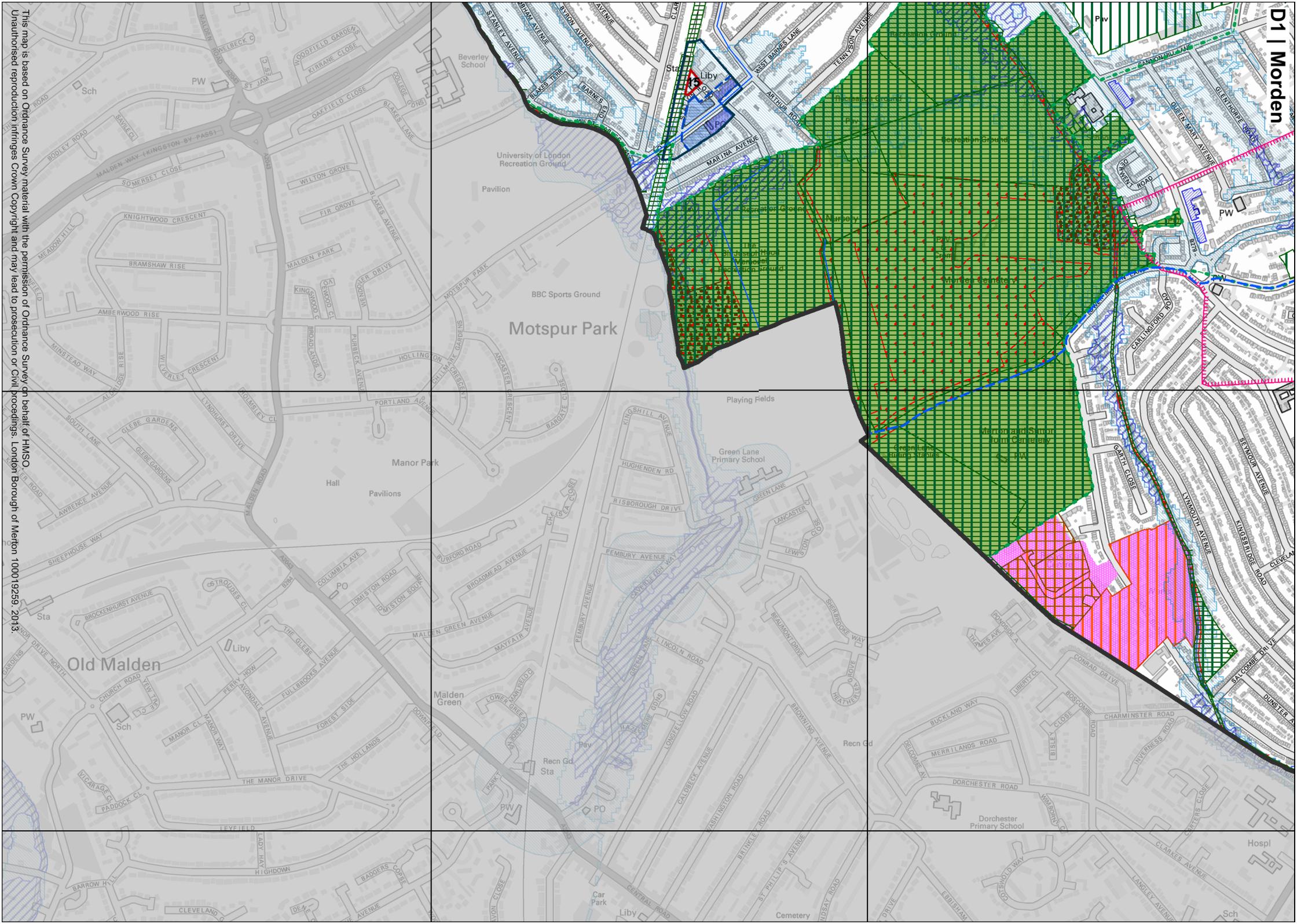
Bowling Club

Sports Centre

Joseph Hood Recreation Ground

Hill Common Recreation Ground

Playing Fields



Site Proposal 24

Morden Road Clinic

256 Morden Road, South Wimbledon, SW19 3DA



Site area 0.26 ha

Site description The site consists of a part single and part two-storey building and is surrounded by single and two storey houses.

On the opposite side of Morden Road to the east of the site is Morden Hall Park.

Strategic planning factors The site is within an archaeological priority zone and an area with excellent access to public transport (PTAL 6a).

Morden Hall Park to the east of the site is a registered Historic Park which is within the Wandle Valley conservation area and the Wandle Valley Regional Park. The park is also designated as metropolitan open land, green corridor, green chain and a site of importance for nature conservation.

Current use Medical clinic and retail (pharmacy).

Use suggested / GP plus D1 expansion – Sutton and Merton PCT.

organisation

Allocated use A healthcare (D1 Use Class) led mixed use scheme with some residential (C3 Use Class).

Delivery timetable 2019 – 2024.

Issues The expansion of this site to provide additional healthcare capacity would depend on the additional needs assessed from redevelopment of other sites in Morden town centre (e.g. sites 57, 58, 60 and 61). Therefore expansion is a long term project in conjunction with the redevelopment of Morden town centre.

A mix of uses on this site that include residential will ensure a more effective use of this property which has an excellent ~~good~~ level of access to public transport (PTAL 6a).

In a mixed use development, residential uses should be on upper floors.

Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site.

Respecting the character and the views to and from the adjacent Wandle Valley conservation area and Morden Hall Park which is a Registered Park of Historic Interest (by English Heritage) containing a range of grade II listed assets.

To mitigate potential parking, traffic and road safety impacts on neighbouring streets and local amenity.

Investigating the potential impact of any proposed development on archaeological heritage.

Thames Water have assessed the water/wastewater capacity locally and has identified that there may be insufficient water supply and/or wastewater capacity to service new development on this site. In accordance with Policy DM F2, applicants should discuss with Thames Water how capacity will be provided.

Summary of consultation responses

(this section will be removed in the adopted document)

~~Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged):~~

- ~~• That the site has poor access to public transport~~
- ~~• Retention of the healthcare facility~~
- ~~• The site should acknowledge its proximity to Morden Hall Park's Registered Historic Park status~~

Further research

(this section will be removed in the adopted document)

~~**November 2012:** The site was assessed in an external report commissioned by the London Borough of Merton for its suitability as a school but rejected on grounds of cost in comparison to other nearby sites.~~

April 2013 Sutton and Merton Primary Care Trust (PCT) ceased to exist from 01 April 2013. The new structure for NHS South West London includes the Merton Clinical Commissioning Group to commission and design local health services, a Director of Public Health at each council to protect and improve health and wellbeing and reduce inequalities; a London wide NHS Commissioning Board; and NHS Property Services Ltd, who are now the freeholder, to provide day-to-day estate management.

Site Proposal 32

Wyvern Youth Centre
18 Arras Avenue, Morden, SM4 6DF



Site area 0.12 ha

Site description The site is a two to three storey detached building in a residential area. To the east, west and opposite to the south are 2 storey semi-detached houses. To the north are terraced houses.

Strategic planning factors The site is in an area with poor accessibility to public transport (PTAL 2).

The site is within an archaeological priority zone.

Current use Vacant – former youth centre.

Use suggested / organisation Residential – London Borough of Merton.

Allocated use Residential (C3 Use Class).

Delivery timescale 2014 – 2019.

Issues Protecting the residential amenity of those properties adjacent to or in the vicinity of the site.

Investigating the potential impact of any proposed development on

archaeological heritage.

Connaught Garden is susceptible to surface water flooding.

Thames Water has assessed the water/wastewater capacity locally and do not envisage infrastructure concerns relating to potable water supply or wastewater services.

Summary of consultation responses
(this section will be removed in the adopted document)

The following issues were raised during the consultation stages and are summarised generally as follows (abridged):

- Support for residential and the provision of high quality apartments
- The site should be retained as a community centre

Further research
(this section will be removed in the adopted document)

July 2012: Cabinet resolved that the community centre should be closed as being surplus to requirements and that it was not viable to continue community uses.

February 2013: The site was sold by the council. Council officers have made contact with the new owners who advised that they intend to develop the site for residential use in accordance with the allocation within the next two years.

Site Proposal 36

Chaucer Centre

Canterbury Road, Morden, SM4 6QB



Site area 0.63 ha

Site description The Chaucer Centre is a two storey building used as a venue for training, meetings and conferences, mainly for council staff and Merton Music Foundation.

Adjacent to the north of the site is the Smart Centre which is an education facility and a former nursery school building. The site is mainly surrounded by two storey terraced houses.

Access to the site is obtained from Canterbury Road.

Portions of the north and west of the site are within a critical drainage area.

Strategic planning factors The site is located in an area with moderate accessibility to public transport services (PTAL level 3).

The Chaucer Centre was allocated for a mix of community and residential uses in Merton's Unitary Development Plan 2003.

Current use	Training, meeting and conference centre.
Use suggested / organisation	Consider the potential for a mix of uses or single uses: community and residential – London Borough of Merton.
Allocated use	Mixed use residential and community (D1 Use Class) or solely residential use (C3 Use Class) subject to the existing training facility being provided on a suitable site elsewhere.
Delivery timetable	2018 – 2024.

Issues In a mixed use development residential uses should be on upper floors.

A mix of uses including residential will facilitate the provision of modern community facilities on lower floors and create a more secure environment helping to minimise vandalism and crime.

Mitigate potential parking, traffic and road safety impacts on neighbouring streets and local amenity.

Protecting the residential amenity of those properties adjacent to or in the vicinity of the site.

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.

Thames Water has assessed the water/wastewater capacity locally and do not envisage infrastructure concerns relating to potable water supply or wastewater services.

Summary of consultation responses
(this section will be removed in the adopted document)

Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged):

- The site should be used for education and community use
- The site is suitable for mixed use community and residential
- Clarification that the Merton Music Foundation operates from within the site not adjacent to it. Merton Music Foundation has also signalled their intention to expand within the site in the future.
- Potential impact on policing needs

Further research
(this section will be removed in the adopted document)

Council has sufficient information regarding the ability to deliver this site for the preferred use.

Site Proposal 57

Morden Station Offices and Retail Units

66A-82 London Road, Morden, SM4 5BE



Site area 0.09 ha

Site description The site comprises a four storey building at the entrance of Morden underground station.

The allocation only refers to the offices and retail units adjacent to above Morden Station. The ground level station entrance and other buildings directly associated with the functions of the train station are therefore excluded from the site.

To the southwest of the site are single storey retail units and to the northeast of the site is a two storey parade of shops with flats and/or offices above. Northwest of the site is the Morden underground station with various buildings ranging between one and three storeys in height. To the south of the site is the hard standing of the Morden bus station, London Road and on the opposite side of London Road are various mixed use three and four storey buildings.

Strategic Planning Factors The site is within the proposed moreMorden Masterplan area, an area with an excellent level of access to public transport services (PTAL 6b), an archaeological priority zone and a small part of the southern corner of the site is within a critical drainage area.

The Morden underground station is a locally listed building (though not the office building above it).

Current use Retail units at ground level and offices above.

Use suggested / organisation **Stage 2:** Residential – Transport for London.

Stage 3: Hotel (C1 Use Class) – Transport for London.

Allocated use Upper floors - hotel (C1 Use Class) and/or offices (B1[a]) Use Class).

The ground floor is considered suitable for any of the following uses or a suitable mix of retail (A1 Use Class), financial and professional services (A2 Use Class), restaurant and cafes (A3 Use Class), drinking establishments (A4 Use Class), offices (B1[a] Use Class) and community (D1 Use Class).

Delivery timescale 2017 – 2024.

Issues An exemplary design would be required at this central site.

Enabling and managing appropriate parking and servicing arrangements.

The redevelopment of this site will be part of the proposed moreMorden regeneration proposals, which include redeveloping the public realm.

Core [Planning](#) [Strategy](#) Policy CS14 refers to the appropriateness of tall buildings in Morden town centre.

Facilitating improved public transport, walking and cycling infrastructure and connections.

Improving connectivity from London Road to Morden Park and Morden Hall Park and legibility along London Road.

[The site appears to be within 50m of London Underground tunnels and infrastructure therefore London Underground Infrastructure Protection must be consulted.](#)

Developing a facility which could make heat and/or power available to local users.

Protecting the residential amenity of those properties adjacent to or in the vicinity of the site.

Investigating the potential impact of any proposed development on archaeological heritage.

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.

Currently (2014~~3~~) residential development (C3 use class) is not deliverable on this site. If residential development were to become deliverable on this site, it would be an appropriate use for the site on the upper floors.

Summary of consultation responses
(this section will be removed in the adopted document)

~~Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged):~~

- ~~• Site should be used for retail/office use~~
- ~~• Any addition of residential units will need to address the need for essential services such as schools and healthcare~~
- ~~• Support for council's preferred use for the development~~

Further research
(this section will be removed in the adopted document)

~~Council is in ongoing discussions with Transport for London regarding the delivery of this site in accordance with the Sites and Policies Plan and the moreMorden Masterplan. The use suggested for the site by Transport for London has been amended from residential to hotel following these discussions.~~

~~Both Transport for London and council support the redevelopment of this site. The site is likely to come forward as part of the Morden Station Planning Brief, due for public consultation in 2013.~~

~~Currently (2013) residential development (C3 use class) is not deliverable on this site. If residential development were to become deliverable on this site, it would be an appropriate use for the site on the upper floors.~~

Site Proposal 58

Sainsbury's (Peel House) Car Park

Car Park Rear of 127 to 149 Kenley Road, Morden, SM4 5BE



Site area 0.42 ha

Site description The site consists of a two storey car park located on land to the rear of 127 – 149 Kenley Road. Adjacent to the site to the south is a two-storey terrace of mixed commercial and residential properties on London Road. Kenley Road, which is northeast of the site, is predominately made up of two storey terraced housing. Adjacent to the site to the east is a four storey building at 34-44 London Road with a Sainsbury's supermarket at ground level and an educational establishment (Morden College) above. West of the site is Morden Underground Station.

Strategic planning factors The site is within the proposed moreMorden Masterplan area, an area with an excellent level of access to public transport services (PTAL 6a), an archaeological priority zone and a small part of the site is within a critical drainage area.

There has been a positive sighting of a protected species (House Sparrow) within vicinity of the site.

Current use Car park (short/long stay).

Use suggested / organisation	Residential or mixed use development – Transport for London.
Allocated use	Any of the following uses or a suitable mix of retail (A1 Use Class), financial and professional services (A2 Use Class), restaurants or cafes (A3 Use Class), drinking establishments (A4 Use Class), hot food takeaways (A5 Use Class), offices (B1[a] Use Class), residential (C3 Use Class), community (D1), gym or cinema (D2 Use class).
Delivery timescale	2017 – 2024.
Issues	<p>Enabling and managing appropriate parking and servicing arrangements.</p> <p>The redevelopment of this site will be part of the proposed moreMorden regeneration proposals, which include developing the public realm.</p> <p>Core Planning Strategy Policy CS14 refers to the appropriateness of tall buildings in Morden town centre.</p> <p>The impact of traffic on congestion, movement and road safety need to be carefully scrutinised and managed.</p> <p><u>The site appears to be within 50m of London Underground tunnels and infrastructure therefore London Underground Infrastructure Protection must be protected.</u></p> <p>Better connectivity and permeability by walking and cycling is required.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.</p> <p>Protecting the residential amenity of those properties adjacent to or in the vicinity of the site.</p> <p>Developing a facility which could make heat and/or power available to local users.</p> <p>Investigating the potential impact of any proposed development on archaeological heritage.</p> <p>This site could be considered for redevelopment in conjunction with other sites in Morden.</p> <p><u>Thames Water have assessed the water/wastewater capacity locally and has identified that there may be insufficient water supply and/or wastewater capacity to service new development on this site. In accordance with Policy DM F2, applicants should discuss with Thames Water how capacity will be provided.</u></p>

Summary of consultation responses
(this section will be removed in the adopted document)

Issues were raised from various parties during the consultation stages and are summarised generally as follows (abridged):

- Site should be retained as a car park
- Potential loss of parking space in town centre and for supermarket
- Any addition of residential units will need to address the need for essential services such as schools and healthcare
- Potential impact on policing needs
- Support for council's preferred use for the development

Further research
(this section will be removed in the adopted document)

Both Transport for London and the council support the redevelopment of this site and are investigating various options in conjunction with other sites in the town centre. The site is likely to come forward as part of the Morden Station planning brief, due for public consultation in 2013.

June 2012: a parking survey was carried out in Morden town centre to help objectively assess parking demand, as raised in consultation responses. This car park was occupied most on the weekday, with most occupants (70%) staying for less than two hours. It was less heavily used at the weekend.

Site Proposal 60

York Close Car Park

Car Park Adj No 18, York Close, Morden, SM4 5HW



Site area 0.56 ha

Site description This site is a pay-and-display car park which is predominately used by London Borough of Merton staff.

Adjoining the west of the site is York Close and Morden Court which are characterised by residential two storey semi detached and terraced housing. The Morden underground railway depot adjoins the east of the site.

Strategic planning factors The site is within the proposed moreMorden Masterplan area and an area with an excellent level of access to public transport services (PTAL 6a). A small part of the site at the north-eastern boundary is within a critical drainage area.

Current use Surface car park.

Use suggested / organisation Residential – Transport for London.

Allocated use Residential (C3 Use Class).

Delivery timescale 2018 – 2024.

Issues The redevelopment of this site will be considered further as part of the moreMorden regeneration proposals.

Potential impacts of displaced commuter parking on neighbouring streets and local amenity needs to be carefully managed.

Protecting the residential amenity of those properties adjacent to or in the vicinity of the site.

Developing a facility which could make heat and/or power available to local users.

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.

This site could be considered for redevelopment in conjunction with other sites.

Thames Water has assessed the water/wastewater capacity locally and do not envisage infrastructure concerns relating to potable water supply or wastewater services.

Summary of consultation responses
(this section will be removed in the adopted document)

Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged):

- Site should be retained as a car park
- Apartments should be established on the site
- Potential loss of parking space in the town centre

Further research
(this section will be removed in the adopted document)

Council is in ongoing discussions with TfL regarding the delivery of this site, following the delivery of other sites in Morden town centre.

June 2012: a parking survey was carried out in Morden town centre. It found that York Close car park was heavily used (close to capacity) during the weekdays: half long stay and half for less than two hours. York Road car park was very lightly used during the weekend (approximately 10%).

2013: The council is working with TfL to explore deliverability of other sites in Morden town centre (including Sites 57, 58 and 61). Delivery of the York Close site is only likely following delivery of other sites.

Site Proposal 61

Morden Station Car Park

Car Park Station House, Kenley Road, Merton Park, SW19



Site area 0.33 ha

Site description The site comprises hardstanding land currently used as a car park for staff of Morden station and long stay visitors.

Adjacent to the north and west of the site are two storey terraced houses and adjoining the east of the site is Morden underground station.

Strategic planning factors The site is within the proposed moreMorden Masterplan area and an area with an excellent level of access to public transport services (PTAL 6a).

Current use Car parking for Morden underground station staff and commuters.

Use suggested / organisation Mixed use development – Transport for London.

Allocated use Any of the following uses or a suitable mix of residential (C3 Use Class), employment (B1[a], B1[b], B1[c] Use Classes) and community (D1 Use Class).

Delivery timescale 2017 – 2024.

Issues Enabling and managing appropriate parking and servicing arrangements.

The redevelopment of this site will be part of the moreMorden regeneration proposals, which include developing the public realm.

Managing traffic demand, congestion, movement and road safety, including impacts on Kenley Road.

Facilitating improved public transport, walking and cycling infrastructure.

The site appears to be within 50m of London Underground tunnels and infrastructure therefore London Underground Infrastructure Protection must be consulted.

Protecting the residential amenity of those properties adjacent to or in the vicinity of the site.

Developing a facility which could make heat and/or power available to local users.

This site could be considered for redevelopment in conjunction with other sites.

Summary of consultation responses

(this section will be removed in the adopted document)

~~Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged):~~

- ~~• The allocation should include retail use~~
- ~~• Potential loss of parking space in the town centre~~
- ~~• Apartments should be established on the site~~

Further research

(this section will be removed in the adopted document)

~~Council is in ongoing discussions with TfL regarding the delivery of this site in accordance with the Sites and Policies Plan and the moreMorden Masterplan. Both Transport for London and council support the redevelopment of this site. The site is likely to come forward as part of the Morden Station Planning Brief, due for public consultation in 2013.~~

~~**June 2012:** a parking survey was carried out in Morden town centre to help objectively assess parking demand, arising from consultation responses. The survey results show that Morden station staff car park is heavily occupied during the week (circa 90%) with 10% occupation at weekends. Vehicles stayed for a shorted amount of time at weekends.~~

~~**November 2012:** The site was assessed in a “long list” for its suitability as a school but was rejected on grounds of cost in an external report commissioned by the London Borough of Merton.~~

Site Proposal 65

Kenley Road Car Park

Car Park Adjacent Kendor Gardens, Kenley Road, Merton Park SW19 3HZ



Site area 0.31 ha

Site description This site is a pay-and-display car park with approximately 120 vehicle spaces, which are predominately used by commuters utilising Morden underground station.

The site is generally rectangular in shape. To the immediate west of the site is a linear park above the northern line tube, to the north and east are two storey residential terraces, and to the immediate south is a three storey residential apartment building. The surrounds of the site can be generally characterised as residential.

Strategic planning factors The site is within the proposed moreMorden Masterplan area and is an area with an excellent level of access to public transport services (PTAL 6a).

Current use Commuter car park.

Use suggested / organisation Residential - London Borough of Merton.

Allocated use Residential (C3 use class) to be developed in conjunction with the

moreMorden masterplan or education (D1 use class).

Delivery timescale 2018 – 2024.

Issues Access off Kenley Road is in separate ownership (TfL), without which the site is landlocked, but is currently leased by the council. This lease currently ends in 2018. TfL have verbally stated their support for redevelopment and the availability of the land accordingly.

The site appears to be within 50m of London Underground tunnels and infrastructure therefore London Underground Infrastructure Protection must be consulted.

The site is adjacent to public open space. Any development should appropriately address the open space.

Design considerations for any redevelopment proposal should protect the amenity of neighbouring homes.

Thames Water have assessed the water/wastewater capacity locally and has identified that there may be insufficient water supply and/or wastewater capacity to service new development on this site. In accordance with Policy DM F2, applicants should discuss with Thames Water how capacity will be provided.

Summary of consultation responses
(this section will be removed in the adopted document)

~~Issues were raised from various parties during the consultation stages and are summarised generally as follows (abridged):~~

- ~~• Support for council's preferred residential use~~
- ~~• Retention of the existing car park~~
- ~~• Reference should be made to views in and out of Morden Hall Park~~
- ~~• Potential adverse effects on adjoining properties in Daybrook Road~~
- ~~• Potential to provide a bus stand in conjunction with an expansion of the train services at Morden Station~~
- ~~• Potential impact on policing needs~~
- ~~• Potential open space issues~~
- ~~• Potential to provide healthcare services~~
- ~~• Potential to add to adjoining open space~~

Further research
(this section will be removed in the adopted document)

~~Council has had discussions with TfL regarding access to the site. TfL is not opposed redevelopment and subject to leases for access ending in 2018, freehold access could be provided to this council owned site.~~

~~**June 2012:** a parking survey was carried out to objectively assess parking demand in Morden town centre. This car park has 127 spaces. The survey results found it to be an extremely quiet car park; at its busiest it was occupied by only 20 vehicles. On the weekday surveyed, over half the vehicles stayed for more than 6 hours, suggesting some use by commuters or local workers.~~

November 2012: The site was assessed in a “short list” for its suitability as a school in an external report commissioned by the London Borough of Merton. This use has therefore been added to the preferred use section.