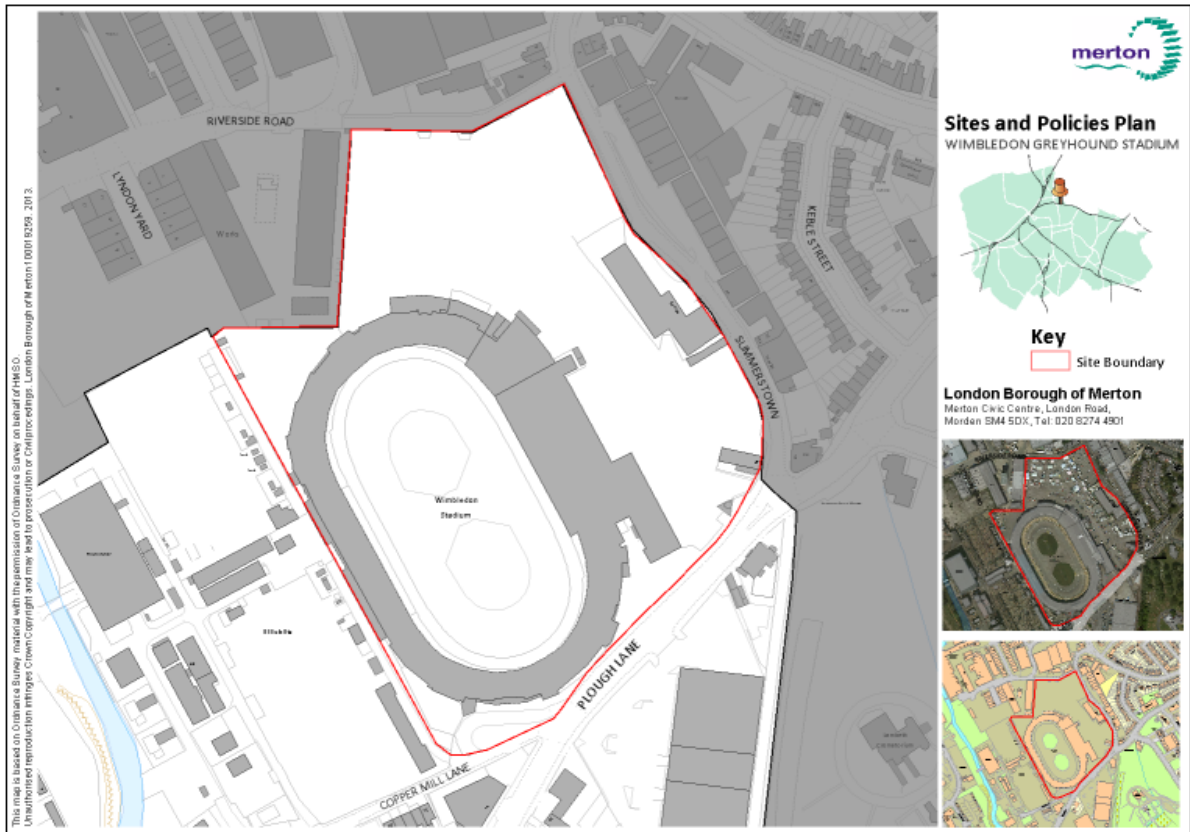


Site Proposal 37

Wimbledon Greyhound Stadium

Plough Lane, Tooting, SW17 0BL and 46-76 Summerstown, London SW17 0BH



Site area 5.29 ha

Site description Approximately two thirds of the site is dominated by the Wimbledon Greyhound Stadium, the remainder of the site is a car park with some commercial and industrial uses. The buildings on the eastern boundary are in separate ownership and contain a light industrial use (Volante) and Elite motorcycle training fronting Summerstown. The building in the southeast corner contains a food establishment. The site also accommodates Christopher's Squash and Fitness Club within the stadium buildings and a hand car wash accessed from adjacent Copper Mill Lane. Weekly car boot sales are also operated from the car park.

The site adjoins an industrial estate along the northern and eastern boundary. To the south of the site in Merton on the other side of Plough Lane is an industrial estate. Running along the western boundary of the site is a large operational electricity substation owned by National Grid.

Strategic planning factors The site and its surrounds are within the functional floodplain of the River Wandle (Flood Zone 3b). The majority of the site is within a critical drainage area for surface water flooding.

The site is surrounded on all sides by strategic industrial locations. To the north and east of the site is Summerstown Road strategic industrial location (London Borough of Wandsworth), which includes a waste management site to the northwest. To the south and west is part of Durnsford Road/Plough Lane strategic industrial location (London Borough of Merton).

The site has poor/moderate accessibility to public transport (PTAL 2/3). The road network, railway lines, river and utilities infrastructure in the wider area limit opportunities for improving access to and around the site.

The entire site lies within an archaeological priority zone.

National Grid has identified that the operational substation adjacent to the west of the site may need to have further utility development beyond 2012 to maintain essential electricity transmission to homes and businesses. National Grid has also advised that this is unlikely to extend into the boundary of this site.

Current use Greyhound stadium (D2 Use Class) and car park (Sui Generis Use Class).

- Use suggested / organisation**
- Stage 2 (January 2012):**
- Residential-led mixed use scheme - Savills L&P Ltd on behalf of Greyhound Racing Association Ltd
- Stage 2a (June 2012)**
- Retain greyhound use of site with enabling large foodstore - Drivers Jonas Deloitte on behalf of Hume Consulting Ltd
 - Football stadium with associated leisure and retail activities - AFC Wimbledon
- Stage 3 (January 2013)**
- 10,000-15,000 seat football stadium and associated community / leisure facilities, circa 450-500 residential units and a substantial retail store - Greyhound Racing Association Ltd in discussions with AFC Wimbledon.
 - An enhanced greyhound stadium, enhanced squash/leisure facility, with enabling retail and residential development - Hume Consulting Ltd
 - New light industrial and warehousing development, relocation of development from other sites including existing industry and warehousing, leisure facilities, school use – Wimbledon Park Residents Association
- Stage 4 (August 2013)**
- 11,000 seat football stadium capable of being expanded to 20,000, approximately 600 residential units, 1,000m² retail

store, 1,000m² squash and fitness club, car parking (circa 350 space) and cycle parking, functional servicing arrangement and landscaping - Greyhound Racing Authority Acquisition Ltd and AFC Wimbledon.

- An enhanced greyhound stadium, enhanced squash/leisure facility, a circa 450 space car park for St George's hospital, with enabling retail and residential development (circa 400 units) - Hume Consulting Ltd

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

The council expects applicants to engage with the local community before submitting their applications. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

Delivery timescale 2015 – 2024.

Issues Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the functional floodplain and with the critical drainage area to minimise flood risk for future occupiers and the potential for water pollution from the site. A flood risk assessment should also consider the treatment of the non-main rivers that pass through the site and incorporate sustainable drainage systems into development proposals.

Redevelopment proposals should take account of the electricity substation to the west of the site to minimise the effects on amenity of future occupiers.

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

Facilitating improved accessibility including improving bus infrastructure, walking and cycling facilities. Resolving road network capacity, movement and safety concerns. Site access arrangements require careful scrutiny/improvement.

The proximity of the waste management site to the north west.

A squash and fitness club exists on the site. Proposals should include the provision for an equivalent or enhanced squash and fitness club as part of sporting intensification.

There is currently identified need for school places across south London. Residential development would be expected to deliver the necessary school places, healthcare and other associated infrastructure.

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

POLICIES MAP | PART OF MERTON'S LOCAL PLAN

SCALE 1 : 10,000

GENERAL	HERITAGE	TRANSPORT
Plan Boundary	Listed Buildings Policies (CS14, DMD4)	Sustainable Transport Corridor 01TN (CS18, CS19, CS20, DMT1, DMT2, DMT5)
SITE PROPOSALS	Historic Parks and Gardens Policies (CS14, DMD4)	Thameslink Streatham/Wimbledon/Sutton 02TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
Site Proposals	Scheduled Ancient Monuments Policies (CS14, DMD4)	Northern Line Underground 03TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
ENVIRONMENT	Archaeological Priority Zones Policies (CS14, DMD4)	Crossrail II 04TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
Metropolitan Open Land Policies (CS13, DM01)	Conservation Areas Policies (CS14, DMD4)	Safeguarded Land 05TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
Open Space Policies (CS13, DM01)	BUSINESS AND RETAIL	Wimbledon to Morden/Sutton Tram 06TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
Green Corridors Policies (CS13, DM02)	Locally Significant Industrial Area (CS12, DME1)	Willow Lane and Wandale Way Tram Stops 07TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
Wandle Valley Regional Park Policies (CS5, CS13, DM01)	Strategic Industrial Location (CS12, DME1)	Crystal Palace to Wimbledon Tram 10TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
Wandle Valley Regional Park 400m buffer (Policy CS13, para 21.13)	Waste Plan Schedule 1 Areas (CS17, South London Waste Plan)	Road Junctions Improvements 11TN, 16TN, 18-21TN (CS18, CS19, CS20, DMT1, DMT2, DMT5)
Sites of Special Scientific Interest Policies (CS13, DM02)	Waste Plan Schedule 2 Areas (CS17, South London Waste Plan)	Road Network Improvements 12-15TN (CS18, CS19, CS20, DMT1, DMT2, DMT5)
Sites of Importance for Nature Conservation Policies (CS13, DM02)	Town Centre Policies (CS7, DMR1, DMR2 and DMR4)	Car Parking Zones (CS20, DMT3)
Local Nature Reserves Policies (CS13, DM02)	Neighbourhood Parades Policies (CS7, DMR1 and DMR4)	Cycle Hubs (CS18)
Flood Risk Zone 3 (DMF1) Flood risk 1/100 or more	Primary Shopping Area Policies (CS7, DMR2 and DMR4)	Cycle Routes 22TN (New and Improvements) (CS18)
Flood Risk Zone 2 (DMF1) Flood risk between 0.1/100 and 1/100	Wimbledon Central Shopping Frontage Policies (CS7, DMR4)	Existing Cycle Routes (CS18)
Green Chains (CS13, DM01)	Core Shopping Frontages Policies (CS7, DMR4)	Cycle and Pedestrian Route/Bridge 23-24TN (CS18)
	Secondary Shopping Frontages Policies (CS7, DMR4)	Dual Track Tram 25TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

