The image is an architectural rendering of a modern multi-story residential building. The building features a facade of colorful, rectangular panels in shades of blue, purple, and pink. A prominent feature is a glass-enclosed upper section on the right side. In the foreground, there is a lower, light-colored building with a rooftop garden area containing several small trees and plants. The sky is a clear, light blue. The overall style is clean and contemporary.

D. Morden

Potential sites and draft policies maps

January 2013

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Introduction – Merton’s potential development sites and policies maps (stage 3 of Merton’s Sites and Policies Plan)

This is the final consultation stage of Merton’s *Sites and Policies Development Plan*, (known as stage 3). The plan contains draft detailed planning policies, potential sites for development and proposed land use designations. Once adopted, it will guide decisions on planning applications in Merton, replacing Merton’s Unitary Development Plan 2003

This is Part 2 of Merton’s *Sites and Policies Development Plan*. It contains potential development sites and draft land designations in the Policies Map (formerly known as the Proposals Map).

- The potential sites for development
- The draft policies map of the borough shows where specific policies or sites are represented on a map such as the town centre boundaries, protected neighbourhood shopping parades, open spaces or proposals for a new tram route.

All of these potential sites and draft policies maps have been published for consultation previously, between January and July 2012. Since August 2012 these maps have been amended as a result of the comments received, additional research and changes to national policy.

This is the opportunity to have your say on the final plan. Please tell us what you think by **Wednesday 27 February 2013**

Have your say – your feedback is important to us

Please tell us what you think about the draft plans by **Wednesday 27 February 2013** by responding in writing by post or e-mail to:

Strategic Policy and Research
Future Merton
London Borough of Merton
12th Floor Civic Centre
London Road,
Morden. SM4 5DX.

Email: ldf@merton.gov.uk
Telephone: 020 8545 4141/
020 8545 3837

If you are part of a community group, business forum or other organisation and would like someone to attend to explain the site assessments, please contact us by telephone at: **020 8545 4141/020 8545 3837**, by e-mail at ldf@merton.gov.uk or by post at: **Strategic Policy and Research, Future Merton, London Borough of Merton, 12th Floor Civic Centre, London Road, Morden, SM4 5DX** and we will do our best to meet your request.

What has guided the potential sites for redevelopment?

Between **July and September 2011 (Stage 1)** of the plan process we invited individuals and organisations to let us know about potential sites for redevelopment. This consultation was known as the “call for sites”. The potential sites were suggested by public and private sector landowners, community groups, residents and businesses to provide new uses.

From September-December 2011, each of the sites was assessed for a range of planning issues including:

- The current use and potential new uses for the site, including the use suggested by the person / organisation at public consultation.
- Geographic effects in relation to the site: likely risk of surface water or fluvial flooding, any potential known drainage issues, access from the site to a range of transport choices, where the site is located in the borough and the land use of sites adjacent to it.

Between **January and May 2012** the potential sites were published for consultation, known as **Stage 2**; People and organisations commented on the sites. During this time, landowners, local residents, developers and others suggested an additional 15 potential sites. **Between June and July 2012**, people and organisations had their say on the council’s assessment of the additional 15 sites, known as **Stage 2a**.

Following consultation feedback, local research and national changes, we have amended the potential sites and are publishing these changes, known as Stage 3. Some of the sites that were initially suggested for redevelopment to provide new uses have not progressed to this round of public consultation at this time, for the following reasons:

- the site has been withdrawn by the person or organisation that originally suggested the site;
- the potential uses for the site are set out in other documents (e.g. Merton’s Core Planning Strategy 2011) and redevelopment of the site is already in progress in conjunction with the local community through a planning brief;
- the site is already the subject of a live planning application;
- the site already has permission for its potential use so to allocate it for the same use would not provide any greater certainty or benefit than currently exists.

All of the potential sites have been published for consultation during 2012; this current consultation stage does not contain any new sites. Additional sites cannot be considered at this stage of consultation but we welcome your feedback on the potential sites for new uses included in this current consultation document.

Ensuring quality in Merton – delivering new development

Future development proposals for all of the sites will be expected to be of a **high quality design** that is appropriate to the scale and setting of its neighbourhood. Only where a design issue is unique – for example where the site is particularly narrow - has it been mentioned in the summarised assessments.

All sites will have to meet the local and national standards for reducing energy consumption and **combating climate change** that is expected at the time of its development.

All sites will have to be the subject of **planning applications**, involving further community engagement to determine the details of each development, for example the number of parking spaces, the number, size and tenure of any new homes, the delivery space for commercial developments and the like.

In planning terms, the Use Class D1 or the phrase “**community uses**” generally refers to a wide range of potential use including healthcare, schools, colleges and adult education, youth centres, day care (children or adults), crèches and places of worship. Unless it is explicitly stated otherwise, when the term “Community use” is used in these site assessments, it refers to the full range of uses found in Use Class D1.

Some of the sites may have **restrictions** on their potential for redevelopment that are outside the planning system, such as legal covenants, hidden utilities infrastructure or land ownership issues. Where we are aware of such restrictions these are mentioned in the site assessments and we welcome more information. However, as these are not matters that the planning system can manage, we will not assess the financial or legal impacts of these restrictions on the site’s potential for redevelopment.

To be included in the final plan, **each site must be deliverable for its proposed uses within the next 11 years** (by 2023). In other words there must be a person or organisation that is willing to fund and build the site for its potential use, either the landowner themselves or in conjunction with the landowner. If there is no evidence that the proposed use will realistically be funded and constructed during this time, the site will not be allocated in the final plan.

Notes on site assessments

Starting on the next page, the site assessments summarise the issues raised from initial research carried out on each site.

Each assessment addresses all the points in the table below and includes a map of the site suggested by the respondent at consultation, as well as a smaller map showing its setting in the borough.

Site description	Summarises the existing use of the site, the neighbouring uses and building heights in its immediate setting and its wider setting.
Strategic Planning Factors	Summarises the planning factors on-site, then a summary of any relevant factors in the wider area. The site’s planning history is only included where it is very pertinent to the allocation.
Current use	Current use of the site, sometimes accompanied by the relevant Use Class in planning terms.

Policies Maps | Your feedback is important to us

Use suggested / organisation	The suggested use for this site at the “call for sites” public consultation between July-September 2011, and the organisation / individual that proposed the site.
Council’s preferred use	Following initial site assessment, the council’s preferred option for the use of this site
Delivery	The years when a planning application is expected for the site, which would lead to construction starting.
Issues	A concise briefing of issues during the course of the council’s assessment of the site.

What has guided the draft policies map so far?

The draft policies maps show where specific policies or sites are represented on a map such as the town centre boundaries, protected neighbourhood shopping parades, open spaces or proposals for a new tram route.

The draft policies maps have been informed by feedback to the previous two consultations between January and July 2012 from residents, businesses and other organisations, local research, national changes and input from the Mayor of London.

In 2011, the research that supported Merton's Core Planning Strategy and South London Waste Plan passed examination by independent inspectors. We are making effective use of resources by using this research again to help guide the draft policies map, as well as the draft detailed planning policies and potential development sites. Once adopted in 2014, the final policies map will replace the proposals map of Merton's Unitary Development Plan (UDP) 2003.

Government has changed the national planning system and this is set out in the National Planning Policy Framework 2012 and the Mayor's new London Plan 2011 which affects development in London. It is a good time for Merton to show how national and regional issues might be interpreted locally.

In April 2012 new government regulations came into force called the Town and Country (Local Planning) (England) Local Regulations 2012. These regulations refer to "the policies map" which effectively replaces the name "proposals map". In accordance with the regulations, the policies map must be comprised of, or contain a map of the local planning authority area which must illustrate geographically the application of policies in the development plan.

To make it easier to see all the details, the maps are organised by the whole borough and then, where relevant, local area – Colliers Wood, Mitcham, Morden, Raynes Park and Wimbledon.

What will happen next?

Your feedback from all the previous consultation stages combined with local research, national policy changes and any other relevant information will be used to create the final Sites and Policies DPD plus Proposals Map.

This will be submitted to Councillors in spring 2013. If they approve the plan, there will then be a final opportunity for six weeks around March 2013 for people or organisations to say how they want the plan to be improved.

The final plan – and all the comments received – will then be sent to the Secretary of State in summer 2013 who will appoint an independent planning inspector to examine whether the plan is "sound". If the plan passes the examination, it can then be adopted as part of the council's development plan to help decide planning applications for new buildings. The plan adoption is scheduled for February 2014.

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Introduction

The main changes in Morden between January 2012 (stage 2 consultation) and January 2013 (stage 3 consultation)

- Two sites in the area has been withdrawn from the *Sites and Policies Plan*.

Site number, name, ward	Reason for recommending not to allocate the site in the DPD
Site 55 Field B, St Catherine's Square, West Barnes	The site was assessed by independent ecologists and it does not meet the criteria to be designated as a Site of Importance for Nature Conservation at this point in time. Accordingly, the site will retain its existing Metropolitan Open Land, Green Corridor and Green Chain designations.
Site10, Morden Assembly Hall	The site is not deliverable within the required timeframe.

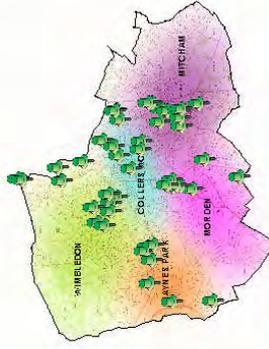
- Wandle Valley Regional Park boundary: consultation on a number of detailed boundary changes.
- Designated open spaces: criteria to guide the determination of whether or not land should be designated as open space are presented here Consequently there are changes to the designated open space boundaries across the borough.
- Transport proposals: a comprehensive approach regarding the cycling network is presented at this stage. There are proposed links between the existing routes in order to enhance the connectivity across the whole network. The proposed tram network has also changed since January 2012 (stage 2 consultation) due to clarification within Transport for London's investment programme. Transport proposal 8TN (dualling the tram track) will take place between Morden Road and Phipps Bridge tram stops.

Detailed maps which illustrate all the above changes are presented on the following pages.

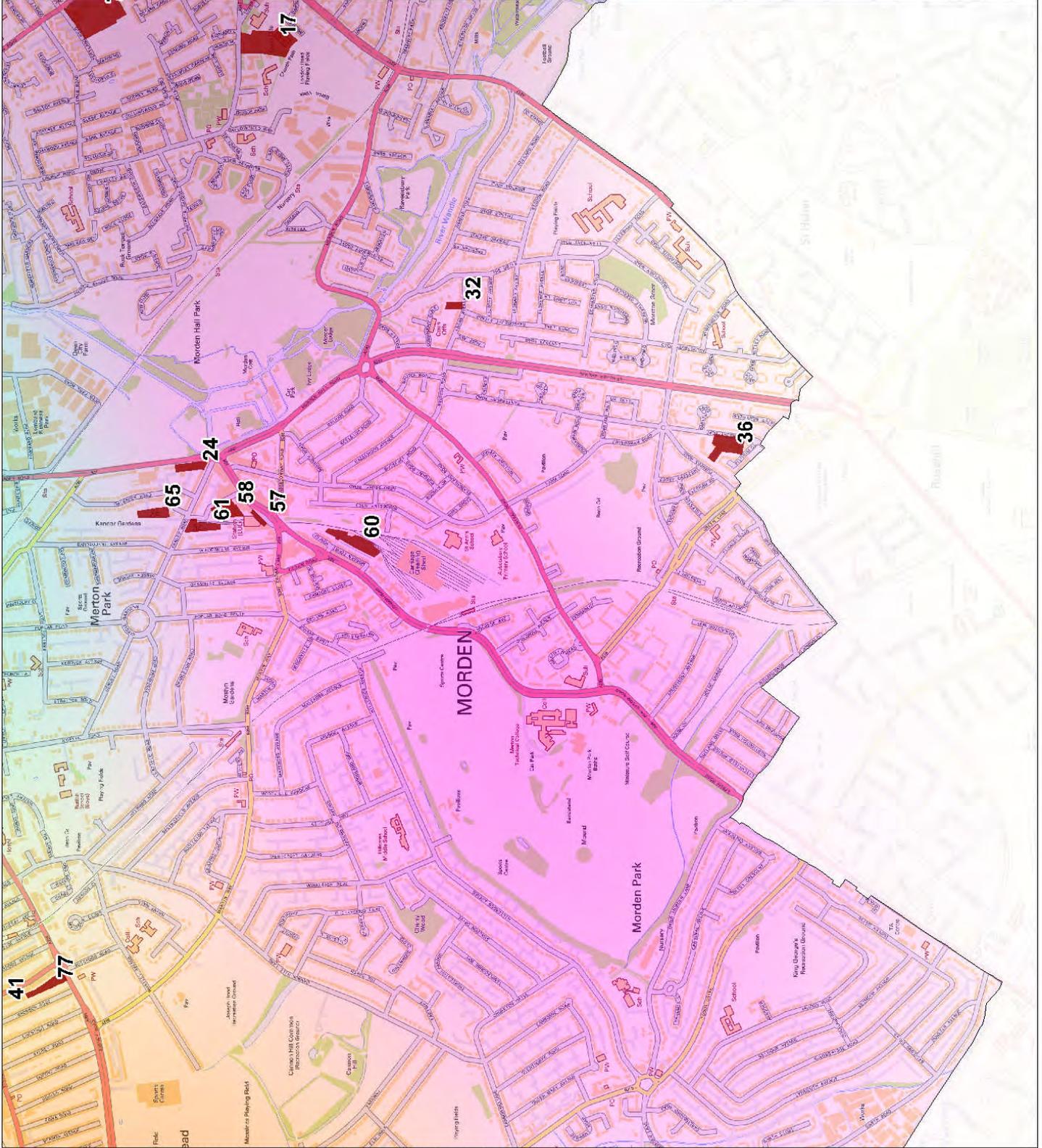
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January 2013
Sites Proposals
MORDEN



London Borough of Merton
 Merton Civic Centre, 100 London Road,
 Morden Surrey SM4 5DX
 Tel: 020 8543 2222



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West Barnes Library

West Barnes Lane, 10 Station Road, New Malden, Surrey, KT3 6JJ



Site area 0.1 ha

Site description Single storey building tucked away behind Motspur Park station. To the west the site is limited by the railway lines. To the east there is a 2-3 storey business block which sits partially overhanging the library site.

The site has no active frontage along the street except for the library itself.

Strategic Planning Factors The site is within an area with low access to public transport (PTAL 2) despite the proximity to Motspur Park station. The site is also within a flood zone (3a) and critical drainage area.

Current use Library (D1 Use Class)

Use suggested / organisation Library to be maintained and improved. Residential on part of site to support library function – London Borough of Merton

Council's preferred use Library (D1 Use Class) with residential (C3 Use Class) on upper floors.

Delivery timetable 2013 – 2018

Issues Library to be retained and improved to service specifications including space for a new community hall. Service specifications increase customer floor area, provide more adaptable and suitable modern space.

The design of any proposals will need to be sensitive to the railway line.

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

A mix of uses will facilitate the provision of upgraded community uses on lower floors and create a more secure environment.

Manage parking, traffic and road safety impacts on neighbouring residents.

The critical drainage area is known to flood during very heavy rainfall events. The pluvial flooding does not show deep ponding flooding however, blocked drains and gullies are known to contribute to flooding in this area.

The railway embankment acts as a barrier to surface water flow through centre of the critical drainage area.

Historic surface water flooding records identify drainage network capacity issues which cause water flooding in this area during heavy rainfall.

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

- Retention and enhancement of a library on the site
- The provision of parking for future development and increased traffic
- Potential future use could include a GP surgery/health centre

Further research Initial space requirements for a new library have been drawn up and will be assessed for deliverability and viability during 2013 and 2014.

Schedule of changes from the Stage 2 consultation document

- The site is identified in flood zone 3a
- Addition of a 'summary of consultation responses' section
- Addition of a 'further research section'

Morden Road Clinic

256 Morden Road, South Wimbledon, London, 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, which is 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 a good level of access to public transport (PTAL 5).

The Morden Hall Park, to the east of the site, is a Historic Park, which is within the Wandle Valley Conservation Area and the Wandle Valley Regional Park. The park is also designated as Metropolitan Open Lane Green Corridor, Green Chain and Site of Importance for Nature Conservation.

Current use Medical clinic and retail (pharmacy)

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

Council's preferred use A healthcare (D1 Use Class) led mixed use scheme with some residential (C3 Use Class).

Delivery timetable	2018 – 2023
Issues	<p>The expansion of this site to provide additional healthcare capacity would depend on what is needed following the redevelopment of other sites in Morden town centre (e.g. sites 57, 58, 60 and 61). Therefore this is likely to be a long-term project</p> <p>Protecting the residential amenity of the adjacent properties.</p> <p>A mix of uses on this site that include residential will ensure a more effective use of this property which has a good level of access to public transport (PTAL 5).</p> <p>In a mixed use development, residential uses should be on upper floors.</p> <p>Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site.</p> <p>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.</p> <p>To mitigate potential parking, traffic and road safety impacts on neighbouring streets and local amenity.</p> <p>Investigating the potential impact of any proposed development on archaeological heritage.</p>
Summary of consultation responses	<p>Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged):</p> <ul style="list-style-type: none"> • 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	<p>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.</p>
Schedule of changes from the Stage 2 consultation document	<ul style="list-style-type: none"> • Addition of a 'summary of consultation responses' section • Addition of a 'further research' section • Consequential improvements throughout the document

Wyvern Youth Centre

18 Arras Avenue, Morden, Surrey, SM4 6DF



Site area 0.12 ha

Site description The site is a 2-3 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 of low accessibility to public transport (PTAL 2)

The site is within an Archaeological Priority Zone.

Current use Youth Centre (D1 Use Class)

Use suggested / organisation Residential – London Borough of Merton

Council's preferred use Residential (C3 Use Class).

Delivery timescale 2013 – 2017

Issues On 02 July 2012 council closed this site as a youth centre as surplus to requirements.

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.

Summary of consultation responses

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

- The site should be retained as a community centre
- Suggestion for high quality apartments on the site

Further research

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.

Schedule of changes from the Stage 2 consultation document

- Amend the 'Councils preferred use' section to remove community uses
- Amend the 'issues' section to refer to the fact that community uses no longer operate on the site
- Amend the 'issues' section to remove reference to a mixed use development
- Addition of a 'summary of consultation responses' section
- Addition of a 'further research' section

Chaucer Centre

Canterbury Road, Morden, Surrey, SM4 6QB



Site area 0.63 ha

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

Adjacent to 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.

Direct access to the site is via 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 potential for a mix of uses or single uses: community and residential – London Borough of Merton.

Council's preferred use Mixed use residential and community (D1 Use Class) or solely residential use (C3 Use Class)

Delivery timetable 2017 - 2023

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 street 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.

Summary of consultation responses 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 school operates from within the site not adjacent to it
- Potential impact on policing needs

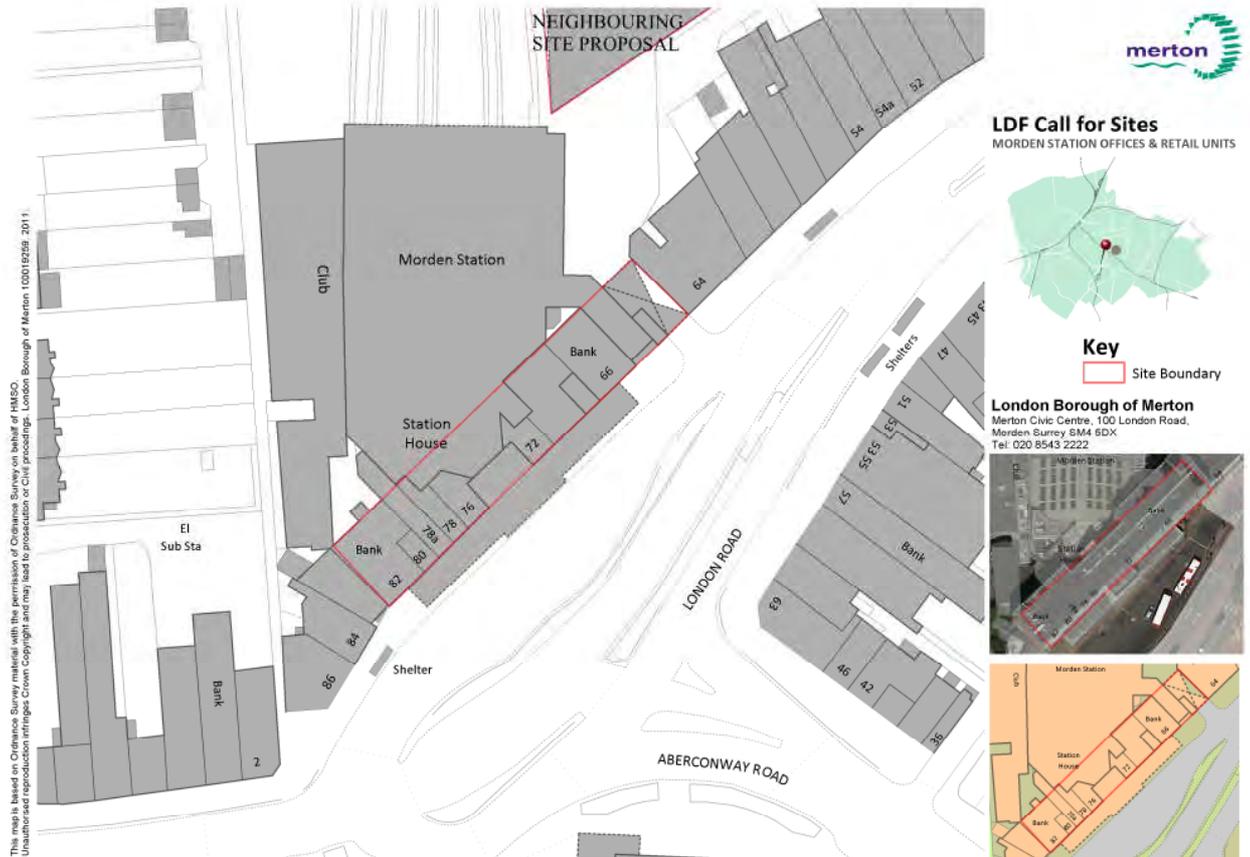
Further research Council has sufficient information regarding the ability to deliver this site for the preferred use.

Schedule of changes from the Stage 2 consultation document

- Amend the 'site description' section to acknowledge that the Merton Music Foundation school is located on the site
- Addition of a 'summary of consultation responses' section
- Addition of a 'further research' section

Morden Station Offices and Retail Units

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



Site area 0.09 ha

Site description The site comprises a four-storey building with Morden Underground Station entrance at ground level and retail units on both sides, and office space above. 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 story buildings.

The proposed submission only referred to the offices and retail units adjacent to 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.

Strategic Planning Factors The site is within the proposed moreMorden Masterplan area, an area with a good level of access to public transport (PTAL 6), 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	<p>Stage 2: Residential – Transport for London</p> <p>Stage 3: Hotel (C1 Use Class) – Transport for London</p>
Council's preferred use	Any of the following uses or a suitable mix of retail (A1 Use Class), financial and professional services (A2 Use Class), restaurant & cafes (A3 Use Class), drinking establishments (A4 Use Class), hot food take-aways (A5 Use Class), Offices (B1[a] Use Class) and residential (C3 Use Class) and community (D1 Use Class)
Delivery timescale	2017 – 2023
Issues	<p>An exemplary design would be required at this central site.</p> <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 strategy Policy CS14 reference to the appropriateness of tall buildings in Morden town centre.</p> <p>Facilitating improved public transport, walking and cycling infrastructure and connections.</p> <p>Improving connectivity from London Road to Morden Park and Morden Hall Park and legibility along London Road.</p> <p>Developing a facility which could make heat and/or power available to local users.</p> <p>Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site.</p> <p>Investigating the potential impact of any proposed development on archaeological heritage.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area.</p> <p>This site could be considered for redevelopment in conjunction with other sites.</p>
Summary of consultation responses	<p>Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged):</p> <ul style="list-style-type: none"> • 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 Council is in ongoing discussions with Transport for London regarding the delivery of this site in accordance with the Sites and Policies DPD and the moreMorden Masterplan. The use suggested for the site by TfL 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.

**Schedule of
changes from the
Stage 2
consultation
document**

- Amend the 'use suggested/organisation' section
- Addition of community uses to the council's preferred use
- Addition of a 'summary of consultation responses' section
- Addition of a 'further research' section

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Sainsbury's (Peel House) Car Park

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



Site area 0.42 ha

Site description The site consists of a multi-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 on London Road. Kenley Road, which is north-east of the site, is predominately made up of two-storey terraced housing. Adjacent to the site to the east is the four-storey Sainsbury's building and an educational establishment (Morden College). West of the site is Morden Underground Station.

Strategic Planning Factors The site is within the proposed MoreMorden Masterplan area, an area with a good level of access to public transport accessibility (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

Council's preferred use Any of the following uses or a suitable mix of retail (A1 Use Class), financial & professional services (A2 Use Class), restaurants & cafes (A3 Use Class), drinking establishments (A4 Use Class), hot food take-aways (A5 Use Class),

offices (B1[a] Use Class) residential (C3 Use Class) community (D1) , gym, cinema (D2 Use class)

Delivery timescale 2017 – 2023

Issues Enabling and managing appropriate parking and servicing arrangements.

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

Core Planning Strategy Policy CS14 *Design* refers to the appropriateness of tall buildings in Morden town centre.

Impact of traffic on congestion, movement and road safety need to be carefully scrutinised and managed.

Better connectivity and permeability by walking and cycling required.

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area.

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

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

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

Summary of consultation responses 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
- 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 Both TfL and 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.

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.

**Schedule of
changes from the
Stage 2
consultation
document**

- Addition of a 'summary of consultation responses' section
- Addition of community uses and gym, cinema to the "council's preferred use" section.
- Addition of a 'further research' section

There are no material changes to this site from the previous Stage 2 consultation document in January 2012.

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York Close Car Park

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



Site area 0.56 ha

Site description This site is a pay-&-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 a good level of access to public transport accessibility (PTAL 5). A small part of the site, at the north-eastern boundary, is within a Critical Drainage Area.

Current use Long stay car park

Use suggested / organisation Residential – Transport for London

Council's preferred use Residential (C3 Use Class).

Delivery timescale 2018 – 2023

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

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.

Summary of consultation responses 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 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 (approx. 10%).

Schedule of changes from the Stage 2 consultation document

- Addition of a 'summary of consultation responses' section
- Addition of a 'further research' section

There are no material changes to this site from the previous Stage 2 consultation document in January 2012.

Morden Station Car Park

Car Park Station House, Kenley Road, Merton Park, SW19 3DP



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 a good level of access to public transport accessibility (PTAL 5)

Current use Car parking for Morden Underground Station staff / commuters.

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

Council's preferred 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 – 2023

Issues Enabling and managing appropriate parking and servicing arrangements.

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

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

Facilitating improved public transport infrastructure, walking and cycling.

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

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

- Potential loss of parking space in the town centre
- Apartments should be established on the site

Further research

Council is in ongoing discussions with TfL regarding the delivery of this site in accordance with the Sites and Policies DPD and the moreMorden Masterplan. Both TfL and council support the redevelopment of this site. The site is likely to come forward as part of the Morden Station Planning Brief.

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 (c90%) 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.

Schedule of changes from the Stage 2 consultation document

- Addition of a ‘summary of consultation responses’ section
- Addition of a ‘further research’ section

There are no material changes to this site from the previous Stage 2 consultation document in January 2012.

Kenley Road Car Park

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



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 Tube 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 2 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 a good level of access to public transport accessibility (PTAL 5).

Current use Commuter car park

Use suggested / organisation Residential - London Borough of Merton

Council's preferred use Residential (C3 use class) to be developed in conjunction with the MoreMorden masterplan or education (D1 use class)

Delivery timescale 2018 – 2023 in conjunction with the moreMorden masterplan

Issues Access (off Kenley Road) is in separate ownership (TfL), without which the site is landlocked.

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.

Summary of consultation responses Issues were raised from various parties during the consultation stage 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 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.

Schedule of changes from the Stage 2a consultation document

- Amend the 'council's preferred use' section to include the provision for education
- Addition of a 'summary of consultation responses' section
- Addition of a 'further research' section

D - 2. Morden - Town Centre and Neighbourhood Parades

This section provides information about Morden town centre and neighbourhood parades

If you would like to comment on any of the proposed changes please refer to the both the site name, designation (i.e. Neighbourhood Parades) and ID where relevant.

Town Centres

ID	Name	Town Centre Categories
MOR01	Morden	District

Neighbourhood Parades

ID	Name
1	Cannon Hill Lane and Martin Way
2	Central Road, Morden
7	Epsom Road, Morden
8	Grand Drive North
9	Grand Drive, Lower Morden
10	Green Lane, St. Helier
17	Martin Way
Deleted	Meron Hall Road
18	Merton Park Parade (The Rush)
20	St Helier Avenue
23	Tudor Drive, Morden
24	Wimbledon Chase



January 2013

Policies Map District Centres

MORDEN

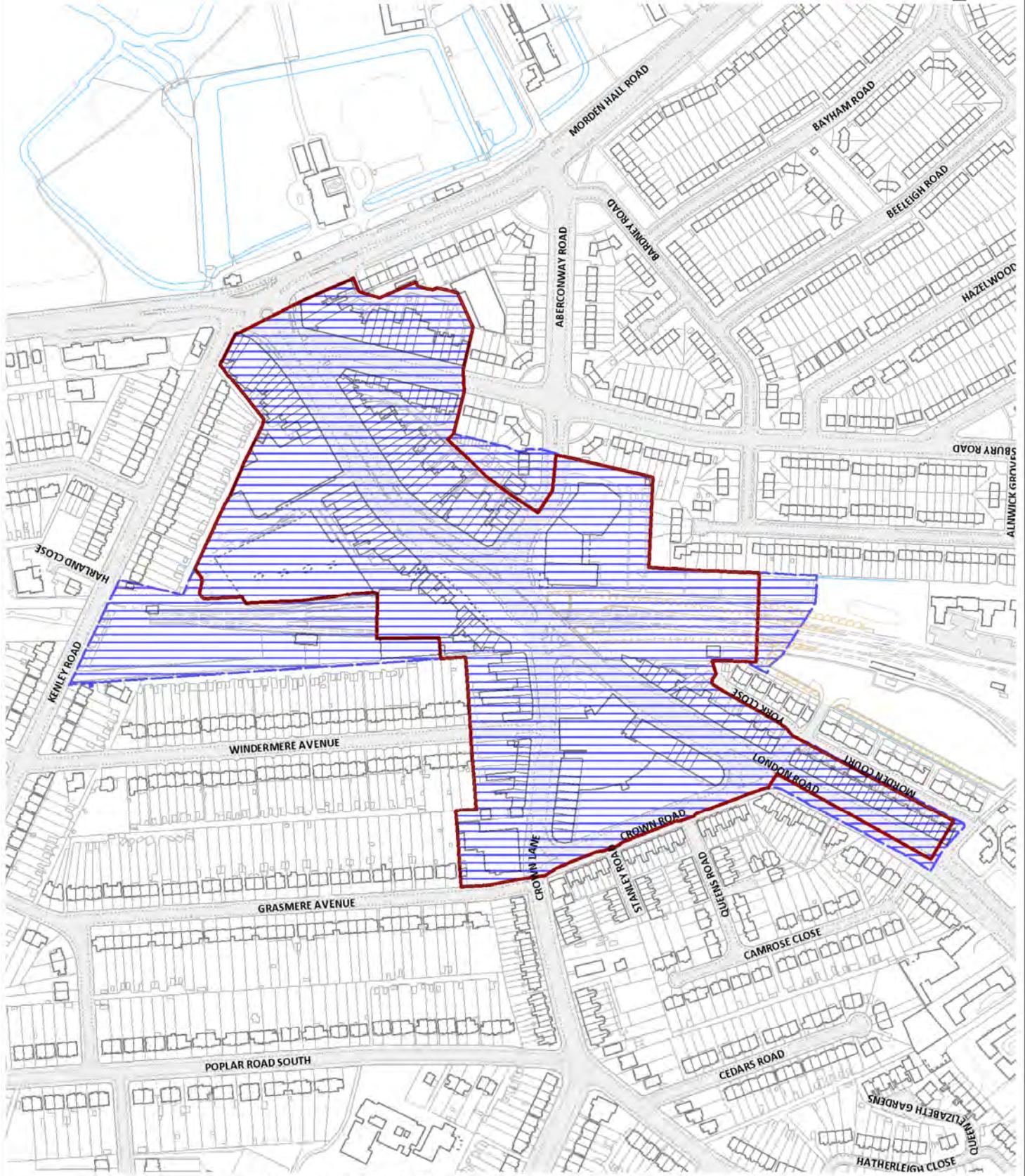


Key

 Old Centre Boundary
UDP 2003

 New Centre Boundary
Proposals 2013

London Borough of Merton
Merton Civic Centre, 100 London Road,
Morden Surrey SM4 5DX
Tel: 020 8543 2222



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Policies Map Neighbourhood Parades

CANNON HILL LANE & MARTIN WAY (135-151 & 244-260 RESPECTIVELY)

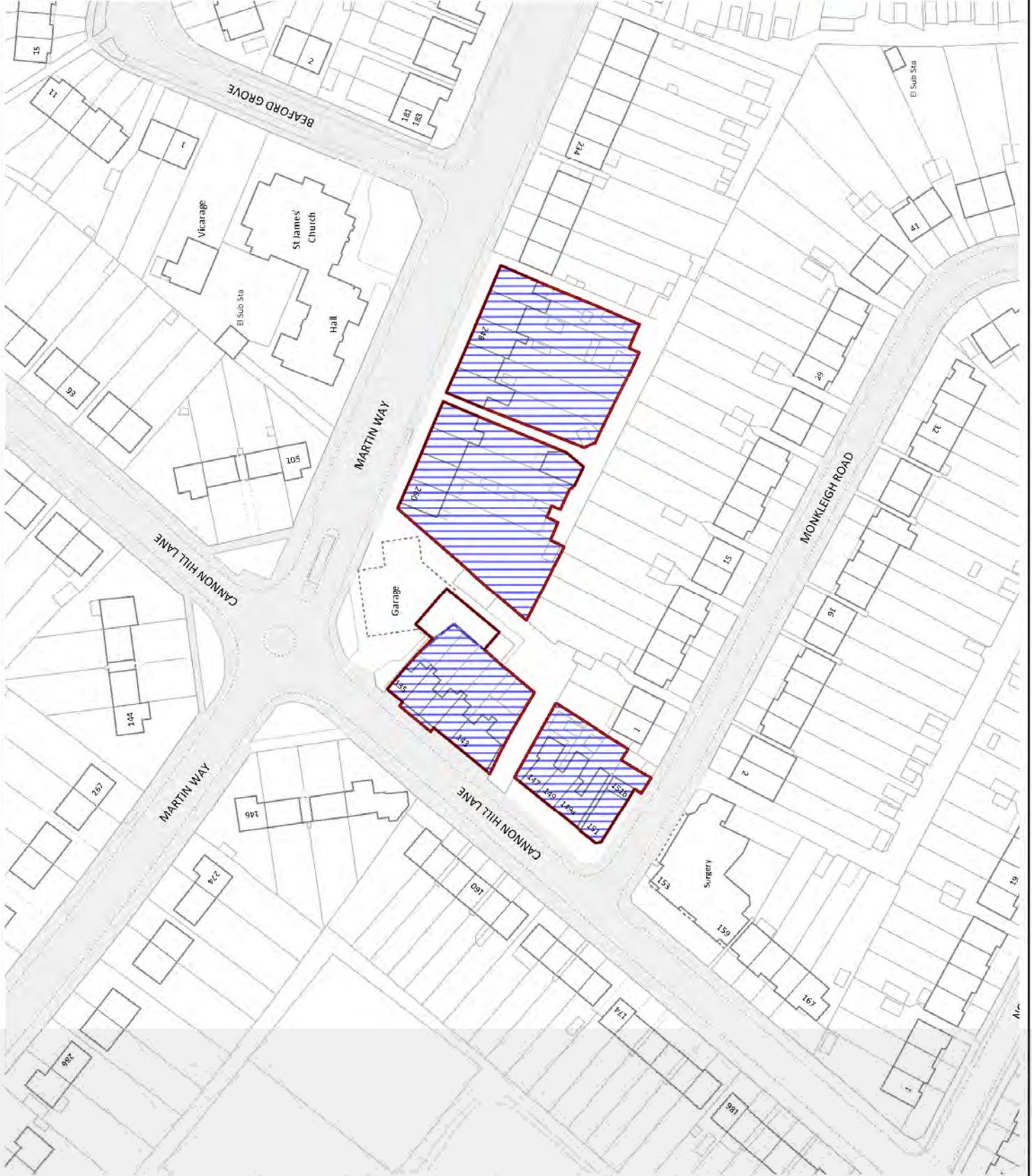


Key

 Old Neighbourhood Parade
UDP 2003

 New Neighbourhood Parade
Proposals 2013

London Borough of Merton
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Tel: 020 8543 2222



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Policies Map Neighbourhood Parades

CENTRAL ROAD
(44A - 60 EVEN)



Key

 Old Neighbourhood Parade
UDP 2003

 New Neighbourhood Parade
Proposals 2013

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Policies Map Neighbourhood Parades

EPSOM ROAD
(41B-59 ODD)



Key

 Old Neighbourhood Parade
UDP 2003

 New Neighbourhood Parade
Proposals 2013

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Policies Map Neighbourhood Parades

GRAND DRIVE (NORTH)
(244A - 264A EVEN)



Key

 Old Neighbourhood Parade
UDP 2003

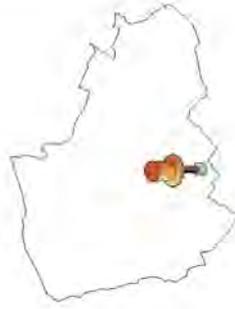
 New Neighbourhood Parade
Proposals 2013

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Tel: 020 8543 2222



January 2013

Policies Map Neighbourhood Parades GREEN LANE (99 -137A ODD)



Key

 Old Neighbourhood Parade
UDP 2003

 New Neighbourhood Parade
Proposals 2013

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Policies Map Neighbourhood Parades

MARTIN WAY
(43-55 ODD)



Key

 Old Neighbourhood Parade
UDP 2003

 New Neighbourhood Parade
Proposals 2013



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Policies Map Neighbourhood Parades

MERTON HALL ROAD
(142-156 EVEN)



Key

 Old Neighbourhood Parade
UDP 2003

 New Neighbourhood Parade
Proposals 2013

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Policies Map Neighbourhood Parades

MERTON PARK PARADE,
THE RUSH
(1 - 12 CONSECUTIVE)



Key

 Old Neighbourhood Parade
UDP 2003

 New Neighbourhood Parade
Proposals 2013

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January 2013

Policies Map Neighbourhood Parades ST. HELIER AVENUE (41-67 ODD)



Key

-  Old Neighbourhood Parade
UDP 2003
-  New Neighbourhood Parade
Proposals 2013

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January 2013

Policies Map Neighbourhood Parades

TUDOR DRIVE (11 - 27 ODD)



Key

 Old Neighbourhood Parade
UDP 2003

 New Neighbourhood Parade
Proposals 2013

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Policies Map Neighbourhood Parades

GRAND DRIVE (300-372 EVEN)



Key

- Old Neighbourhood Parade
UDP 2003
- New Neighbourhood Parade
Proposals 2013

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Policies Map Neighbourhood Parades

WIMBLEDON CHASE
(288 - 312 KINGSTON ROAD &
1A ROTHSEY AVENUE TO
353 KINGSTON ROAD



Key

 Old Neighbourhood Parade
UDP 2003

 New Neighbourhood Parade
Proposals 2013

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The
Emma Hamilton

D - 3. Morden - Green Corridors

The London Plan 2011 defines Green Corridors as: *“...relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.”*

The GLA’s Urban Greening and Biodiversity Officer supports the approach of a local review of Green Corridor boundaries which defines its own criteria with reference to paragraphs 1.2.17 & 18 in Appendix A of the Mayor’s Biodiversity Strategy (see below). He stressed that as part of the review the council should consider the importance and necessity of each portion of land to be designated as Green Corridor with regards to its central function (enabling species movement).

A1.2.17 Green corridors are relatively continuous areas of open space leading through the built environment and which may link sites to each other and to the Green Belt. They often consist of railway embankments and cuttings, roadside verges, canals, parks, playing fields and rivers. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

A1.2.18 There are special criteria for the recognition of land as part of a corridor network, which are detailed in the former London Ecology Unit’s Advisory Note 6 and summarised here. The essential tests are habitat composition and near continuity. The minimum habitat requirement is a natural surface: water or vegetation. The corridor network connects to the countryside (Green Belt or Metropolitan Open Land). Small discontinuities, such as division by a road, are allowed, but larger gaps are fatal. Most blocks of back garden land are isolated from the network, but sometimes they adjoin it, or the gap is small enough for them to be included. Corridor elements are not required to be any particular shape, to link sites, or link together into any particular geometry.

Officers have sought the advice of the Merton Biodiversity Group and have made site visits to assess areas where the gaps may be fatal for the continuity of the Green Corridor.

It is worth noting that the London Ecology Unit’s Advisory Note 6: Green Corridors in London states that: *“Terrestrial habitats are inherently more discontinuous than running water. Here the size of the gap allowed is more stringent. A common situation is a road or rail-side habitat strip cut by the tarmac of a road; here the corridor is allowed to continue, provided that the cut ends of the corridor facing each other over the gap are (no) more than a few metres wide.”*

The maps show the proposed changes which result in an approximately 10ha net reduction in total area. However modern GIS technology allows for a much more detailed assessment than the 1in10,000 aerial photography analysis that was used for the 2003 Proposals Map.

Policies Maps | Morden

ID	Name
GC04	Merton Park Railsides
GC09	Morden Cemetery
GC10	Morden Park and Surrounds
CG12	Moystyn Gardens
GC13	Phipps Bridge and London Road Playing Fields
GC17	Raynes Park Railsides to Motspur Park

Morden - Local Nature Reserve

Unlike Sites of Importance for Nature Conservation, Local Nature Reserves are statutory nature conservation designations of land owned, leased or managed by Local Authorities and designated under the National Parks and Access to the Countryside Act. They are sites of some nature conservation value managed for educational objectives but do not qualify for Site of Special Scientific Interest (SSSI) status. In some cases Local Nature Reserves are managed by a non-statutory body (e.g. London Wildlife Trust) and Local Authorities have the power to pass bylaws, for example, access control or special protection measures. Only one new Local Nature Reserves is being proposed and that is the Derwent floodwash (owned and proposed by Wandsworth Council).

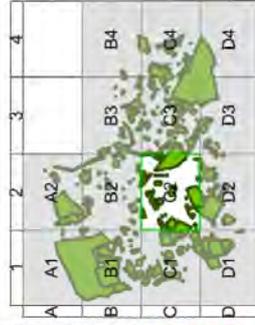


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January 2013

Policies Map Green Chains, Green Corridors & Local Nature Reserves

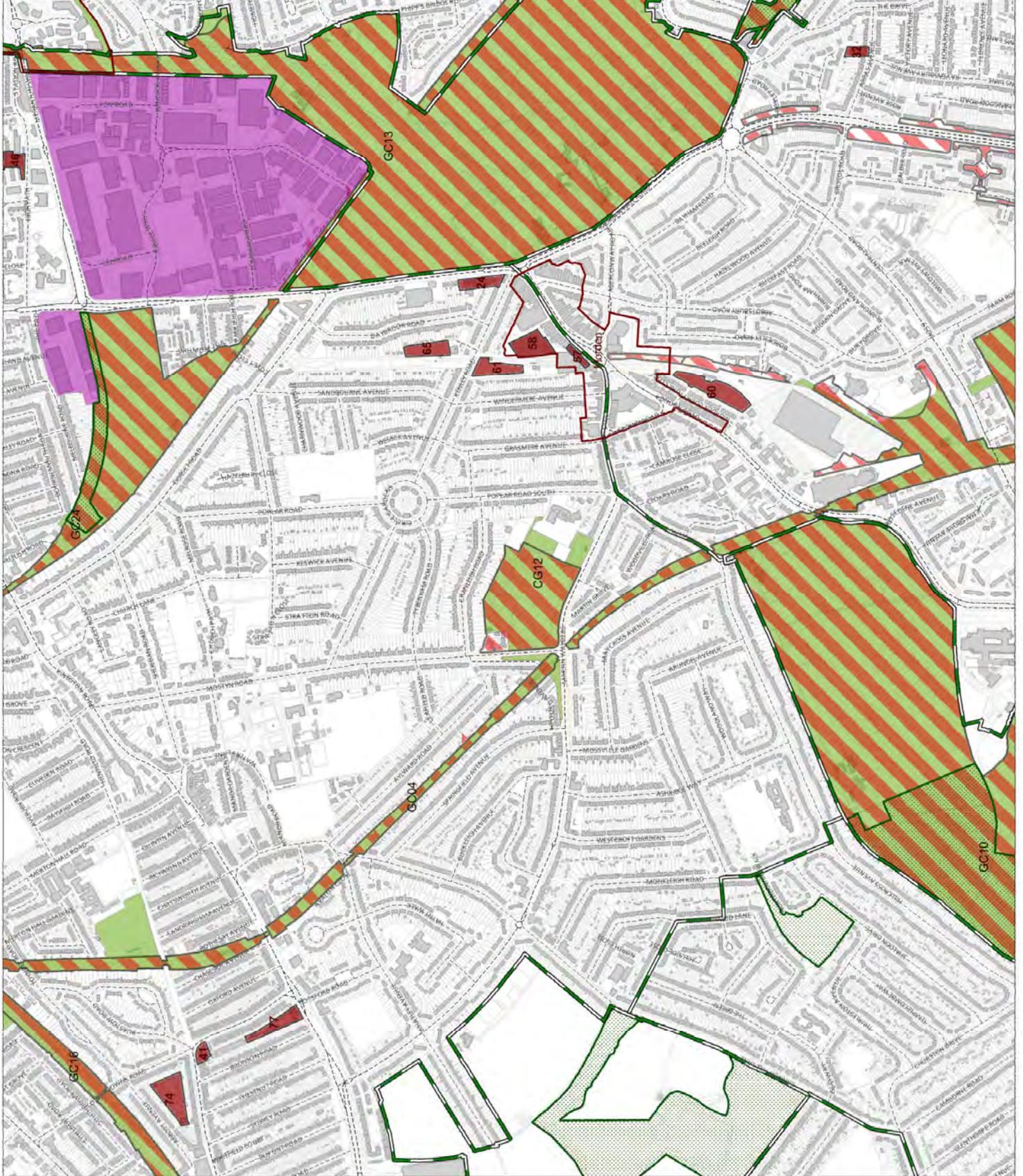
MORDEN



Key

- Green Chains
- Site Proposals LDF 2012
- Town Centre Boundary
- Green Corridors UDP 2003
- Green Corridors LDF Proposals 2012
- Local Nature Reserves
- Industrial Sites

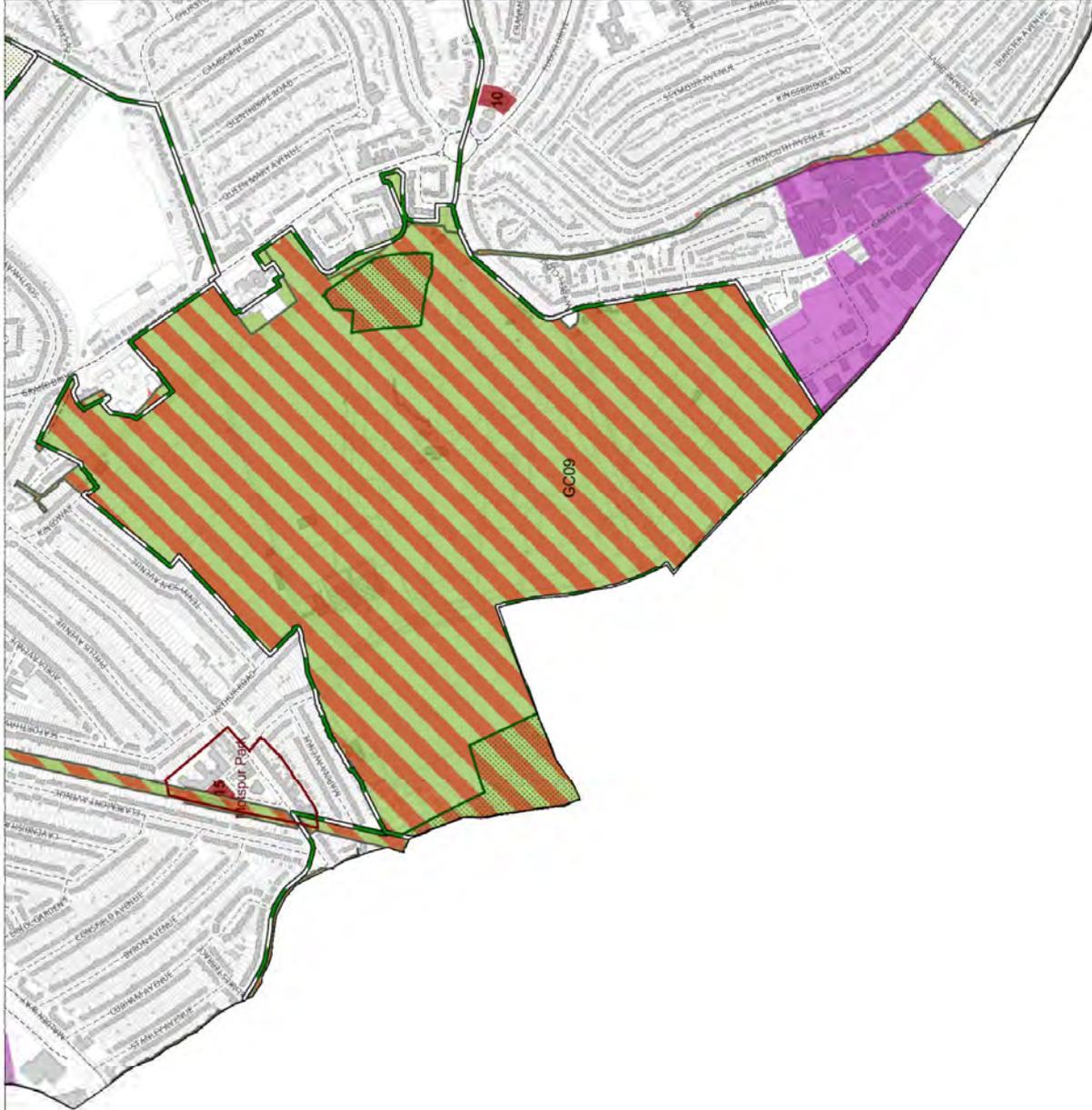
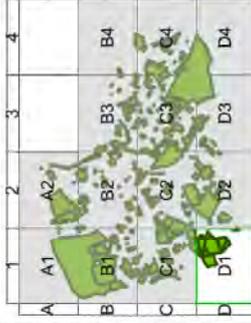
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Tel: 020 8543 2222





Grid Ref: **D1**

January 2013
**Policies Map
Green Chains,
Green Corridors & Local
Nature Reserves**
MOTSPUR PARK



Key

- Green Chains
- Site Proposals 2013
- Town Centre Boundary
- Green Corridors UDP 2003
- Green Corridors Proposals 2013
- Local Nature Reserves
- Industrial Sites

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D - 4. Morden - Opens Space

Merton's current Proposals Map (adopted 2003) only contains open spaces that are over 0.4 hectares (1 acre) in size. Any smaller portions of protected open spaces, such as those on school sites, are listed in Schedule 2 of the UDP.

It is proposed that there is no minimum threshold for showing designated open spaces on the 2013 Policies Map (formerly known as the Proposals Map) as it will eventually be a digital online map, on which viewers will be able to zoom in to any particular site. The 2013 Policies Map will therefore require a much higher level of accuracy than the 2003 Proposals Map.

It is important to note that the primary function of the Policies Map is to *"...illustrate geographically the application of the policies..."* (Local Planning Regulations 2012) and that all planning policies have to be deliverable. As planning permission is not required for much work in or adjacent to a highway or in residential back gardens, draft planning policy DM O1 Open Space can not protect these green open spaces and the policy can therefore not be delivered in these areas.

To enable consistent decision making on the exact locations of the proposed designated open space boundaries, officers have developed the following criteria which take the definitions of 'open space' in the National Planning Policy Framework (NPPF) and the London Plan 2011 as a starting point:

The definition of 'open space' in Annex 2 of the NPPF is:

"All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity."

The definition of 'open space' in the London Plan 2011, p.305, is:

"All land in London that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted."

Inclusions:

All open spaces within the borough such as parks, commons, play grounds, sports fields (including MUGAs, bowling greens), allotments, cemeteries and churchyards, urban farms and woods that are not specifically excluded below.

Buildings within open spaces that are ancillary to the use of the open space (e.g. changing rooms).

Large soft landscaped open spaces within school grounds (e.g. playing fields) and (hard) demarcated playing pitches (e.g. netball courts), including ancillary school buildings or hard standing (e.g. car parks) not in the immediate vicinity of the main school building.

Exclusions:

Main school buildings

(These parts of the site are predominantly developed and the school use is not ancillary to open space.)

The hard standing and ancillary buildings surrounding the main school buildings

(These areas form part of the site which is predominantly developed, where the non-ancillary use is most intense.)

Private residential gardens

(The primary use of these properties is residential and they would therefore not conform to the London Plan definition. Furthermore, due to the extensive amount of development that is allowed on

Policies Maps | Morden

residential gardens without the requirement for planning permission, draft policy DM O1 Open Space will not be deliverable in these areas. It is also worth noting that residential back gardens are explicitly removed from the definition of 'Previously Developed Land' in the NPPF and in accordance with paragraph 53 of the NPPF, Core Strategy Policy CS 13(e) resists development on them.)

Soft landscaped areas associated with blocks of flats or housing estates, which have a sense of enclosure and privacy

(These sites are usually predominantly developed with various areas of soft landscaped amenity space to serve the occupants. These areas of soft landscaping would not conform to the London Plan definition.)

Public and private highways as listed on the Streets Register (which usually include the pavements) and opens areas that are part of, or essential to the prevailing character of the area (such as parcels of land within St Helier Estate).

(Most works in or adjacent to a highway do not require planning permission and therefore draft policy DM O1 Open Space will not be deliverable in these areas. In some neighbourhoods there are small open spaces that are integral to the design of the original townscape layout and although they might appear to be part of the highway, they are not on the Streets Register. These open spaces are protected from development by means of the design policies and do not warrant safeguarding by means of designation on the Policies Map.)

Land along operational rail reserves (with restricted public accessibility or limited visual amenity value).

(These areas are usually predominantly developed with narrow strips of vegetation on either side and would therefore not conform to the London Plan definition. Although they might provide some "visual amenity", due to the restricted access they would not "offer important opportunities for sport and recreation". The majority of these areas are however protected for their nature conservation value as Green Corridors.)

Very small areas (typically less than a quarter of an acre/0.1ha) of green open space which, as a result of a qualitative assessment, are considered to have too restrictive access or are of a size or shape which result in them having a very limited functional use as open space and therefore do not warrant safeguarding by means of designation on the Policies Map.

(Although these areas might provide some "visual amenity", they would not also "offer important opportunities for sport and recreation". Officers have judged these opens spaces to have limited public value and they therefore do not warrant safeguarding by means of designation on the Policies Map.)

Buildings, and their adjoining land, on the edge of open space of which the primary use is not ancillary to the use of open space.

(These sites would not conform to the London Plan definition.)

Site ID numbers generally reflect the main usage type of open space as per the following prefixes:

- A = Allotments
- P = Playing Pitches
- C = Cemetery
- S = School Open Space
- M = General Open Space/ Park
- W = Wildlife/ Nature Reserve

As open spaces frequently meet one or more categories these categories are indicative of the function only.

To illustrate more than 200 open spaces clearly and concisely, the borough has been divided 5 areas and a grid of 14 parts. To request a more detailed map of any of the proposed designated open spaces listed below please contact the Future Merton team by telephone on 020 8545 3837 or by e-mail at ldf@merton.gov.uk

Policies Maps | Morden

If you would like to comment on any of the proposed changes please refer to the both the site name, designation (i.e. Open Space) and ID where relevant.

Grid Reference	Site ID	Name
C2	A002	Martin Way East Allotments
C2	A005	Thurleston Avenue Allotments
C2	A011	Martin Way West Allotments
C2	A015	Phipps Bridge Allotments
C2	C009	St Marys Churchyard
C2	F001	Deen City Farm
C2	M001	Morden Hall Park
C2	M016	John Innes Park
C2	M019	Cherrywood Open Space
C2	M024	Kendor Gardens
C2	M027	Church Lane Playing Fields
C2	M051	Mostyn Gardens
C2	M052	John Innes Recreation Ground
C2	M062	Abbey Recreation Ground
C2	M069	St Mary Gleblands
C2	M072	Joseph Hood Recreation Ground
C2	M096	Central Ward Residents Club O/S
C2	M097	Haynt Walk O/S
C2	M098	Botsford Road O/S
C2	P008	The Old Rutlishians Sports Club
C2	P025	Morden Playing Fields
C2	P026	Cranleigh Lawn Tennis Club
C2	P027	Nursery Road Playing Fields
C2	S005	Wimbledon Chase Middle School
C2	S007	Abbotsbury School
C2	S010	Hillcross Primary School
C2	S030	Poplar School
C2	S031	Rutlish High School
C2	S056	Joseph Hood First School Playing Fields
C2	S063	Merton Park Primary School
C2	W005	Land Adjacent River Wandle
D1	A013	Arthur Road Allotments
D1	C003	Merton & Sutton Joint Cemetery and surrounds
D1	C007	Morden Cemetery and surrounds
D1	C007	Land between Pyl Brook and Crematorium Four Acres Flood Plain
D1	CG001	Commerical Plant Nursery
D1	M028	Lynmouth Gardens
D1	M048	Sir Joseph Hood Memorial Playing fields and surrounds

Policies Maps | Morden

D1	M074	Merton & Sutton Joint Cemetery Surrounds
D1	P024	Archbishop Tenison's Sports ground and surrounds
D1	P033	Morden Sports Ground
D1	S025	St John Fisher School
D2	A008	George Hill Allotments
D2	M049	King Georges Field
D2	M050	Morden Park and surrounds
D2	M066	Morden Recreation Ground
D2	M099	Trenchard Court Haig Homes O/S
D2	M100	The Precincts Haig Homes O/S
D2	M101	St Helier Avenue Open Space
D2	S003	Merton College Playing Fields
D2	S016	Malmesbury School
D2	S028	Aragon Primary
D2	S029	Hatfield Primary School
D2	S042	Morden Primary School
D2	S055	St Ann's Secondary School Playing Fields
D2	S057	Merton Technical College O/S
D2	W001	George Hill O/S and Pyl Brook Nature Reserve



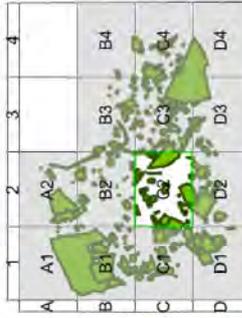
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Grid Ref:

January 2013

Policies Map Open Space

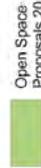
MORDEN



Key



Open Space
UDP 2003



Open Space
Proposals 2013



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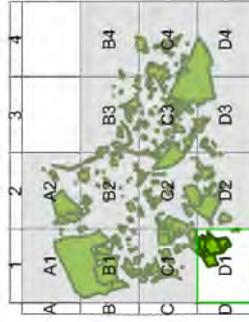
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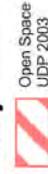
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January 2013

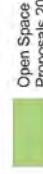
Policies Map Open Space MOTSPUR PARK



Key



Open Space
UDF 2003



Open Space
Proposals 2013



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D - 5. Morden – SINC

The London Plan identifies the need to protect biodiversity and to provide opportunities for access to nature. It recommends identifying and protecting a suite of sites of importance at Metropolitan, Borough and Local level in order to protect the most important areas of wildlife habitat in London and provide Londoners with opportunities for contact with the natural world. The Mayor's Biodiversity Strategy sets out criteria and procedures for identifying such land for protection in Local Development Frameworks.

The London Wildlife Sites Board has developed a process by which London Boroughs should select and approve SINC. Boroughs are not obliged to follow this process but if another process is used, it must conform to the policy framework described by national and regional policies.

Officers recommend the continuation of the use of the London Wildlife Sites Board process as it requires robust evidence to be presented for their expert assessment.

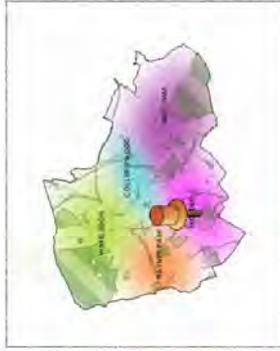
The last SINC survey of Merton was carried out by the GLA Biodiversity Team in 2006. The mapping results of this survey have been provided by the Greenspace Information for Greater London (GiGL), which is the data custodian of SINC data for the London Wildlife Sites Board.

Although all the SINC sites are shown on the accompanying maps, it is proposed that only the aforementioned 2006 amendments, which are listed in the table below, be used to update the 2003 Proposals Map SINC designations.

Site ID	Name	Grade
M091	The Upper River Wandle	M
M136	Morden Cemetery	M
MeBI05 (Amended)	Sir Joseph Hood Memorial Wood	1
MeBI06 (Amended)	Worcester Park Green Lanes in Merton	1
MeBI10 (Amended)	Cannon Hill Common	1
MeBI11 (Amended)	Morden Park	1
MeBII02 (Amended)	Derwent Road Flood Wash	2
MeBII03 (Amended)	Lower Pyl Brook	2
MeBII04 (Amended)	Pyl Brook Nature Reserve	2
MeBII08 (Amended)	Cherry Wood	2
MeBII09 (Amended)	Abbotsbury Road Woodlands	2
MeL02 (Amended)	St John Fisher School Nature Garden	L
MeL05 (Amended)	Poplar First School Nature Area	L
MeL08 (Amended)	Morden Recreation Ground Spinney	L
MeL09 (Amended)	Moreton Green	L
MeL20 (Amended)	Pyl Brook by Garth Road	L
MeL21 (Amended)	St Lawrence's Churchyard, Morden	L
MeL22 (Amended)	Haig Homes estate, Green Lane	L

January 2013

Policies Map SINCS MORDEN

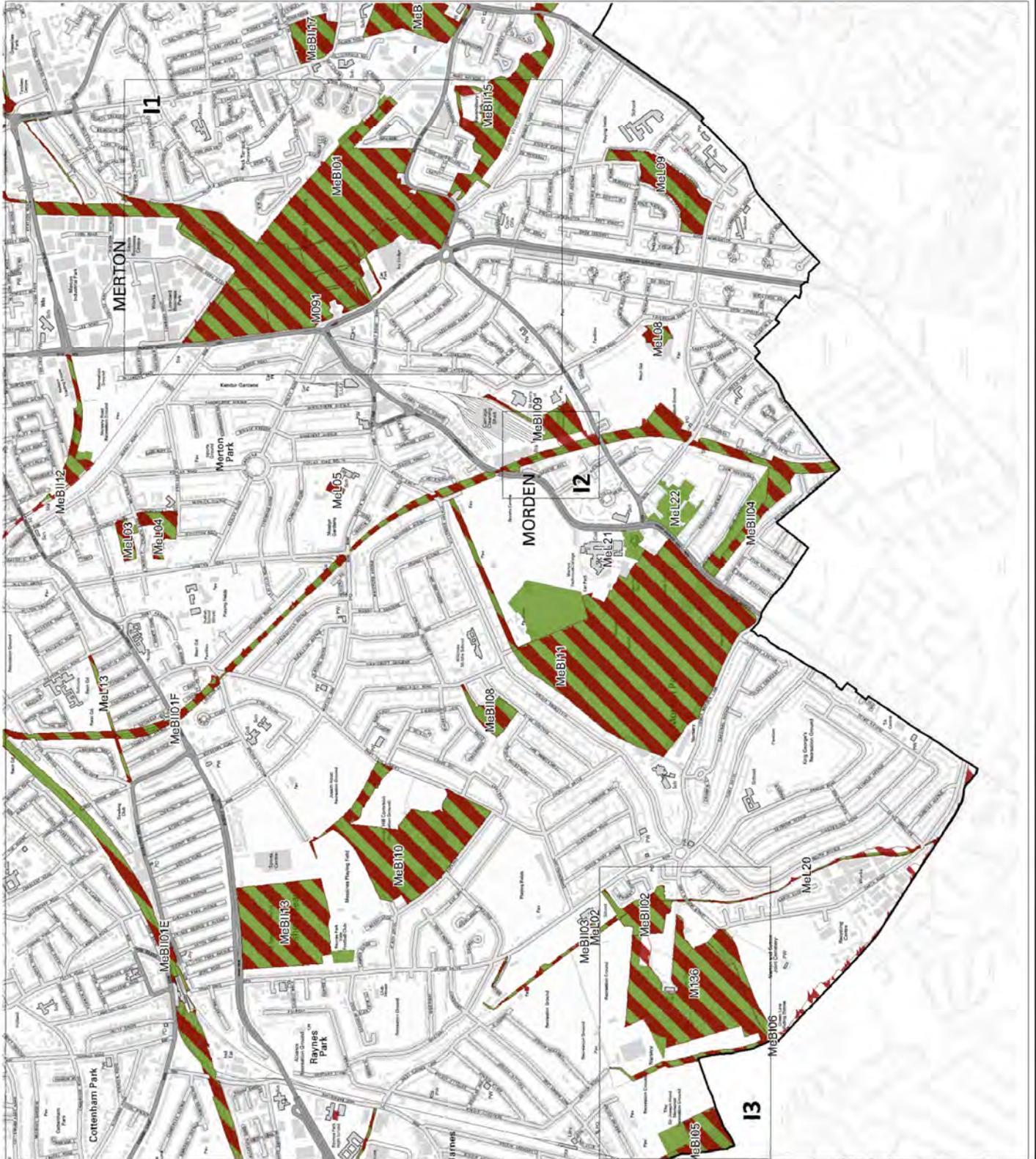


- i1 - Morden Hall Park & Ravensbury Park
- i2 - Abbotsbury Road Woodlands
- i3 - Sir Joseph Hood Memorial Wood & Morden Cemetery

Key

- SINCS UDP 2003
- SINCS Proposals 2013

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Map Ref: **i1**

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Policies Map SINC

MORDEN HALL PARK
AND RAVENSBURY PARK



Key

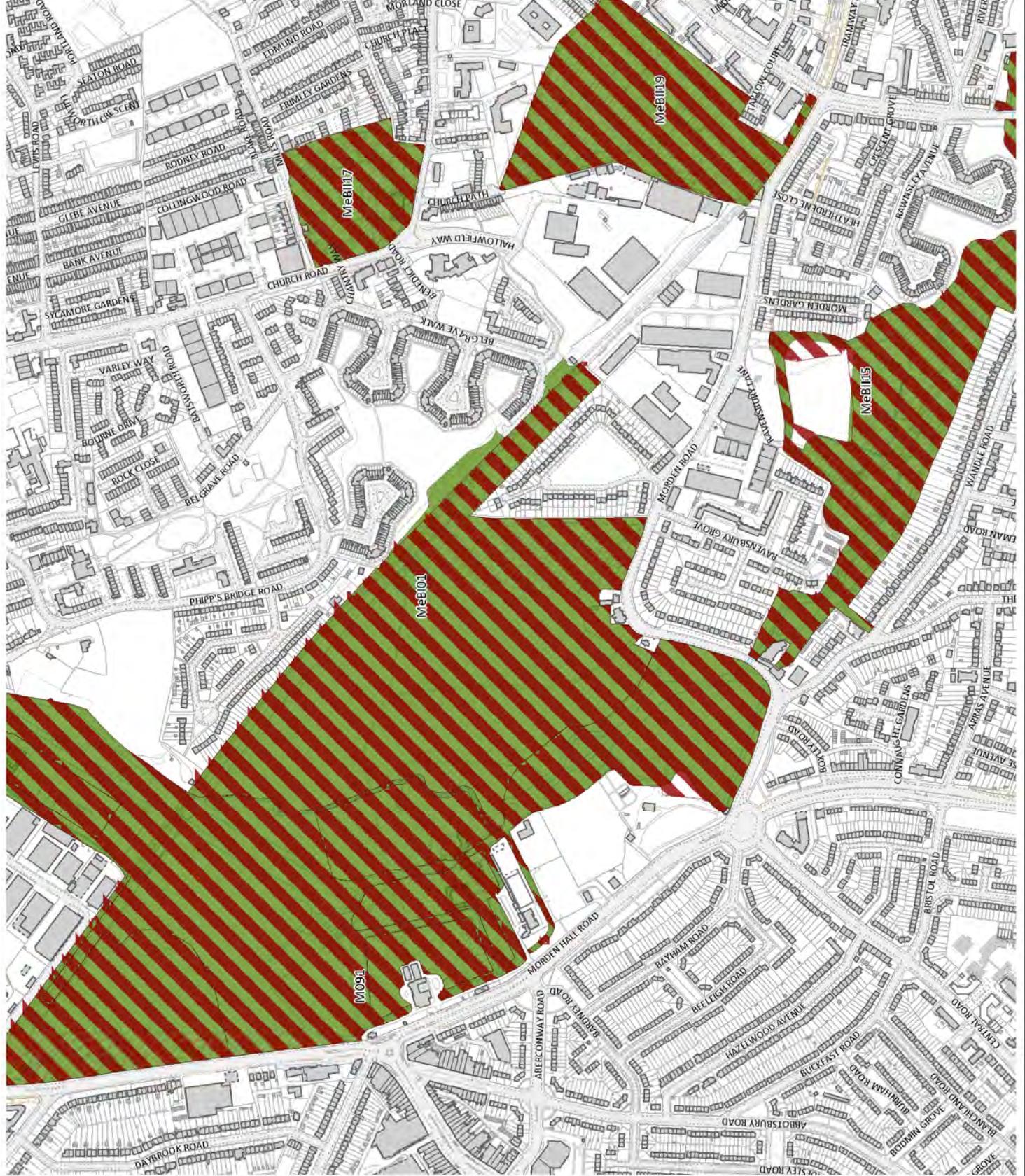


SINC UDP 2003

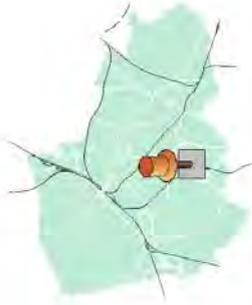


SIN Proposals 2013

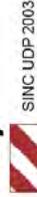
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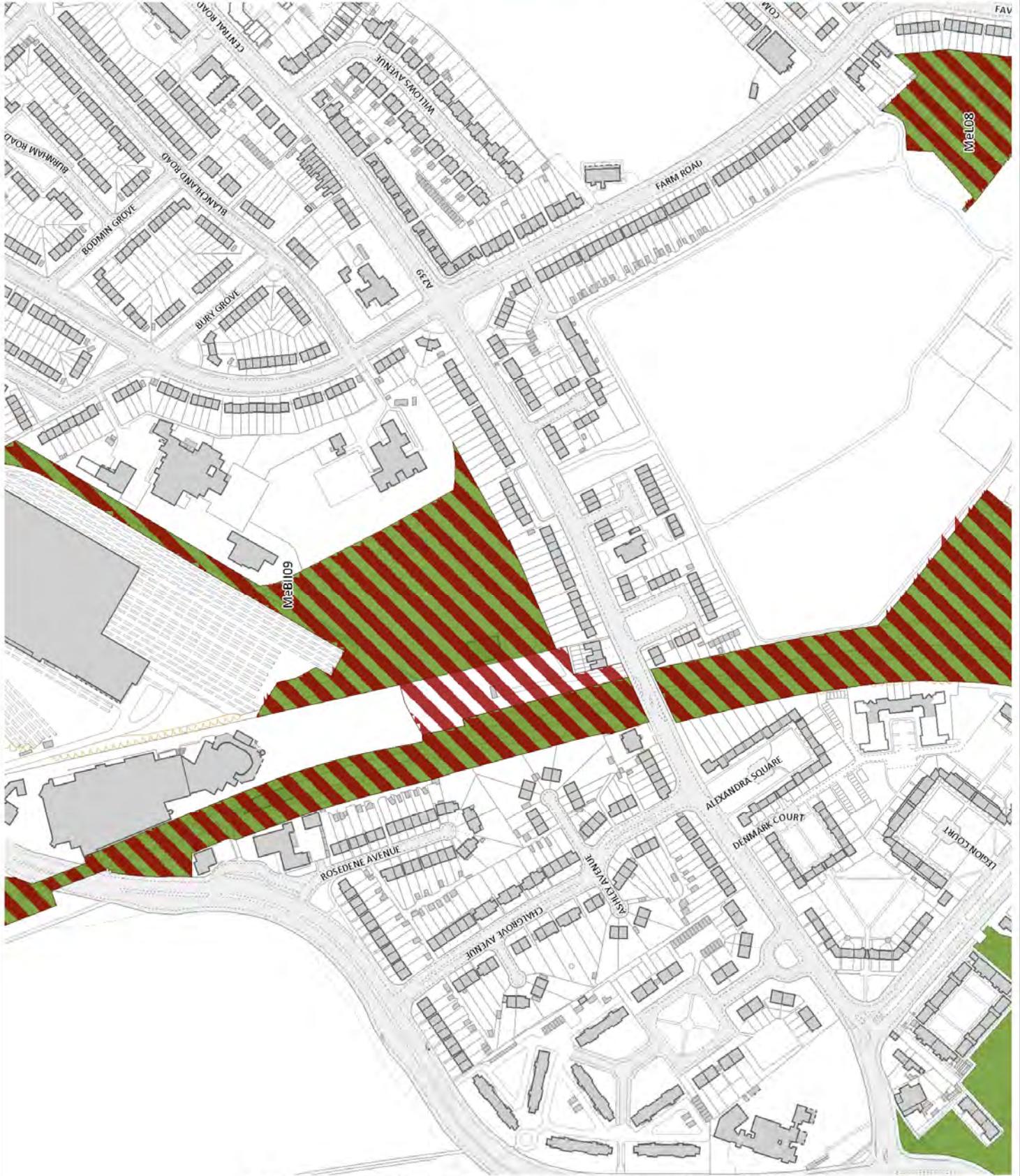
Key

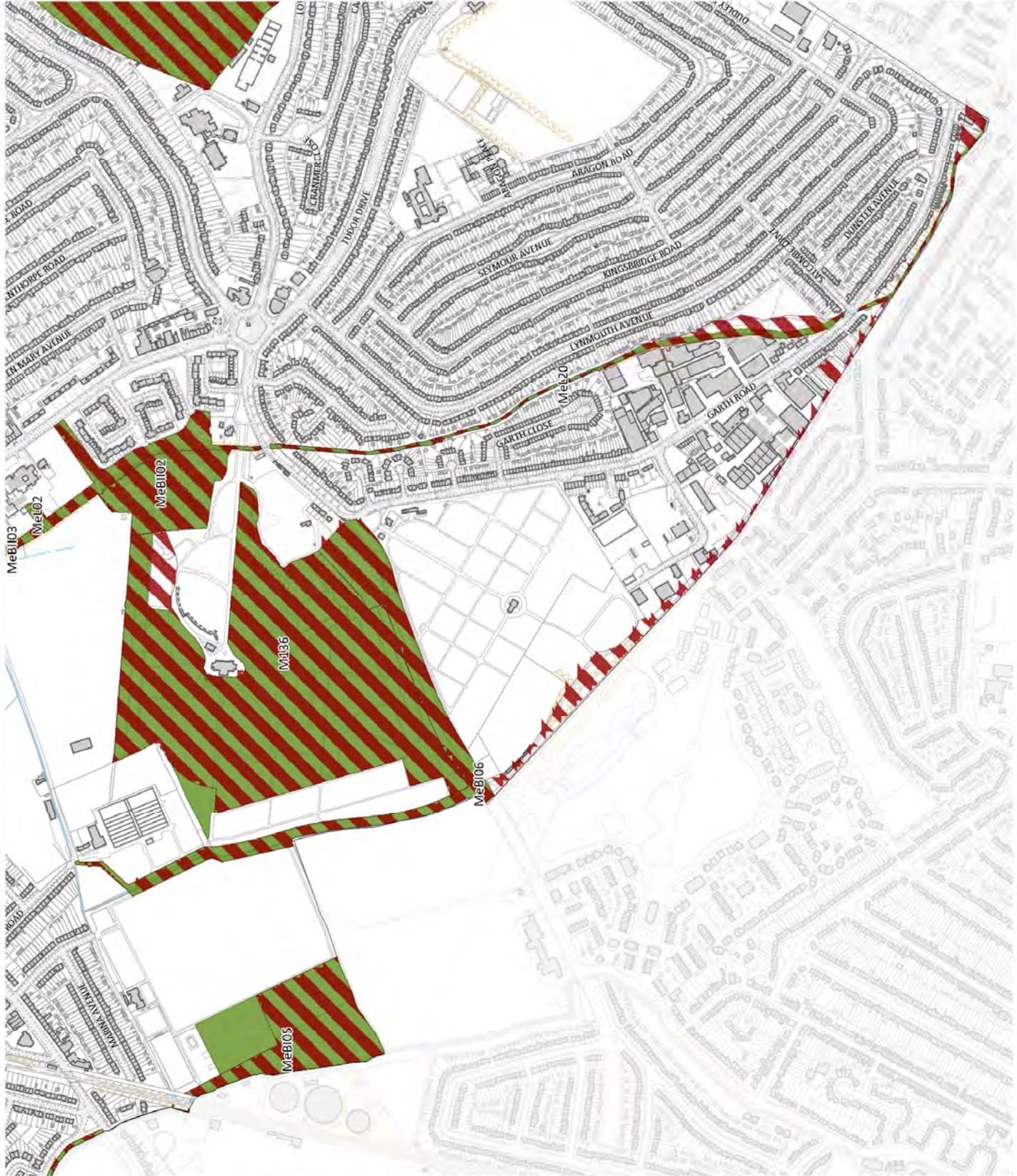
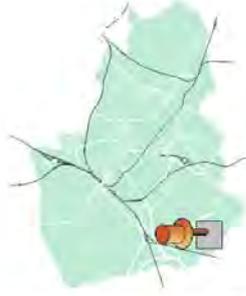


SINC UDP 2003



SINC Proposals 2013





Key

 SINC UDP 2003

 SIN Proposals 2013

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D - 6. Morden - Wandle Valley Regional Park (WVRP) Boundary

Refer to Section A of Part 2 for information on the establishment of the WVRP boundary.

Below are officers' comments on the identified portions of land and maps showing the subject portions with green hatching and the Wandle Valley Regional Park boundary as approved by the Board in October 2011, in green.

- 32 Include: White Cottage, Morden Road - Although a residential use is usually not ancillary to the park's use, this Statutory Listed building is a heritage asset, which is within the Wandle Valley Conservation Area and therefore its inclusion would be in accordance with the objectives of the WVAF (Enhanced Visitor Offer and Local Distinctiveness).
- 33 Include: Surrey Arms Public House, Morden Road - the site is within the Wandle Valley Conservation Area and the cultural/recreational/leisure retail use of a public house is compatible with a park use. Its inclusion is in accordance with the objectives of the WVAF (Enhanced Visitor Offer and Local Distinctiveness).



D - 7. Morden – Transport Proposals

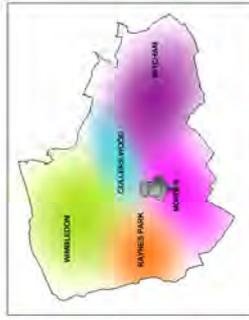
Designation	Number	Location
		Borough -wide cycle network
Cycle Network	22TN	These detailed maps are available under each of the five areas: Colliers Wood, Mitcham, Morden, Raynes Park and Wimbledon



January 2013

Policies Map Cycling Network

MORDEN



Key

Proposed Routes & Hubs



Cycling Hub



Cycling Route

Routes next to but separate from the road

Superhighway

Greenway through parks

Route signed for use with a mixture of quiet & busier roads

Main Road Network

Open Space

Superhighway

Greenway through parks

Route signed for use with a mixture of quiet & busier roads

Main Road Network

Open Space



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