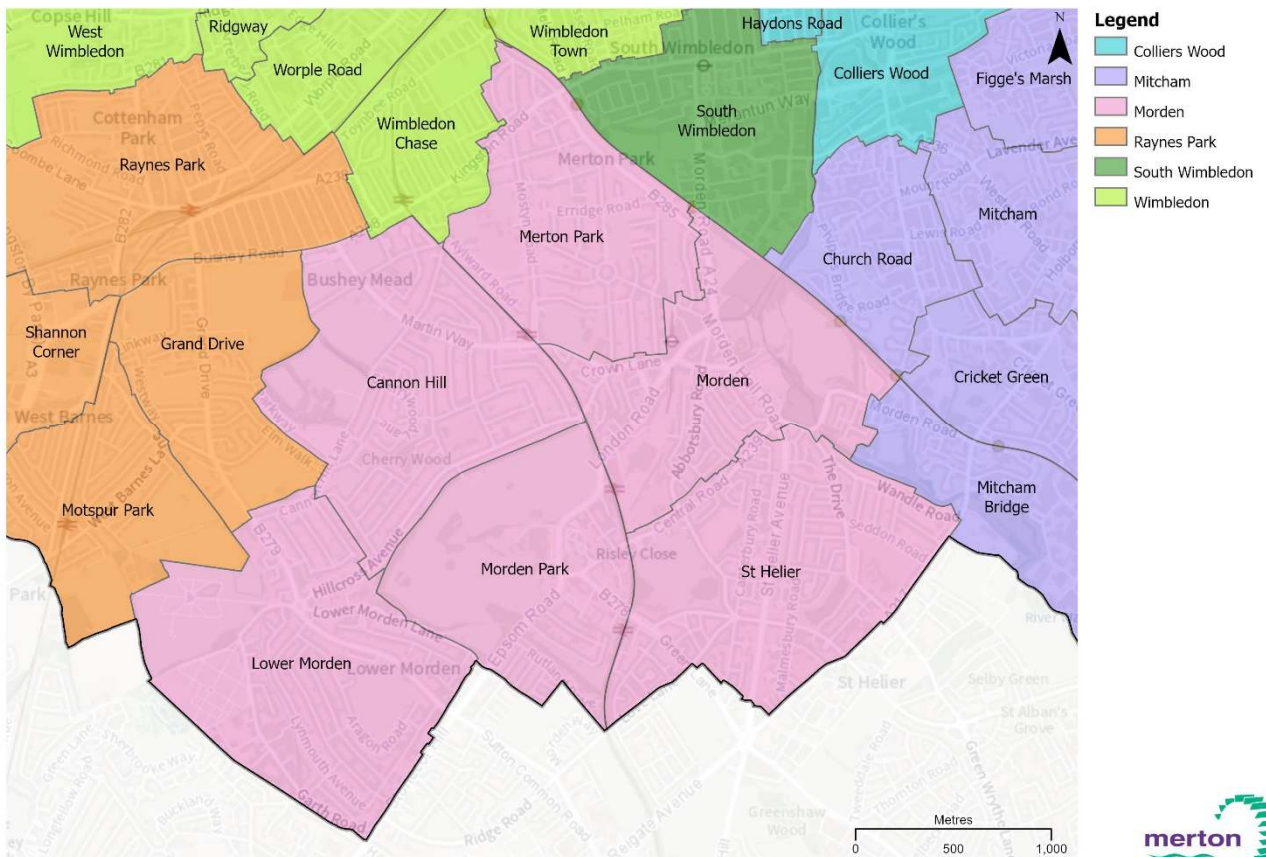
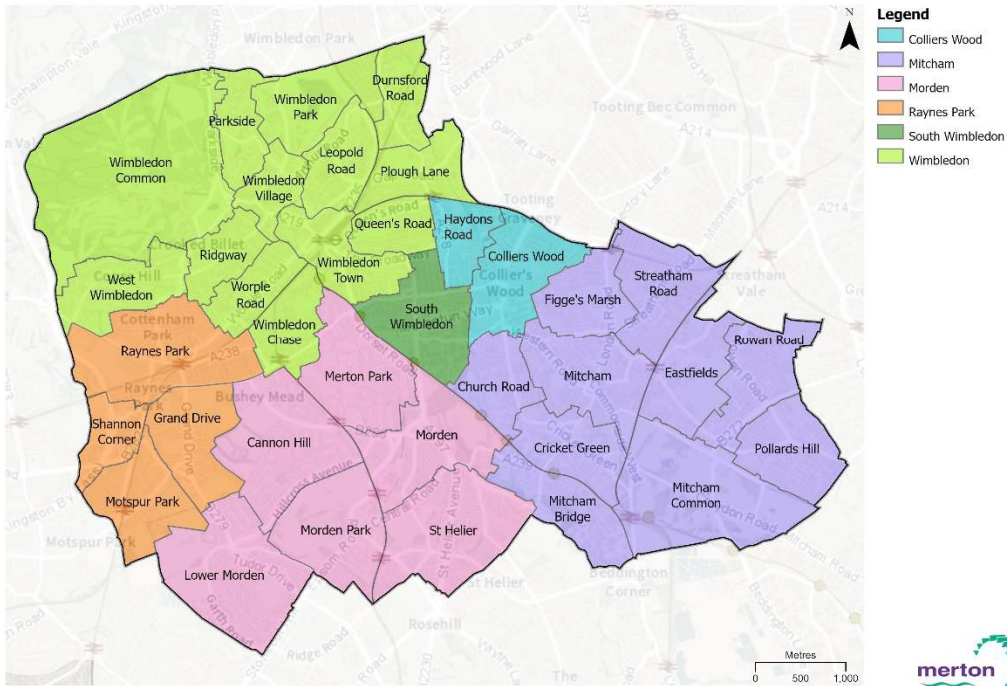


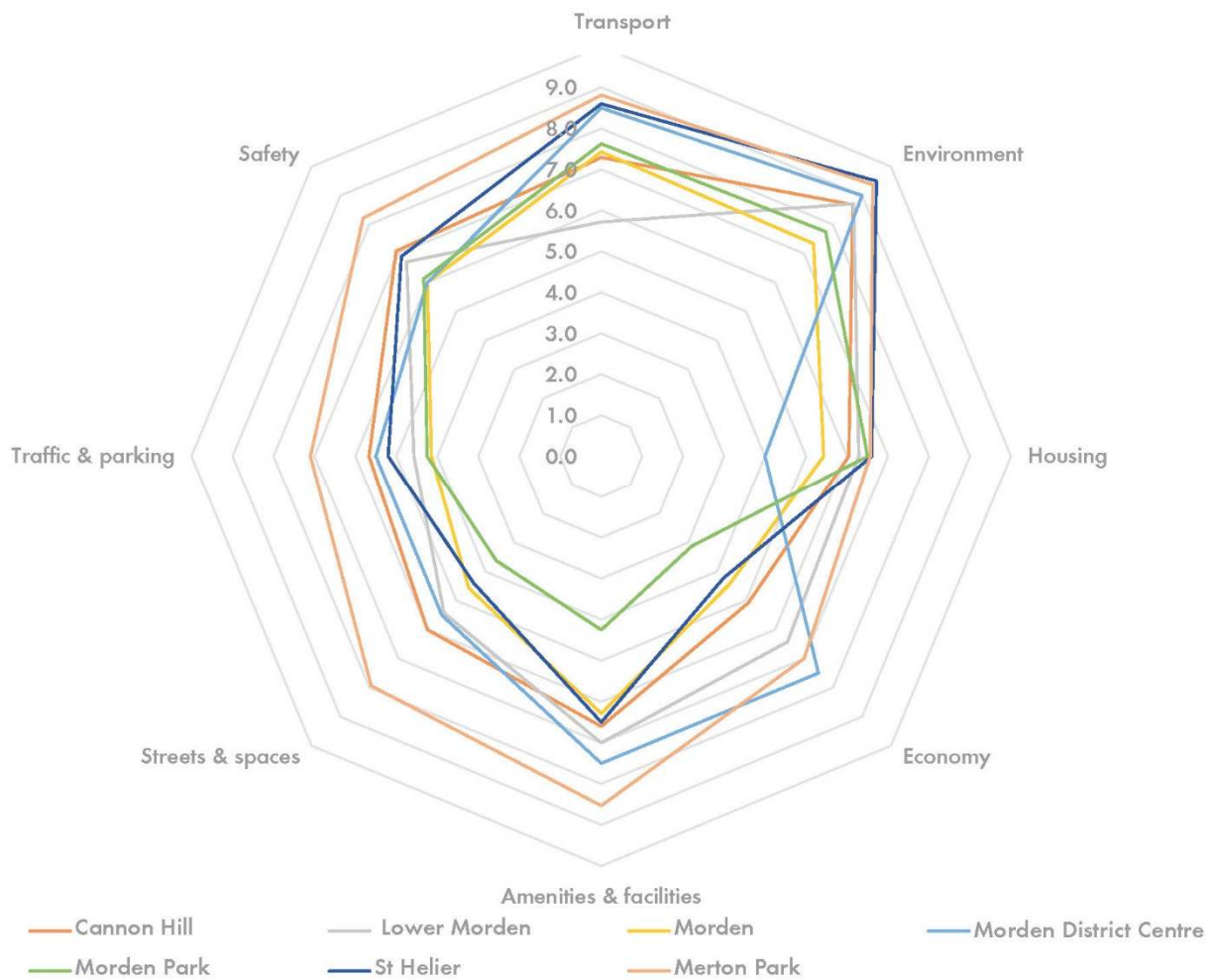


## CHAPTER 05. MORDEN



## PLACE PROFILE: MORDEN

As part of the Borough’s ongoing Character Study, 415 Merton residents took part in an online public survey, of which 91 people live in Morden. The diagram below highlights how people felt about their neighbourhood based on a series of questions asked. This work was also used to inform Merton’s Borough Character Study 2021.



Results from residents of Morden rating their neighbourhood

## KEY OBJECTIVES: MORDEN

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



### **Providing more high quality homes**

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



### **Diversifying and supporting retailers**

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



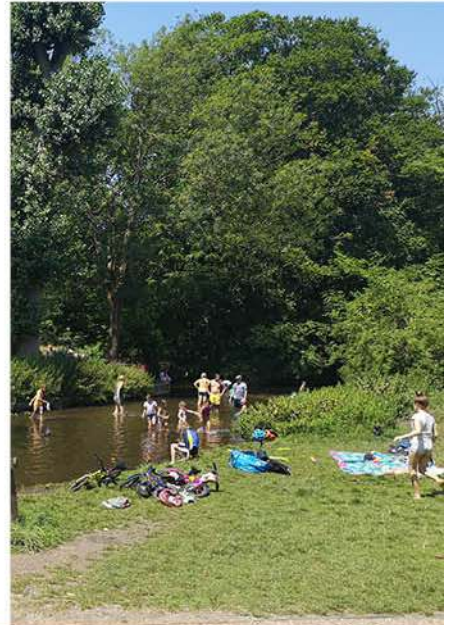
### **Improving public space**

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

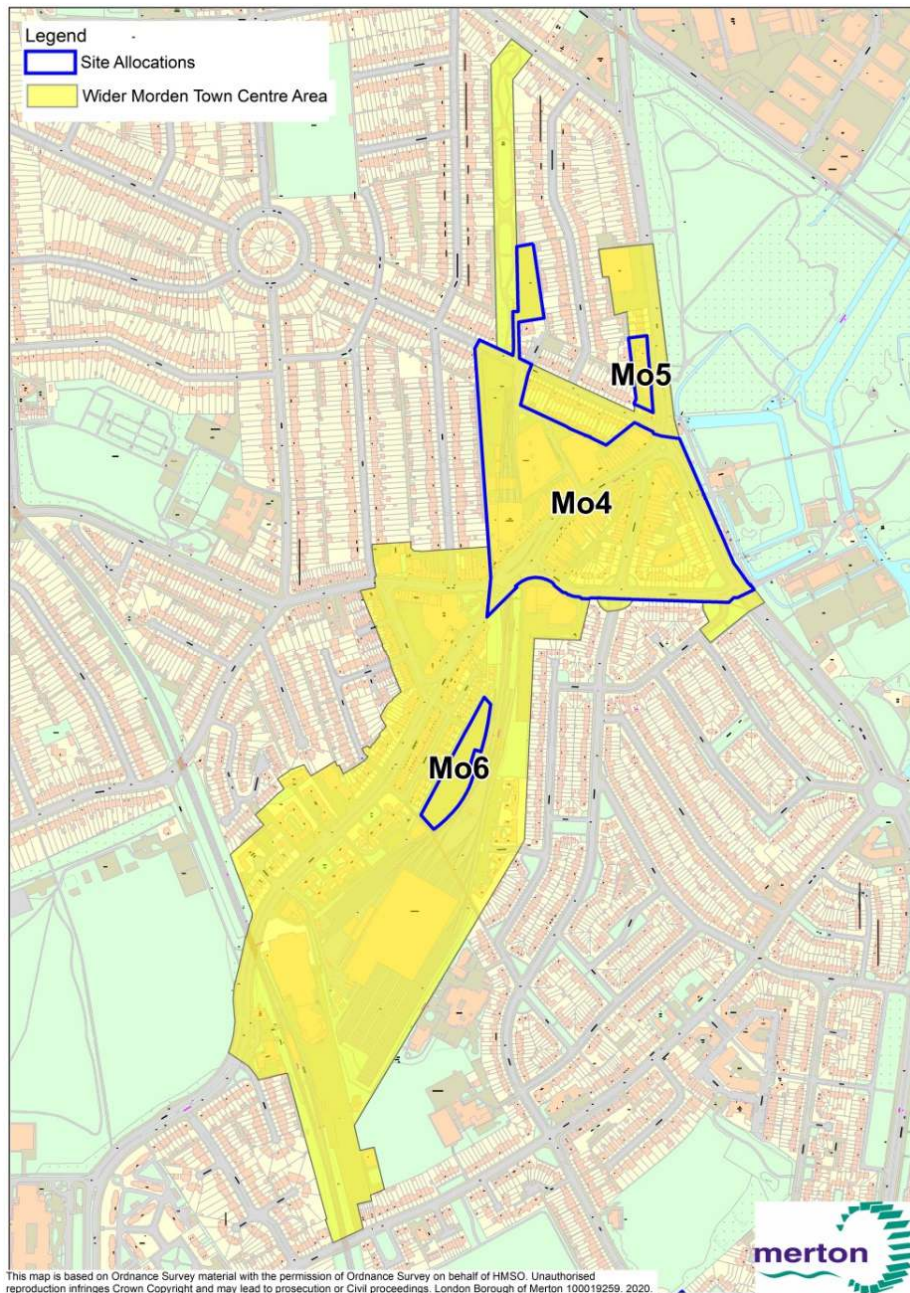
## CHARACTER: MORDEN

These photos illustrate the diverse character found across Morden.





**MORDEN: POLICY N5.1**



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

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

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

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

- a. The comprehensive regeneration of the Morden Regeneration Zone (Site Mo4), to optimise the delivery of new homes (including affordable homes), improve the street scene and public realm, make it easier for all to get around, and support businesses and other appropriate uses within the Morden Regeneration Zone. Proposals that assist the delivery of comprehensive regeneration as described in this policy and Site Allocation Mo4, will be supported.
- b. Improving the appearance, user experience and air quality of Morden by relocating the bus stands outside Morden underground station away from their current location to help create healthier streets and a welcoming public space outside the Morden underground station entrance.
- c. Incorporating a range of appropriate public spaces and streets within the Morden Regeneration Zone that enhance accessibility through the Wider Morden Town Centre Area, with pedestrians and cyclists as the priority.
- d. Incorporating green infrastructure that contributes to improved drainage, air quality and the creation of green links through the Morden Regeneration Zone and the Wider Morden Town



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

## JUSTIFICATION

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

### Character

- 5.1.4. The character of Morden town centre has eroded over time, but it still clearly has Inter-War characteristics with an Art Deco theme; the underground station building being a significant building from that era and the theme evident in the white rendered shop facades and stone corner buildings of the shopping parades. It is important that new development celebrates, develops and strengthens this physical character, but without necessarily copying it unimaginatively.
- 5.1.5. In terms of activity, Morden town centre is a busy transport interchange and the civic focus of the borough. The town centre also has a broad range of shops, cafes and restaurants. Although this adds to its diversity and distinctiveness, it is undermined by the intrusive road layout, busy traffic and visual dominance of buses. These issues need to be addressed in order to enable the town centre to develop and flourish as a modern centre, and to re-energise as a distinct District Centre.

## Background

- 5.1.6.** In 2009 the 'moreMorden' vision was endorsed by the Council following the first of numerous subsequent rounds of public consultation. The aim of this document was to support Morden in becoming a more sustainable town centre, including an emphasis on Morden as an important transport node and supporting a renewed sense of civic pride. This aim has been captured in Local Plan documents thereafter.
- 5.1.7.** Significant progress was made in 2015 when Transport for London, a major landowner within Morden town centre, identified the Morden underground station site as one of its priority development sites and when the Mayor of London announced Morden as one of the GLA's Housing Zones.

## Strategic Development Framework

- 5.1.8.** In 2018 Merton Council and Transport for London jointly appointed consultants to carry out all the necessary due diligence studies, including architects Hawkins Brown, to develop a Strategic Development Framework (SDF) for the regeneration of the Morden Regeneration Zone.
- 5.1.9.** The Strategic Development Framework defines:
- Why the regeneration of Morden Town Centre is necessary and important (the 'Vision').
  - What the project should seek to deliver (the 'Project Objectives').
  - How the project should be delivered in terms of methods and approaches (the 'Delivery Principles'); and
  - Where various elements of the regeneration scheme should be located and connected as part of a broader master plan (the 'Spatial Principles').
- 5.1.10.** These elements are not meant to be prescriptive, but they set out a framework for project delivery at a high strategic level in order to provide a clear but flexible way forward and ensure that the regeneration is delivered in line with stakeholder expectations.
- 5.1.11.** The SDF will inform the procurement of a development partner who will help to deliver the regeneration within the Morden Regeneration Zone.

## Opportunity Area

**5.1.12.** The Wider Morden Town Centre Area is within an Opportunity Area as designated in the London Plan 2021. We will produce an Opportunity Area Planning Framework which will include the significant contribution that the Wider Morden Town Centre Area will make towards the Opportunity Area's target to accommodate 5000 new homes and 6000 new jobs.

## The need for comprehensive regeneration

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

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

**5.1.15.** Within the Morden Neighbourhood there is a variety of family sized dwellings, with a limited number of smaller dwellings and flats, particularly within close walking distance to the underground station. The Morden Regeneration Zone provides the opportunity to respond to this need and create a broader range of housing types and tenures. This will also have a significant effect on the types of shops and businesses that will be attracted to the area and is important in enhancing the vibrancy, vitality and economic success of the town centre – helping it to rejuvenate in a sustainable manner that is robust enough to deal with future change.

**5.1.16.** The housing policies in this Local Plan provides details on Merton's housing targets for the plan period. As illustrated in the SDF, the Morden Regeneration Zone represents an ideal opportunity to provide circa 2,000 units towards meeting this target, the largest single development opportunity in Merton. This is in addition to a number of other small sites identified as Site Allocations within the Morden Neighbourhood.

**5.1.17.** Within the Wider Morden Town Centre Area, the provision of adaptable housing will be

sought, namely homes that can adapt internally to the changing circumstances of their occupants, which requires well thought out, flexible internal layouts as per the Mayor's Design Guidance. Mixed tenure and a range of dwelling types, along with modern flexible business spaces, will create a mixed community that responds to housing, business and leisure needs and creates a vibrant and diverse community that is robust in times of change and has appropriate protection against decline.

**5.1.18.** As Merton Council and TfL (Transport for London) both own a significant portion of land within the Morden town centre, they both have a major role to play in enabling and delivering change within the town centre, particularly within the Morden Regeneration Zone. There are also multiple other land ownership interests within the Morden Regeneration Zone and a land assembly strategy will be required to ensure that the site can be developed in a comprehensive manner, to avoid fragmented development and suboptimal densities in this highly accessible location.

**5.1.19.** A plan-led approach, as set out in the SDF, is required to enable the delivery of a regenerated town centre with circa 2,000 homes and to ensure that the Morden Regeneration Zone provides the economic, environmental and social benefits for the local community. This plan-led approach may take the form of a masterplan, supplementary planning document or an outline planning application.

**5.1.20.** The part of the Wider Morden Town Centre Area that is outside the Morden Regeneration Zone, is the area for incremental change, where the design and layout of public realm and streetscape is to be actively co-ordinated by the council, so that the Morden Regeneration Zone sits well within the local context.

### **Healthy Streets Approach: transport, accessibility and public realm**

**5.1.21.** The Mayor's aim for 2041 is for 80 per cent of Londoners' trips to be on foot, by cycle or by using public transport and for all Londoners to be able to undertake at least the 20 minutes of active travel each day required to stay healthy. High quality public spaces can support this and the SDF demonstrates how the Healthy Streets Approach could be delivered within a regenerated Morden town centre.

**5.1.22.** TfL has identified their land around Morden underground station as one of their major

potential development opportunity sites, recognising the benefits that such a development can bring through improvements to the existing transport infrastructure, to help meet the Mayor's Healthy Streets Approach.

- 5.1.23.** The current location of the bus standing facilities directly outside the underground station creates a poor user experience and has a negative impact on air quality in Morden. One of the key aims of the comprehensive redevelopment of the Morden Regeneration Zone is to relocate the bus standing facilities away from their current location. Suitable alternative bus standing and stopping facilities will need to be agreed and provided as part of the plan-led approach to the regeneration of the town centre.
- 5.1.24.** The dominance of the road and traffic network throughout Morden results in a poor experience for pedestrians and cyclists and negatively impacts on public realm. As such, there is a need for improvements to ensure that pedestrians are given a greater priority, including a legible station forecourt that facilitates improved movement. Creating a safer, more attractive pedestrian environment to encourage the high levels of commuter footfall to linger, is also key to invigorating the local economy. These matters, including the opportunity to review the Transport for London Road Network (TLRN) and potential removal of the gyratory, have been captured in the SDF, which incorporates the Healthy Streets Approach.
- 5.1.25.** TfL's Sutton-Link project, which proposes the extension of the tram network between Merton and Sutton, has been paused as it has not proved possible to identify the funding needed to deliver the scheme. If circumstances change and new funding opportunities emerge then the case for taking the scheme forward will be reviewed. The preferred route runs within 400m from the Morden Regeneration Zone (i.e. at the Central Road roundabout). We will continue to work with Transport for London and others to provide good links between the Wider Morden Town Centre Area, the tram and the underground.
- 5.1.26.** Urban layouts should be based on a permeable and easily navigable network of recognisable streets, routes and spaces that link in seamlessly with surrounding development and facilitate walking, cycling and use of public transport. Streets that are easy to navigate are easy to understand and remember and make places comfortable and attractive. A network of connected streets with clear wayfinding usually enables shorter journeys and more convenient routes that are realistic to walk or cycle.

- 5.1.27.** This has important implications for the design, appearance and use of buildings and where they are located in relation to each other. Morden station is a key landmark building and should remain a visual focal point in the town centre. The current office building above it could be greatly enhanced to improve its relationship to this locally listed building.
- 5.1.28.** Potential solutions to these urban design matters and indicative details of a potential hierarchy of streetscapes for Morden town centre are set out in the SDF.

### **Incorporating green Infrastructure**

- 5.1.29.** Morden already benefits from a number of large green spaces on its periphery. Connectivity can be improved between the town centre and the surrounding neighbourhoods and local parks, through establishing a network of green spaces that range in scale and form, to incorporate a variety of uses that cater for people of all ages.
- 5.1.30.** The consultation responses indicate that while residents appreciate and frequently use the nearby parks, additional wayfinding features would help to promote these spaces to visitors. The addition of spaces, which include features such as benches and public seating areas, to enable rest and relaxation throughout the town centre, was also identified as a necessity.
- 5.1.31.** Combined with a reduction in vehicular through traffic, these spaces can reawaken the garden city principles which inspired the initial growth of Morden and prioritise people before the road network. Appropriate planting can enhance biodiversity, reduce noise, provide urban microclimate enhancements, improve air quality and provide delightful routes and soft landscaped areas. The orientation of buildings should maximise daylighting on these areas and reduce wind levels to encourage active travel and outdoor activities.

### **Tall buildings and sensitive edges**

- 5.1.32.** The introduction of higher density development within in the Wider Morden Town Centre Area and in particular within the Morden Regeneration Zone, will help to meet the need for additional and mixed housing in the area and will promote a more balanced and cohesive community. The additional population within the town centre will make existing businesses and services more viable and help sustain more facilities in the future,

including the potential to develop a night time economy.

- 5.1.33.** Tall buildings that meet the requirements in policy D5.6, are considered appropriate as part of the regeneration and intensified use of the highly accessible land within the Morden Regeneration Zone and in limited locations, were demonstrated to relate well to the surrounding context, on sites within the Wider Morden Town Centre Area that are in close proximity to the Morden Regeneration Zone. Opportunities exist to use tall buildings to enhance the image of Morden, creating gateways to the centre and landmarks in key locations that add character and legibility.
- 5.1.34.** The scale of existing buildings with the suburban Morden Neighbourhood, which surrounds the Wider Morden Town Centre Area, is predominantly two storeys in height and therefore the distribution of new height and density should be located to respond to the height of the existing properties and to minimise undue impact on these properties.
- 5.1.35.** The Morden Town Centre Visual Impact Assessment (2020) and the Morden Town Centre Heritage Review (2020) use an indicative 3D model of the SDF to respectively assess potential, height, massing and bulk impacts, and potential impacts on the settings of Heritage Assets, from a selection of viewpoints. Where appropriate, these documents also propose mitigation measures for future detailed development proposals.
- 5.1.36.** In accordance with policies D5.6 ‘Tall buildings’ and D5.5 Managing heritage assets’, development proposals will be required to provide comprehensive townscape appraisals and visual assessments to ensure that any tall buildings are located appropriately and relate well to the surrounding context and public realm, particularly at street level, and conserve and where appropriate enhance the local heritage assets. A plan-led approach will ensure that any tall buildings within the Morden Regeneration Zone are sensitively designed and appropriately located, and on sites within the Wider Morden Town Centre Area that are outside but in close proximity to the Morden Regeneration Zone, we will actively co-ordinate the details of proposed tall buildings on a case by case basis with reference to the numerous criteria in policies D5.1 – D5.6.

### **Creating a vibrant town centre**

- 5.1.37.** Town centres are by definition where a range of different activities come together, which bring in a large number of people to work, live, shop and be entertained. This mix of



uses is what makes town centres special however, today it is more important that town centres trade on their strengths and unique identities in a more sustainable manner to compete with, and complement, other town centres. In addition to providing a vibrant range of services, town centres need to supplement and enhance this offer.

- 5.1.38.** Analysis of the town centre undertaken by Hawkins Brown for the SDF, indicates that 65% of all businesses in the district centre are small independents, with more than half of all premises being retail shops. Pop-up street surveys and discussions with members of the local community indicate that future desired uses in the town centre include night-life, restaurants, cafes and cultural events, with a general wish for more diversity and a variety of independent shops.
- 5.1.39.** The Morden Regeneration Zone Site Allocation Mo4 includes a large part of the Morden District Centre, as identified the London Plan. While the existing retail units are heavily utilised, consultation responses have highlighted that the current mix of retail does not meet the needs of the residents. 95% of respondents agreed that there is a need to provide more opportunities in Morden for the community to meet, socialise and make better use of their town centre through provision of attractive, safe and accessible public spaces and community, social, leisure and cultural facilities.
- 5.1.40.** 96% of respondents also agree that the quantity and quality of commercial, residential and leisure uses should be improved in Morden, with a range of uses which are appropriate for a District Centre.
- 5.1.41.** Future development proposals in Morden should therefore respond to the needs of the residents, the daily users of the centre, and those who pass through as commuters. This is essential to ensure that Morden transforms into a place that people will want to visit as a destination. Proposed development in Morden should be of a flexible design to adapt to change over time and buildings should be designed for a long lifespan - being suitable for a number of uses over time. This is particularly relevant for commercial and retail premises in town centres.
- 5.1.42.** The creation of a resilient and exciting high street is key and it should be flexible enough to accommodate change in approaches to retail, leisure and working. With the traditional high street retailers affected by online trading, Morden must look to new uses that will enliven the high street and help to create a vibrant night time economy.

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- 5.1.43.** The provision of new employment opportunities in the centre will also contribute to the economic sustainability of Morden as a whole aligning with the Economic Development policy Ec 7.1.
- 5.1.44.** As detailed in policy Ec 7.5, Morden town centre will change with regards to the range of shops and other town centre and leisure uses but is unlikely to have a significant increase in the quantum of retail space to be provided.
- 5.1.45.** The new Morden Leisure Centre that opened in November 2018 is located less than 1 mile to the south of the site and provides modern leisure facilities within the setting of Morden Park for those who live and work in Morden. Morden Hall Park, to the east of the town centre also provides a variety of leisure, community and cultural facilities. The regeneration of the town centre provides an opportunity for improved linkages between the transport facilities and the park.
- 5.1.46.** Morden Road Clinic has also been identified by the NHS (National Health Service) as a site allocation (Mo5). As this site is located within the Wider Morden Town Centre Area, there may be an opportunity to relocate the health centre elsewhere within Morden town centre to provide a modern, fit for purpose facility that meets the needs of the future population.

### **Decentralised energy**

- 5.1.47.** In accordance with the London Plan, all major developments, such as that proposed within the Morden Regeneration Zone, are expected to follow the energy hierarchy and associated targets to be net zero-carbon. Refer to the Sustainable Design and Construction policies CC8.10 - 15 for further details on reducing energy use, maximising low carbon energy generation and standards on sustainable design and construction.
- 5.1.48.** Decentralised energy is produced close to where it will be used and distributed by a network of underground pipes. We continue to explore how local heat and power can be generated and distributed around the borough using district heat networks.
- 5.1.49.** Further investigative work will be required alongside the redevelopment of Morden town centre, to ensure that the technical details, viability and phasing is further explored and aligned as part of the comprehensive regeneration.

## The Morden Neighbourhood

- 5.1.50.** It is important to enhance Morden's suburban character whilst also encouraging development and regeneration in appropriate and highly accessible locations in the borough. While the central heart of Morden has been identified as an appropriate location for intensified development, it is also essential to ensure that the surrounding suburban areas that lie within the Morden Neighbourhood, are respected for their low density, local suburban character and green spaces. Development at the perimeter of the Morden Regeneration Zone and the Wider Morden Town Centre Area are to be respectful of these sensitive edges, to ensure neighbouring occupiers are not unduly adversely affected, and that green and blue infrastructure links and active travel links are enhanced.
- 5.1.51.** Morden underground is the start of the Northern Line underground service provides that provides a direct link into central London and to the rail network locally and beyond via connections at Balham, Battersea and London Waterloo and London Kings Cross. Morden Underground already attracts and has further potential to attract users from a wide catchment area, particularly from the surrounding suburban residential areas to the south, such as Cannon Hill, Lower Morden, St Helier and Sutton that are poorly served by public transport.
- 5.1.52.** It is therefore vital that Morden is well connected to the surrounding neighbourhoods and beyond by a network of safe and convenient pedestrian and cycle routes.
- 5.1.53.** The on-street cycle stands in Morden are already well used and it is important that these facilities are retained and enhanced as part of any public realm improvement. There is also a requirement for a covered, secure and high-quality cycle parking hub that will better support commuters and travellers to park their bicycles for longer periods.
- 5.1.54.** Within the Morden Neighbourhood, areas such as Cannon Hill, St Helier and Lower Morden have parts that have poorer public transport accessibility and car dominance, which contributes to local congestion and air pollution. Where possible, and considering government's permitted development changes, we will work to protect and enhance local shopping facilities and key services and provide a good network of cycle and pedestrian routes in line with the 20-minute neighbourhood approach to ensure that householders have access to shops and services without the need to drive.

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- 5.1.55.** Residents value the verdant character of areas such as Merton Park, Cannon Hill, St Helier and Lower Morden that benefit from features such as grass verges, front gardens and street trees, which need to be protected and enhanced.
- 5.1.56.** Improvements will be sought for the transition from residential to the predominantly industrial uses within the Garth Road Industrial Estate, to ensure that the suburban character of the Lower Morden area is conserved and enhanced.

### **Delivering Morden**

- 5.1.57.** There is an opportunity to regenerate Morden town centre, with Merton Council and TfL together owning, controlling and managing a large portion of land, properties and the public realm within the Morden Regeneration Zone and the Wider Morden Town Centre Area.
- 5.1.58.** Extensive due diligence has been jointly undertaken by Merton Council and TfL, including viability assessments, soft market testing, engineering and technical constraints, a Strategic Development Framework with associated capacity testing, a retail impact assessment and rights of light analysis. This work has tested a variety of development options to demonstrate that, with the assistance of grant and investment funding, the Morden Regeneration Zone Site Allocation (Mo4) can be delivered.
- 5.1.59.** An appropriate land assembly strategy to facilitate the delivery of the comprehensive regeneration of Morden Regeneration Zone will need to be developed for this scheme which includes the possible use of compulsory purchase powers if considered necessary and appropriate.
- 5.1.60.** The Morden regeneration scheme has long received cross party support within Merton Council and has been a key development aspiration for a number of years. The partnership between the council and TfL (since 2015) has strengthened the potential for Morden to be developed comprehensively. This is to ensure that widespread change occurs to provide additional benefits that would otherwise not transpire if development came forward on a fragmented basis.
- 5.1.61.** Following on from the initial support by the GLA (Greater London Authority) in 2015, with the identification of Morden as one of London's Housing Zones and the inclusion of Morden town centre in an Opportunity Area in the London Plan 2021, the GLA

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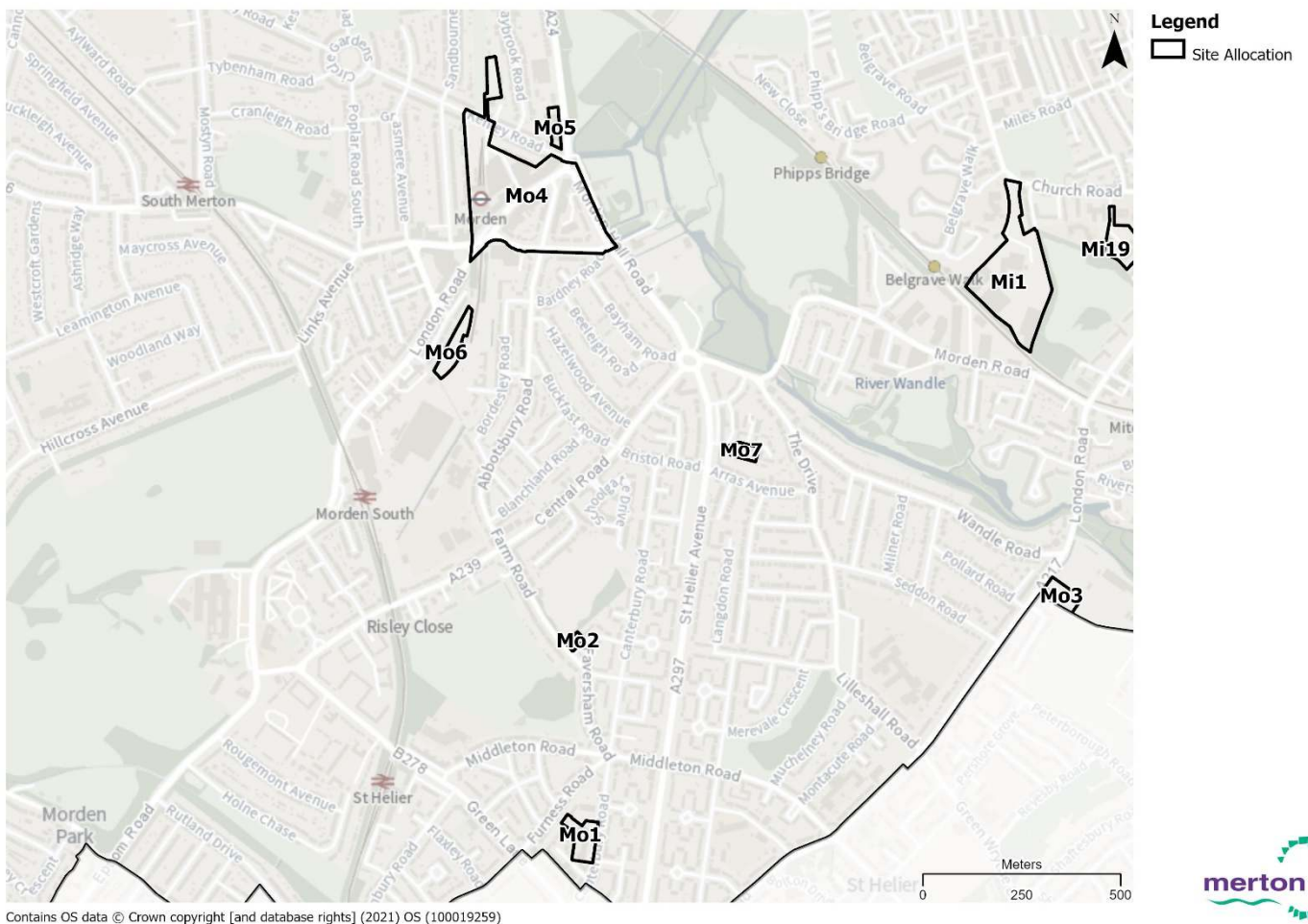
continues to recognise its significance as a development opportunity that can assist Merton in delivering its housing targets.

- 5.1.62.** Merton Council and TfL have agreed to procure a development partner to deliver the regeneration of Morden Regeneration Zone in accordance with a plan-led approach.
- 5.1.63.** The development is expected to be built out in a staged process to enable the town centre to function during any construction periods, to aid viability and to minimise the impact on the surrounding areas.
- 5.1.64.** The quantum and mix of affordable housing to be provided within each phase of development, will be an integral part of a scheme design and will be prepared in accordance with national, London-wide and local policy and guidance. A mechanism will be required to ensure that viability is kept under review.
- 5.1.65.** Planning obligations (also known as Section 106 agreements) and Community Infrastructure Levy (CIL) will be used to mitigate the impact of development and to ensure the delivery of key infrastructure.

## SITE ALLOCATIONS

Site Allocations are planning policies which apply to key potential development sites of strategic importance. Site Allocations are needed to ensure that when a strategic site comes forward for redevelopment it integrates well into its surroundings and contributes towards meeting strategic needs for new homes, jobs, public open space, public access routes, transport infrastructure and social infrastructure, such as health or education facilities.

Site Allocations set out the land uses that must be provided as part of any redevelopment alongside other acceptable land uses that may be provided in addition to the required land uses. Any development proposal for a Site Allocation will be determined against planning policies (including the London Plan).



**SITE Mo1:** Chaucer Centre Canterbury Road, Morden, SM4 6PX



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<b>Ward:</b> St Helier
<b>Site description:</b> The Chaucer Centre is a two-storey building used as a venue for training, meetings and conferences, for council staff and the Merton Music Foundation. North of the site is the Smart Centre, which is an education facility and a former nursery school building. The site is surrounded by two storey terraced houses. Access to the site is obtained from Canterbury Road.
<b>Site owner:</b> Merton Council
<b>Site area:</b> 0.63 ha
<b>Existing uses:</b> Training, meeting and conference centre.
<b>Site allocation:</b> Mixed-use residential and community uses such as clinics, health centres, crèches, day nurseries, day centre or solely residential, subject to the existing training facility being provided on a suitable site elsewhere within the borough.
<b>Site deliverability:</b> 5-10 years.
<b>Indicative site capacity (new homes):</b> 35 -65 new homes.
<b>Design and accessibility guidance:</b> In a mixed-use development, residential uses should be on upper floors. A mix of uses including residential will help the provision of modern community facilities on lower floors and create a more secure environment helping to minimise vandalism and crime.

We will require proposals to improve access to publicly accessible open space, either through design and public realm improvements, or by providing new publicly accessible open space on site, in accordance with the Green Infrastructure policies. The site is in an area identified as being deficient in access to public open space.

We will require on site provision in accordance with the infrastructure policies and London Plan- rea identified as being deficient in access to children’s play space for ages 0-4 years.

Development proposals will need to demonstrate that the scale and type of development is appropriate to the accessibility of the site by sustainable modes and will not result in a reliance on car journeys. Development proposals will need to maximise the potential to access the site by sustainable travel modes and mitigate potential parking, traffic and road safety impacts on neighbouring streets and local amenity.

Development proposals must protect and not unduly harm the residential amenity of those properties next 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 on portions of the north and west of the site.

**Infrastructure Requirements:**

Development proposals for this site must have regard to Merton’s Infrastructure Delivery Plan and Green Infrastructure Study 2020.

The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network.

SES Water has not identified any concerns about the water supply network infrastructure in relation to the development of the site. However, we strongly recommend that the developer engage with SES Water at the earliest opportunity to advise the developments phasing. We will need evidence of engagement with SES Water with any submitted planning application. Merton Council will also, engage with and seek from SES Water about the development of this site.

Thames Water has identified that the scale of development/s in this catchment is likely to require upgrades of the wastewater network infrastructure. It is recommended that the developer engage with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to engage with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be needed to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development> We will need evidence of liaising with Thames Water with any submitted planning application. Merton Council will also engage with and seek advice from Thames Water about the development of this site.

**The site location**

Impacts Listed Buildings or undesignated heritage assets.

No

Impacts a Conservation Area

No

Impacts an Archaeological Priority Area

No

Impacts a Scheduled Ancient Monument

No



Impacts on flooding from all sources.	Yes, susceptible to surface water flooding.
Is in a town centre.	No
Is in an Opportunity Area	No
Impacts a designated open space.	No
Impacts on ecology designation.	No
Public Transport Accessibility Level (PTAL)	PTAL 3, moderate access to public transport.

**SITE Mo2:** Farm Road Church, Farm Road, Morden, SM4 6RA



<b>Ward:</b> St Helier
<b>Site description:</b> The site is located on the corner of Combermere Road and Farm Road, with frontage onto both streets. To the northwest of the site is Merton College Playing Fields and The Cottage associated with it. To the northeast of the site are the terraced houses at Combermere Road. The surrounding area consists of two storey terraced housing built in the 1920s and 1930s.
<b>Site owner:</b> Merton Council
<b>Site area:</b> 0.12ha
<b>Existing uses:</b> Former church (unused for approx. 7-8 years) and associated building: vacant.
<b>Site allocation:</b> Residential.
<b>Site Deliverability:</b> 0-5 years.
<b>Indicative site capacity (new homes):</b> 14- 18 new homes.
<b>Design and accessibility guidance:</b> Development of the site provides an opportunity to supply new homes by bringing back this under used brownfield site and create new active frontages along Farm Road and Combermere Road.  Development proposals will need to protect and not unduly harm the amenity of neighbouring residential occupiers and the character of the area.  Proposals must mitigate and manage the impacts of parking on the neighbourhood and the local amenity.

On 16 July 2020 Merton's Planning Applications Committee resolved to grant planning permission for the development of 18 homes on the site, subject to the completion of an enabling agreement and conditions.

**Infrastructure Requirements:**

Development proposals for this site must have regard to Merton's Infrastructure Delivery Plan.

This site is in an area identified as being deficient in access to nature. We will require proposals to alleviate this deficiency in accordance with the Green Infrastructure policies.

The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network.

SES (Sutton and East Surrey) Water has not identified any concerns about the water supply network infrastructure in relation to the development of the site. However, we strongly recommend that the developer liaise with SES Water at the earliest opportunity to advise the developments phasing. We will need evidence of liaising with SES Water with any submitted planning application. Merton Council will also, liaise and seek from SES Water about the development of this site.

Thames Water has identified that the scale of development/s in this catchment is likely to require upgrades of the wastewater network infrastructure. It is recommended that the developer engage with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to engage with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be needed to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development> We will need evidence of engagement with Thames Water with any submitted planning application. Merton Council will also engage with and seek advice from Thames Water about the development of this site.

**The site location**

Impacts Listed Buildings or undesignated heritage assets.	No
Impacts a Conservation Area	No
Impacts an Archaeological Priority Area	No
Impacts a Scheduled Ancient Monument	No
Impacts on flooding from all sources.	No
Is in a town centre.	No
Is in an Opportunity Area	No
Impacts a designated open space.	Yes. The site adjoins the former Merton College Playing Fields and is near to the Morden Recreation Ground.
Impact on ecology designation	Yes. The southern part of the site is close to Site of Natural Conservation (SINC) and a Green Corridor.
Public Transport Accessibility Level (PTAL)	PTAL 1a to 2, poor access to public transport.



**SITE Mo3:** Imperial Sports Ground Tooting and Mitcham Hub, Bishopsford Road, Morden, SM4 6BF.



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**Ward: Ravensbury**

**Site description:**

The site is a slightly raised field with road frontage onto Bishopsford Road (A217). To the northeast of the site are the artificial grass pitches associated of the Tooting and Mitcham Football Club and other associated pitches and sports buildings. South of the site is Poulter Park and along the southwest boundary of the site, which is also the borough boundary with the London Borough of Sutton, is a vehicle access road to Poulter Park and the dwellings within Bishopsford House, and beyond the road are the rear gardens of dwellings on Hillfield Avenue.

**Site owner:** Tooting and Mitcham Sports and Leisure Ltd.

**Site area:** 0.47ha

**Existing uses:** Field

**Site allocation:** Intensification of sporting activity on the wider Tooting and Mitcham Hub site may be supported by enabling development on this site subject to meeting planning policy, evidence and consultation. Any enabling development would be expected to directly fund long-term capital investment in sporting facilities on Tooting and Mitcham Hub.

**Site deliverability:** 0-5 years.

**Indicative site capacity (new homes):** 60-77 new homes.

**Design and accessibility guidance:**

To be considered as enabling development for the Tooting and Mitcham Hub, any proposals for residential development would be expected to clearly prove how and when they would directly deliver capital investment in Tooting and Mitcham Hub's sporting provision. This could be by considering both in a single planning application with a single legal agreement to secure the enabling investment.

Due to the nature of this site, a high-quality design will be needed to complement the sensitive setting. Development proposals need to be designed to minimise their impact on the openness of the Metropolitan Open Land and to enhance the nature conservation value of the green corridor.

As an Agent of Change, the enabling residential development needs to be designed and built to minimise the impact for new occupiers, and to ensure that the established noise generating sporting venues are still viable and can continue and/or grow without unreasonable restrictions being placed on them.

Potential parking, traffic and road safety impacts on neighbouring streets and local amenity, will need to be mitigated.

Proposals that include residential dwellings, which is defined as More Vulnerable development, would only be allowed in Flood Zone 3 (along the northern edge of the site) where it can be demonstrated that the Exception Test is satisfied:

1. that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk,
2. that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall.

To satisfy the requirements of the Exception Test and to mitigate the flood risk, development proposals need to incorporate the recommendations in Merton's Strategic Flood Risk Assessment.

On 20 August 2020, Merton's Planning Applications Committee resolved to grant planning permission for the development of 77 homes on the site, subject to the completion of a S106 legal agreement and conditions. This application is considered to be of potential strategic importance and therefore, as part of Stage 2 of the referral process, the Mayor of London now has to make a decision to allow the Planning Applications Committee decision to stand, to direct refusal, or to take over the application, thus becoming the local planning authority.

**Infrastructure Requirements:**

Development proposals for this site must have regard to Merton's Infrastructure Delivery Plan.

The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network.

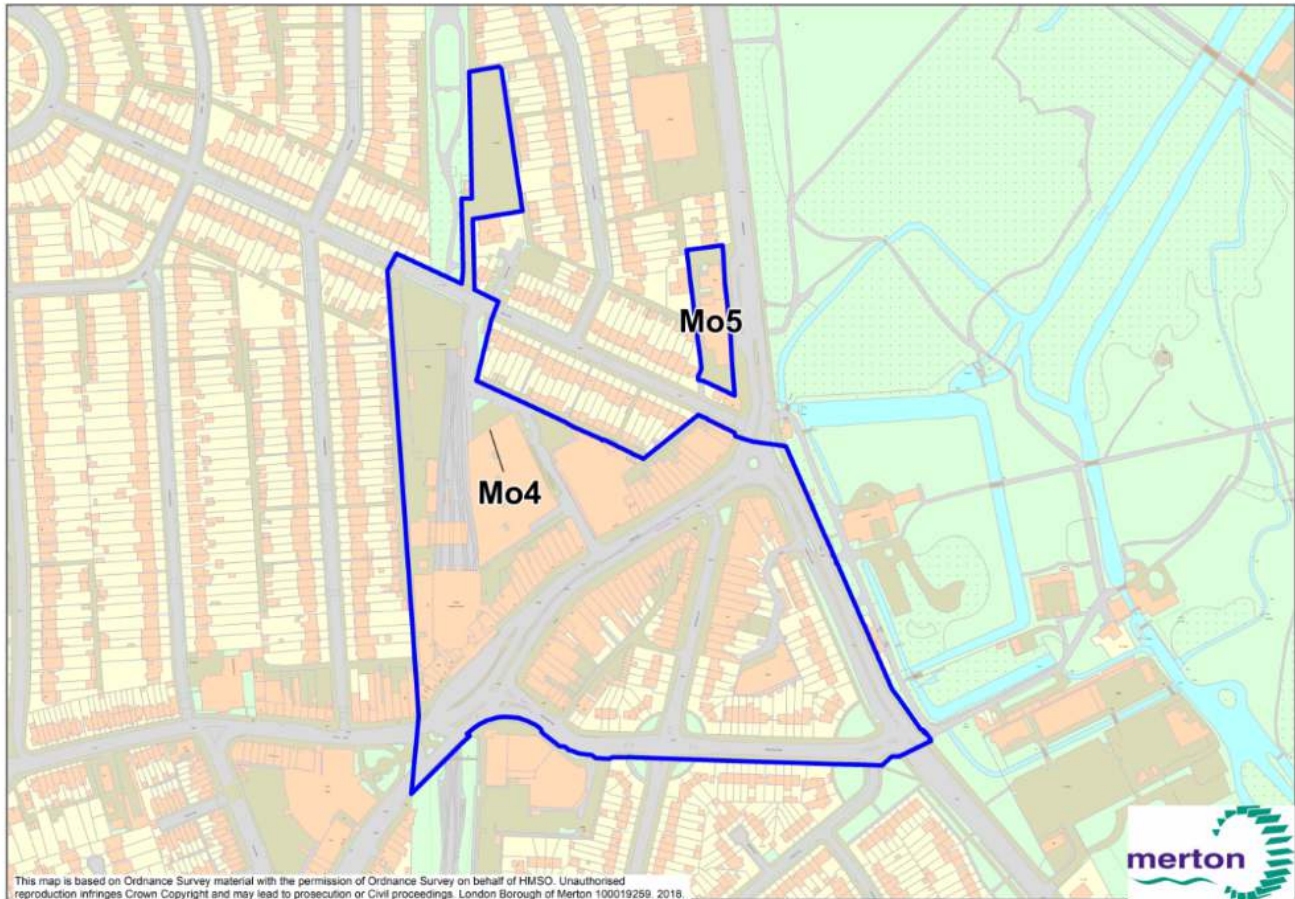
Any development proposals for this site, is expected to provide urban greening on site and consider its relationship with the Wandle Valley Regional Park in terms of visual, physical and landscape links, ensuring that the development positively enhances accessibility to the park. We will require these details to be shown in a Design and Access Statement or Landscaping Plan submitted with any planning application.

Thames Water has identified that the scale of development/s in this catchment is likely to require upgrades of the wastewater network infrastructure but does not envisage any infrastructure concerns about the water supply network infrastructure. It is recommended that the developer engage with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to engage with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be needed to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development> We will need evidence of engagement with Thames Water with any submitted planning application. Merton Council will also engage with and seek advice from Thames Water about the development of this site.

**The site location**

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

## Site Mo4: Morden Regeneration Zone



**Ward:** Merton Park, Ravensbury and St Helier.

**Site description:** The site (regeneration zone) includes:

- Kenley Road carpark.
- Morden underground station and bus interchange.
- London Underground Limited (LUL) staff car park and operating facilities to the rear of the underground station.
- Morden station car park.
- Retail, office, commercial and community uses along London Road, Aberconway Road and Abbotsbury Road.
- Residential flats and houses along London Road, Aberconway Road, Abbotsbury Road and Morden Hall Road.
- Public and adopted highway; - Public realm, footways and public access ways; and
- Light industrial uses off Morden Hall Road.

The ground floor of the Morden underground station is a locally listed building.

The proposed site is surrounded by the open spaces of Morden Hall Park to the east and Kendor Gardens to the north, 2 storey residential and commercial uses to the south, north and west and the 15-storey Merton Civic Centre to the south-west.

**Site owner:** Multiple landowners including Transport for London, Merton Council and private owners.

**Site area:** 8.4ha



**Existing uses:** A mixture of town centre type uses, including retail, office, light industrial, transport infrastructure, public realm, residential, community and leisure and sui generis uses.

**Site allocation:** Mixed retail, office, commercial (including restaurants/cafes), community use (including health centre), transport infrastructure, public realm and residential.

**Site deliverability:** Commencement within 5 years and delivery in phases within 10-15 years.

**Indicative site capacity (new homes):** circa 2000 new homes.

**Morden Regeneration Zone site vision:**

The regeneration vision seeks to take the opportunity to enable large-scale development in Morden town centre, which will secure economic, environmental, and social benefits in accordance with the London Plan. The following are opportunities that could be brought forward on the site through comprehensive regeneration:

1. The delivery of an appropriate mix of retail, office, commercial, community and leisure use, including night-time uses, improved transport infrastructure and public realm, and a significant quantity of new residential development (circa 2,000 units).
2. Comprehensive regeneration of the site, to optimise the delivery of new homes, improve the street scene and public realm, make it easier to get around, and support businesses and other appropriate town centre uses.
3. Transforming the appearance and user experience of Morden by relocating the bus stands away from their current location and creating healthier streets and a welcoming public space outside the Morden underground station entrance.
4. A range of appropriate public spaces and streets that enhance accessibility through the Wider Morden Town Centre Area with pedestrians and cyclists as the priority.
5. Incorporating green infrastructure and where appropriate, contributing to the creation of green links through the Wider Morden Town Centre Area and its surrounding open spaces.
6. The use of tall buildings where appropriate in order to optimise development that relates well to the surrounding context and public realm, particularly at street level.
7. The provision of an appropriate mix of retail, office, community and leisure uses, including night time uses, which provide an appropriate level of active frontage.
8. The delivery of low carbon district heating within the Morden Regeneration Zone and opportunities to link to the wider area.

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

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

All proposals within the Morden Regeneration Zone are expected to support the above vision and to assist with the delivery of comprehensive regeneration, which realises the full potential of this highly accessible town centre site.

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

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

In accordance with a plan-led approach, taller buildings would be acceptable in this town centre site, to ensuring the best use of this land that benefits from excellent public transport accessibility. Tall

buildings must however relate well to the surrounding context and public realm, particularly at street level and must be informed by a comprehensive townscape appraisal and visual assessment.

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

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

Development proposals need to include a healthy, accessible public realm that will also deliver air quality improvements. Proposals therefore need to provide a high-quality public realm outside the underground station. Proposals needs to include:

- suitable alternative bus standing and stopping facilities;
- High quality pedestrian and cycle routes that link to the wider suburban neighbourhoods
- cycle storage including a high quality, conveniently located and publicly accessible cycle hub that provides secure, covered cycle storage for travellers and commuters;
- appropriately managed and sustainable car parking, freight delivery and traffic flow solutions.

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

We will require proposals to improve access to publicly accessible open space, either through design and public realm improvements, or by providing new publicly accessible open space on site, in accordance with the Green Infrastructure policies. Part of this site is located in an area identified as being deficient in access to public open space

We will require on-site provision of play space in accordance with the infrastructure policies and London Plan. This site is an area identified as being deficient in access to children's play space for ages 0-4 years.

### **Infrastructure Requirements:**

Development proposals for this site must have regard to Merton's Infrastructure Delivery Plan and Green Infrastructure Study 2020.

Developers should engage at an early stage with the owners of the Morden Road Clinic and Morden Hall Medical Centre (Site Mo5), as the Morden Regeneration Zone development is likely to trigger a need for a health infrastructure contribution whilst also presenting an opportunity for the delivery of a modern replacement medical facility within Morden Regeneration Zone boundary.

The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network.

Any development proposals for this site, is expected to provide urban greening on site and consider its relationship with the Wandle Valley Regional Park in terms of visual, physical and landscape links, ensuring that the development positively enhances accessibility to the park. We will require these details to be shown in a Design and Access Statement or Landscaping Plan submitted with any planning application.

Thames Water has identified that the scale of development/s in this catchment is likely to require upgrades of the water supply, water treatment and wastewater network infrastructure. It is recommended that the developer engage with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to engage with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development in order to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be needed to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water website <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development> We will need evidence of engagement with Thames Water with any submitted planning application. Merton Council will also engage with and seek advice from Thames Water about the development (s) of this site.

The site is close to the A24 which forms part of the Transport of London Road Network. Transport for London requests no new access or servicing take place from the A24. The London Underground operational assets will need to be safeguarded, with scope for the potential consolidation of uses/facilities to allow for a more efficient use of the site. We will require evidence that the developer has engaged with London Underground submitted with any planning application for the site.

The developer will need to engage with TfL to provide suitable alternative bus stand and bus stop facilities.

**The site location**

Approach to tall buildings	This site will include tall buildings in appropriate locations subject to consideration of impacts on existing character, heritage and townscape as part of a plan-led approach, which could take the form of a masterplan, supplementary planning document or an outline planning application.
Impacts Listed Buildings or undesignated heritage assets.	Yes. The original ground level element of the Morden underground station building is locally listed and along the eastern boundary of the site is Morden Hall Park, which is a registered Historic Park and Garden and holds many locally and statutory listed buildings, walls and other structures.
Impacts a Conservation Area	Yes, parts of Morden Hall Road and Aberconway Road that are within the site boundary, are within the Wandle Valley Conservation Area and Morden Park is the nearest part (~600m) of the Upper Morden Conservation Area.
Impacts an Archaeological Priority Area	Yes, a part of the site is within the Stane Street Tier 2 Archaeological Priority Area.
Impacts a Scheduled Ancient Monument	No
Impacts on flooding from all sources.	Yes, some parts of the site are susceptible for groundwater and surface water flooding.
Is in a town centre.	Yes, a substantial part of the site is within Morden District Town Centre.
Is in an Opportunity Area	Yes.

<p>Impacts a designated open space.</p>	<p>Adjacent to Open Space, Metropolitan Open Land, Site of Importance for Nature Conservation, Green Corridor and is within 400m of the Wandle Valley Regional Park. Yes, north western boundary, the site adjoins the Kendor Gardens Open Space and the Morden Regeneration Zone is in the Wandle Valley Regional Park.</p>
<p>Impact on an ecology designation</p>	<p>Morden Hall Park, to the east of the site, is designated as: Metropolitan Open Land (MOL), Site of Importance for Nature Conservation (SINC), Green Corridor</p>
<p>Public Transport Accessibility Level (PTAL)</p>	<p>Most of the site is PTAL 6a and a small part at the northern end of the site is rated PTAL 5.</p>

**SITE Mo5:** Morden Road Clinic and Morden Hall Medical Centre Morden Road, Morden, SW19 3DA.



**Ward:** Merton Park

**Site description:** The site, occupied by a GP practice and pharmacy consists of a part single and part two-storey building fronting Morden Road (A24) and is surrounded to the north, south and west by single and two storey houses. To the south of the site is also a two-storey building consisting of a commercial unit and a dwelling. To the east, on the opposite side of Morden Road, is Morden Hall Park.

**Site owner:** NHS Property Services and private ownership

**Site area:** 0.24ha

**Existing uses:** Primary NHS healthcare including pharmacy.

**Site allocation:** Healthcare led mixed-use scheme with residential or solely residential if an NHS primary healthcare facility with similar or greater capacity is provided within Morden town centre.

**Site deliverability:** 5-10 years.

**Indicative site capacity (new homes):** 38 -54 new homes.

**Design and accessibility guidance:**

The development of this site to provide additional healthcare capacity and/or housing would depend on the additional needs assessed and funding provided from the redevelopment of other sites within Morden town centre. Its redevelopment is therefore linked with the regeneration of Morden town centre.

Development proposals must be sensitive to the residential properties next to and in the vicinity of the site and the potential impact on the local Heritage Assets, i.e., the Wandle Valley Conservation Area, Morden Hall Park and the Stane Street Tier II Archaeological Priority Area.

Mitigation measures for potential parking, traffic and road safety impacts on neighbouring streets and local amenity, must be part of any development proposal.

**Infrastructure Requirements:**

Development proposals for this site must have regard to Merton's Infrastructure Delivery Plan and Green Infrastructure Study 2020.

Any development proposals for this site, is expected to provide urban greening on site and consider its relationship with the Wandle Valley Regional Park in terms of visual, physical and landscape links, ensuring that the development positively enhances accessibility to the park. We will require these details to be shown in a Design and Access Statement or Landscaping Plan submitted with any planning application.

The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network.

Thames Water does not envisage infrastructure concerns about the water supply network infrastructure, wastewater network or wastewater treatment infrastructure capability in relation to the development of the site. However, we strongly recommend that the developer engage with Thames Water at the earliest opportunity to advise the developments phasing. We will need evidence of engagement with Thames Water with any submitted planning application. Merton Council will also, engage with and seek from Thames Water about the development of this site.

The site is close to the A24 which forms part of the Transport for London Road Network (LTRN)- .no new access or servicing should take place from the A24.

The site location	
Impacts Listed Buildings or undesignated heritage assets.	Morden Hall Park, which includes historic buildings to the east of the site, is also registered Historic Park and Garden (Grade II)
Impacts a Conservation Area	Yes, adjacent to the Wandle Valley Conservation Area.
Impacts an Archaeological Priority Area	Yes,
Impacts a Scheduled Ancient Monument	No
Impact on flooding from all sources	Surrounding area is susceptible to surface water flooding.
Is in a town centre.	No
Is in an Opportunity Area	Yes
Impacts a designated open space.	No
Impacts on ecology designation.	Yes, the nearby Morden Hall Park is also designated as Metropolitan Open Land, Green Corridor and a Site of Importance for Nature Conservation.
Public Transport Accessibility Level (PTAL)	PTAL ranging from 5 – 6a very good to excellent access to public transport.

## Site Mo6: York Close Car Park Morden, SM4



**Ward:** Merton Park

**Site description:**

This site is an open surface level pay and display car park with a single access point via Morden Court. To the west of the site are two-storey residential buildings along Morden Court and York Close and to the east is the Morden underground railway depot.

**Site owner:** Transport for London (London Borough of Merton Leasehold).

**Site area:** 0.66ha

**Existing uses:** Car Park.

**Site allocation:** Parking and residential or solely residential, if not needed for parking

**Site deliverability:** 5- 10years.

**Indicative site capacity (new homes):** 35 – 45 new homes.

**Design and accessibility guidance:**

The site to contribute to the vision of Morden Town centre regeneration plan.

The potential impacts of displaced commuter parking on neighbouring streets and local amenity needs to be addressed as part of any development proposals.

Development proposals will need to be sensitive to the residential amenity of the existing neighbouring dwellings and the occupiers of any new dwellings, (as in line with the Agent of Change principles set

out in the London Plan), not harm the viability and growth of the adjacent train depot and must incorporate suitable mitigation measures to address the critical drainage issues.

We will require proposals to improve access to publicly accessible open space, either through design and public realm improvements, or by providing new publicly accessible open space on site, in accordance with the Green Infrastructure policies. This site is an area identified as being deficient in access to public open space

We will require on site provision in accordance with the infrastructure policies and London Plan. The site is in an area identified as being deficient in access to children’s play space for ages 5-11 years and 0-4 years.

**Infrastructure Requirements:**

Development proposals for this site must have regard to Merton's Infrastructure Delivery Plan.

The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network.

SES Water has not identified any concerns about the water supply network infrastructure in relation to the development of the site. However, we strongly recommend that the developer engage with SES Water at the earliest opportunity to advise the developments phasing. We will need evidence of engagement with SES Water with any submitted planning application. Merton Council will also, engage with and seek from SES Water about the development of this site.

Thames Water does not envisage infrastructure concerns about the wastewater network or wastewater treatment infrastructure capability in relation to the development of the site. However, we strongly recommend that the developer engage with Thames Water at the earliest opportunity to advise the developments phasing. We will need evidence of engagement with Thames Water with any submitted planning application. Merton Council will also, engage with and seek from Thames Water about the development of this site.

Any development proposals for this site, is expected to provide urban greening on site and consider its relationship with the Wandle Valley Regional Park in terms of visual, physical and landscape links, ensuring that the development positively enhances accessibility to the park. We will require these details to be shown in a Design and Access Statement or Landscaping Plan submitted with any planning application.

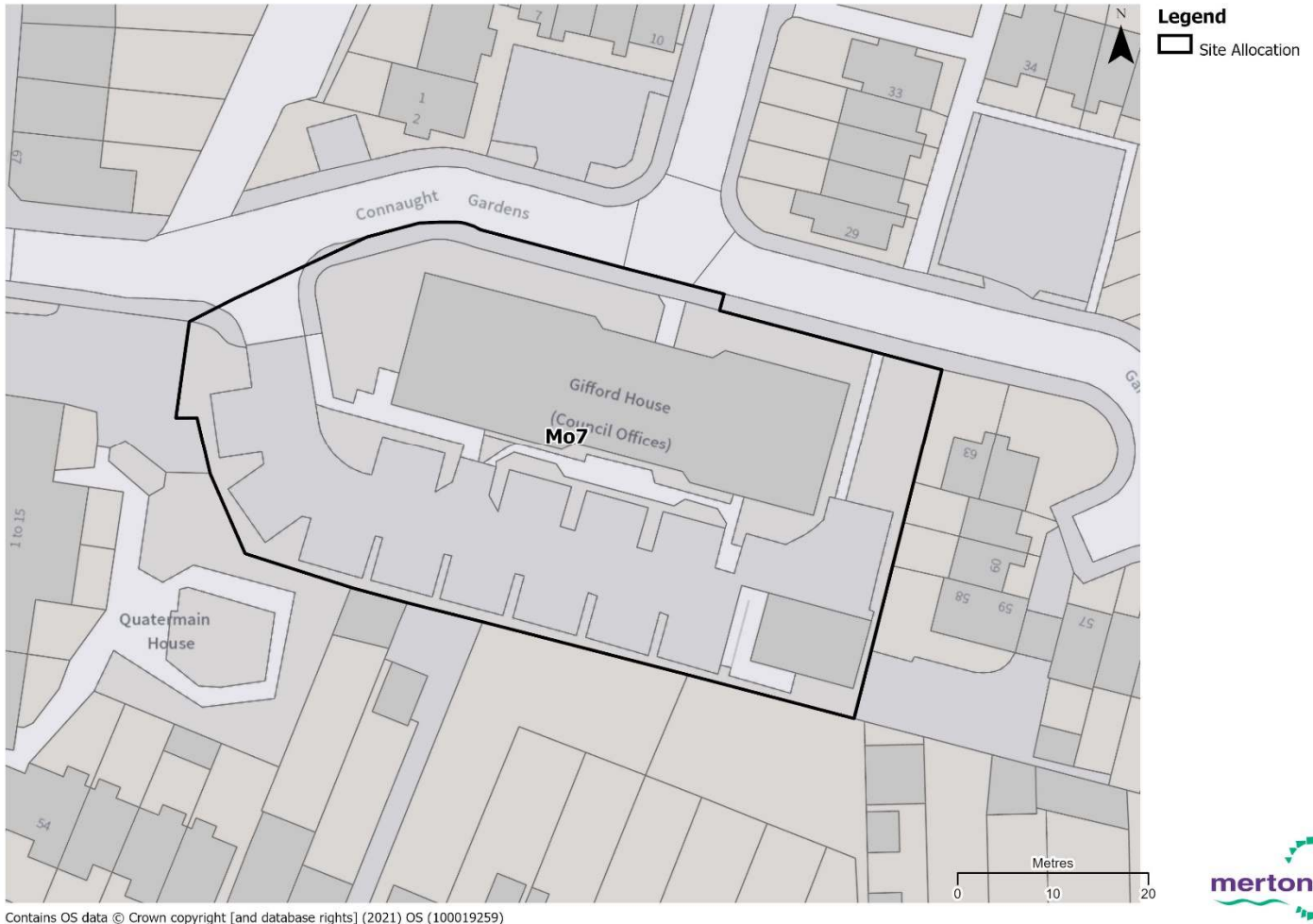
The site location	
Impacts Listed Buildings or undesignated heritage assets.	No
Impacts a Conservation Area	No
Impacts an Archaeological Priority Area	No
Impacts a Scheduled Ancient Monument	No
Impact on flooding from all sources	A small part of the site, at the north eastern boundary, is within a Critical Drainage Area.
Is in a town centre.	No
Is in an Opportunity Area	Yes
Impacts a designated open space.	No
Impact on ecology designation	No



Public Transport Accessibility Level  
(PTAL)

PTAL 5 very good access to public transport.

**Site Mo7:** Gifford House, 67c St Helier Ave, Morden SM4 6HY



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<b>Ward:</b> Ravensbury
<b>Site description:</b> A part-one and part-two storey office building that is set behind (to the east) of the part-three and four storey buildings fronting St Helier Avenue. All the neighbouring properties, to the north, east and south, consist of two storey residential buildings. The site gains access from Connaught Gardens.
<b>Site owner:</b> Merton Council
<b>Site area:</b> 0.27ha
<b>Existing uses:</b> Office
<b>Site allocation:</b> Residential
<b>Site deliverability:</b> 5-10 years.
<b>Indicative site capacity (new homes):</b> 20- 25 new homes.
<b>Design and accessibility guidance:</b> Development proposals must protect and not unduly harm the residential amenity of the neighbouring properties.

Development proposals will need to demonstrate that the scale and type of development is appropriate to the accessibility of the site by sustainable modes and will not result in a reliance on car journeys. Development proposals will need to maximise the potential to access the site by sustainable travel modes and mitigate potential parking, traffic and road safety impacts on neighbouring streets and local amenity.

The site is in an area identified as being deficient in access to children’s play space for ages 0-4 years. We will require on site playspace provision in accordance with the infrastructure policies and London Plan.

**Infrastructure Requirements:**

Development proposals for this site must have regard to Merton’s Infrastructure Delivery Plan.

Any development proposals for this site, is expected to provide urban greening on site and consider its relationship with the Wandle Valley Regional Park in terms of visual, physical and landscape links, ensuring that the development positively enhances accessibility to the park. We will require these details to be shown in a Design and Access Statement or Landscaping Plan submitted with any planning application.

The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network.

SES Water has not identified any concerns about the water supply network infrastructure in relation to the development of the site. However, we strongly recommend that the developer engage with SES Water at the earliest opportunity to advise the developments phasing. We will need evidence of engagement with SES Water with any submitted planning application. Merton Council will also, engage with and seek from SES Water about the development of this site.

Thames Water does not envisage infrastructure concerns about the wastewater network or wastewater treatment infrastructure capability in relation to the development of the site. However, we strongly recommend that the developer engage with Thames Water at the earliest opportunity to advise the developments phasing. We will need evidence of engagement with Thames Water with any submitted planning application. Merton Council will also, engage with and seek from Thames Water about the development of this site.

**The site location**

Impacts Listed Buildings or undesignated heritage assets.	No
Impacts a Conservation Area	No
Impacts an Archaeological Priority Area	No
Impacts a Scheduled Ancient Monument	No
Impacts on flooding from sources.	No
Is in a town centre.	No
Is in an Opportunity Area	No
Impacts a designated open space.	No
Impacts on an ecology designation.	No
Public Transport Accessibility Level (PTAL)	PTAL 2, poor access to public transport.