

“P3” Hartfield Road Car Park

Car Park Site of No. 66-84, Hartfield Road, Wimbledon, SW19



Site area 0.45 ha

Site description This site comprises a surface car park and is adjacent to the Sir Cyril Black Way bus interchange. There is dual pedestrian access to the car park from The Broadway and Sir Cyril Black Way and vehicular access is obtained from Hartfield Road.

To the north are retail units fronting Wimbledon Broadway (including Morrison's supermarket, TK Maxx and Robert Dyas) and residential units. Nearby are a wide range of town centre type uses including commercial, office, café and restaurants, leisure, recreation and residential uses.

The site is located within the Wimbledon town centre boundary and the surrounding buildings have a range of building heights, from tall commercial premises to the north to the two-storey residential houses in Ashbourne Terrace to the east.

Strategic Planning Factors The site is located within the central shopping area of Wimbledon town centre. The pedestrian route between the car park and The Broadway falls within the Wimbledon Broadway Conservation Area. There is a range of building heights and differing built character adjacent to the site.

The site is in an area with excellent accessibility to public transport (PTAL 6b). Hartfield Road and Sir Cyril Black Way suffer from congestion at peak times. A small part of the southern corner of the site is within a Critical

Drainage Area.

An expanded area including this site was allocated in Merton's Unitary Development Plan 2003 for a mix of uses including arts, cultural, community, shopping and hotel.

Current use Surface car park.

- Use suggested / organisation**
- Commercial (retail) – Morison's PLC
 - Community and public hall activities – Wimbledon Society
 - Mixed use residential and commercial with associated car parking – London Borough of Merton
 - Major cultural development with appropriate supporting and community uses – Wimbledon Music Civitas Group

Allocated use Any of the following or an appropriate mix of town centre type uses such as retail (A1 Use Class), café and restaurants (A3 Use Class), community (D1 Use Class), cultural, leisure and entertainment (D2 Use Class), offices (B1[a] Use Class) and hotel (C1 Use Class). The site may incorporate residential development (C3 Use Class) on upper floors.

Delivery timescale 2019 – 2024.

Issues This site is located adjacent to the primary shopping area, core shopping area and secondary shopping area at different points along the boundary, therefore an active frontage should be provided on the ground floor where possible.

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

Protecting the amenity of properties adjacent to, or in the vicinity of the site, including the adjoining residential areas, in particular Ashbourne Terrace.

Core Strategy Policy CS14 makes reference to the appropriateness of tall buildings in Wimbledon town centre. In this case the areas adjacent the site to the south and west are sensitive to tall buildings. Regard will also need to be given to the adjoining Conservation Area and the proximity to the New Wimbledon Theatre which is a Grade II listed building.

Development of the site will be delivered in conjunction with a planning brief to be prepared by council. The timing of development will be following the expiry of an existing legal agreement relating to parking on site (2019).

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

The cumulative impact of any potential loss of publically available parking spaces needs to be considered against wider objectives including the potential redevelopment of The Broadway car park.

The lack of connectivity to alternative publicly available off-street parking close by and the high on-street demand for existing spaces.

Pedestrian access between Hartfield Road, Sir Cyril Black Way and The Broadway should be retained and enhanced.

Mitigating potential parking, traffic and safety impacts on neighbouring streets and local amenity. Servicing facilities should be provided on site to minimise impacts on traffic movement, congestion and safety.

Summary of consultation responses

(this section will be removed in the adopted document)

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

- Allocation should solely be for community/public hall type uses
- Allocation should include provision for offices
- Allocation should include expansion of the Morrison's supermarket
- Support for mixed use development
- Reference to tall buildings in Wimbledon Town Centre in Merton's Core Strategy 2011
- Safeguarding the Sir Cyril Black Way bus interchange identified on the site
- Impacts on the town centre
- Potential shortage of parking in the town centre/retention of car park
- Should not enable the provision of tall buildings
- Potential impacts on policing needs

Further research

(this section will be removed in the adopted document)

A covenant exists concerning the car park which means that redevelopment is unlikely to take place before 2019.

May 2012: Merton's Borough Plan Advisory Committee reviewed potential layout, scale and massing models for the site, and background information.

June 2012: A parking survey was carried out in Wimbledon town centre. This site was found to be the most heavily used car park in Wimbledon town centre, regularly going over capacity. Overall, the survey demonstrated that Wimbledon town centre retained sufficient capacity (approximately 30 % spare capacity) within both private and council owned car parks to accommodate the redevelopment of both this site and that of The Broadway (Site 28).

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 access and external areas.

This page is intentionally blank

DRAFT

43-45 Palestine Grove

43-45 Palestine Grove, Colliers Wood, SW19 2QN



Site area 0.02 ha

Site description The site is occupied by a vacant and dilapidated storage/warehouse building with high brick and timber fencing.

Immediately east and adjoining the site is a similar sized property with a building being utilised by a manufacturing business (electric slotmeters London).

Residential uses generally comprising two/three storey terraced homes predominate in the vicinity of the site. Immediately to the west of the site is a private car park with approximately 10 spaces.

Strategic planning factors The entire site is within medium risk of flooding (Flood Zone 2).

The site is within an Archaeological Priority Zone.

The site is within an area with moderate accessibility to public transport (PTAL 3).

Current use Vacant former workshop.

Use suggested / organisation Residential – London Borough of Merton.

Allocated use Residential (C3 Use Class).

Delivery timescale 2014 – 2016.

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

Access arrangements to this site should continue via the Christchurch Road entrance of Palestine Grove.

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

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

- Allocation should be for residential or employment
- Support for residential redevelopment

(this section will be removed in the adopted document)

Further research **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 size.

(this section will be removed in the adopted document)

February 2013: The site was sold by council. The London Borough of Merton has been in contact with the new site owner who outlined their intention to redevelop the site for residential purposes within the next 2 years in accordance with the allocation.

Colliers Wood Community Centre

64-72 High Street Colliers Wood, Colliers Wood, SW19 2BY



Site area 0.13 ha

Site description Colliers Wood Community Centre is a detached mainly two storey building. It is located on the west side of High Street Colliers Wood and surrounded by terraced housing to the rear and mixed use residential and commercial buildings of two or three storeys in height along the High Street. Immediately adjacent to the site is the Red Lion Public House.

Strategic planning factors The site is within an Archaeological Priority Zone and an area with very good accessibility to public transport services (PTAL 5). The eastern portion of the site is within the Colliers Wood town centre boundary, Flood Zone 2 and a Critical Drainage Area.

Current use Community Centre (D1 Use Class).

Use suggested / organisation Mixed use community (which could include a library) and residential – London Borough of Merton.

Allocated use Mixed use community (D1 Use Class, which could include space for a library) and residential (C3 Use Class). Could also include commercial uses such as a café on street frontage.

Delivery timescale 2019 – 2024.

Issues This site is a deep site and potentially has capacity for a library, community uses and some commercial uses (e.g. café) fronting the High Street. There is scope for residential development either on upper floors or to the rear of the site.

A mix of uses including community uses on lower floors and residential on upper floors will ensure the building is occupied over 24 hours, creating a more secure environment, helping to minimise vandalism.

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

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

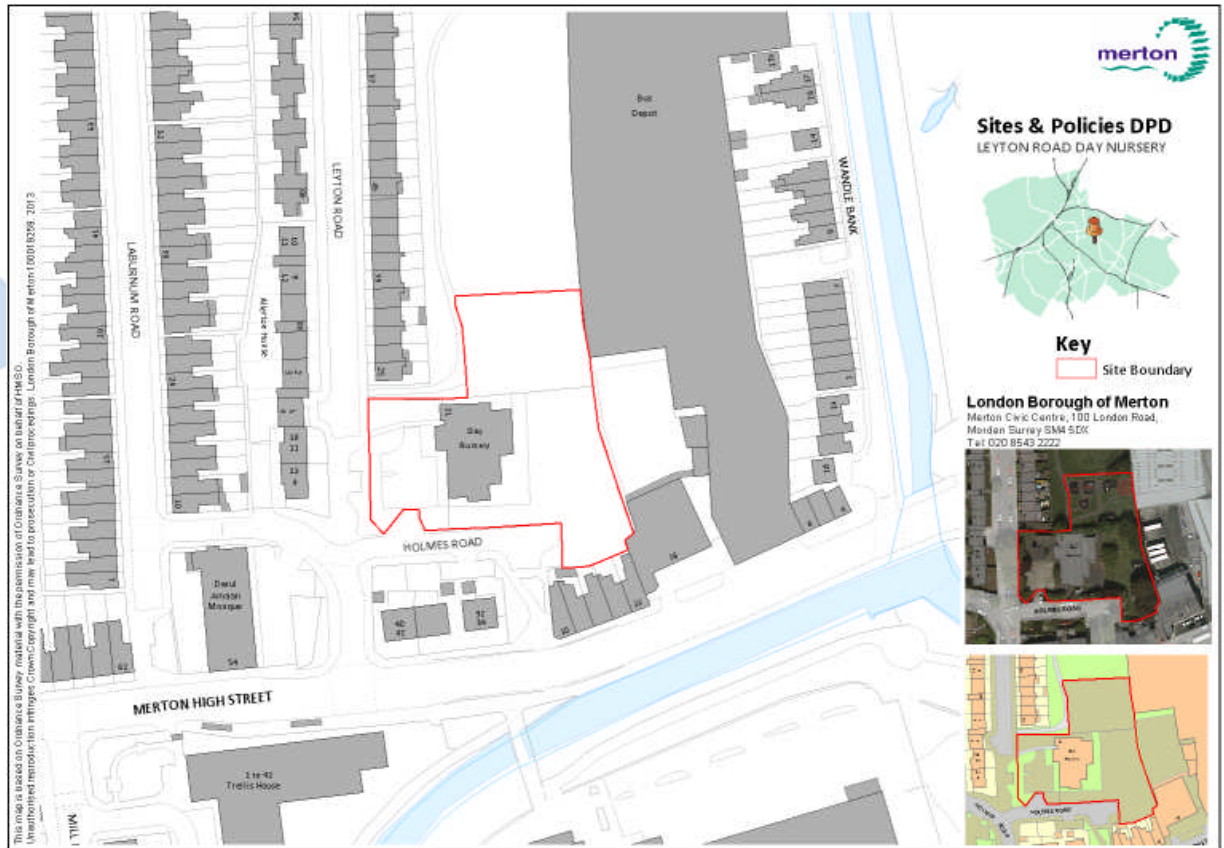
Requirement to appropriately manage access arrangements, parking demand, traffic and road safety impacts on neighbouring streets and local amenity.

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

| | |
|---|--|
| <p>Summary of consultation responses <i>(this section will be removed in the adopted document)</i></p> | <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 retained for a community centre • Support for mixed use redevelopment • Delivery timescale should be before 2018 |
| <p>Further research <i>(this section will be removed in the adopted document)</i></p> | <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 access.</p> |

Leyton Road Centre

21 Leyton Road, Colliers Wood, SW19 1DJ



Site area 0.34 ha

Site description This single storey building has the three-storey Merton Bus Garage building to its east, All Saints recreation ground to the north and two-storey terraced housing to the west and south.

Strategic planning factors The site is within an Archaeological Priority Zone and an area with very good accessibility to public transport services (PTAL 5). A small part of the site is within a Critical Drainage Area.

The site is adjacent to the Wandle Valley Conservation Area (along the southern and eastern boundaries), open space (All Saints recreation ground) and the Colliers Wood town centre boundary.

Current use Offices (B1[a] Use Class).

Use suggested / organisation Consider a range of uses including community and residential – London Borough of Merton.

Allocated use Any of the following or a suitable mix of community (D1 Use Class - education/day centre etc) and residential (C3 Use Class).

Delivery timescale 2019 – 2024.

Issues The potential for educational use on this site has been highlighted in an external report commissioned by the London Borough of Merton.

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.

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

Localised footpath improvements to improve pedestrian access.

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

Respecting the character of the adjacent Conservation Area.

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

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

Summary of consultation responses

(this section will be removed in the adopted document)

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

- Allocation should be for children's centre or community
- Site should be retained for existing use
- Issues with potential overcrowding
- Support for potential use as a school

Further research

(this section will be removed in the adopted document)

November 2012: The site was assessed in an external report commissioned by the London Borough of Merton list as potentially being suitable for providing school places.



Site area 0.18 ha

Site description This site contains a two storey library and community facility with a car park located to the east of the building. The site is surrounded by buildings ranging between two and five storeys in height that consist of blocks of flats and retail parades.

Strategic planning factors The site is located outside the Mitcham town centre boundary (which was reduced through preparation of the Sites and Policies DPD). The site is located in an Archaeological Priority Zone and an area with good accessibility to public transport services (PTAL 4).

The original pitched roof library building is Locally Listed but not the more modern flat roofed side and rear extensions.

Current use Library and other community facilities (D1 Use Class).

Use suggested / organisation Library to be maintained and improved either on site or closer to Mitcham town centre. Residential on part of site to support library function – London Borough of Merton.

Allocated use Library to be retained and improved (either on site or closer to Mitcham town centre). The remainder of the site considered for an appropriate mix or any of community (D1 Use Class), office

(B1[a]) Use Class) or residential (C3 Use Class) uses. Small town centre uses (less than 280 m²) would be suitable given the edge of centre location.

Delivery timescale 2019 – 2024.

Issues Mitcham library facility to be improved to service specifications. Service specifications should increase customer floor area and provide more adaptable and suitable modern space. Library to be retained either on site or closer to the town centre. Redevelopment proposals should take place after Rediscover Mitcham has been delivered.

Mitcham town centre is receiving c£6.2 million of investment between 2012 – 2016 to help boost local shops and businesses, enhance the public realm and transport infrastructure. Research and consultation responses associated with the Rediscover Mitcham project will be used to help inform the future of this site. Proposals associated with Rediscover Mitcham may provide the impetus for a new library development in the town centre which would enable alternative uses on this site.

If residential elements are considered, these should be located on upper floors.

Proposals need to respect the character of the locally listed building.

Mitigate potential parking, traffic and road safety impacts on neighbouring streets and local amenity. The provision of some on site parking would be desirable.

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

Further research Mitcham town centre is receiving c£6.2 million in investment between 2012 - 2016 to help boost local shops and businesses, enhance the public realm and transport infrastructure.
(this section will be removed in the adopted document)

Schedule of changes from the Stage 3 consultation document There are no material changes to this site from the previous Stage 3 consultation document in January 2013.
(this section will be removed in the adopted document)

Taylor Road Day Centre

Wakefield Hall, Taylor Road, Mitcham, CR4 3JR



Site area 0.08 ha

Site description The site consists of a single storey pitched roof building that is surrounded by two storey houses.

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

Current use Day Centre (D1 Use Class).

Use suggested / organisation Residential – London Borough of Merton.

Allocated use Mixed use community (D1 Use Class) and residential (C3 Use Class) or solely residential (C3 Use Class) if the community service is provided elsewhere.

Delivery timescale 2019 – 2024.

Issues Suitable alternative locations need to be secured if community services are no longer to be provided on this site.

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.

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

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

Summary of consultation responses

(this section will be removed in the adopted document)

Further research

(this section will be removed in the adopted document)

The following issue was raised from during the consultation stage and is summarised generally as follows (abridged):

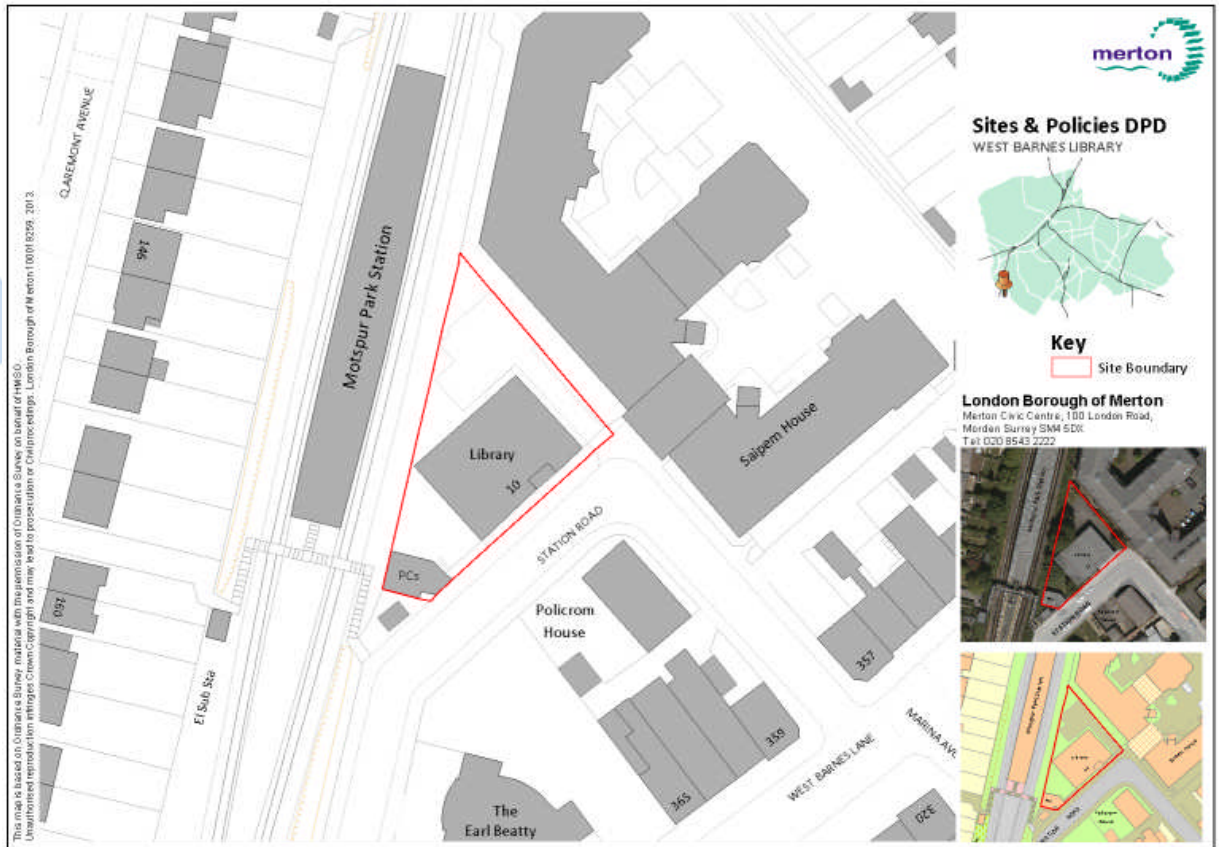
- The site should be retained as a community/day centre

Council is currently negotiating an extension to the lease for the current occupiers of the site. This has resulted in the likely delivery timescale being shifted to beyond 2017 as previously noted.

DRAFT

West Barnes Library

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



| | |
|-------------------------------------|--|
| Site area | 0.1 ha |
| Site description | The site contains a single storey building tucked away behind Motspur Park station. To the west the site is bounded by the railway lines. To the east there is a two to three storey office building. |
| | The site has no active frontage along the street except for the library entrance. |
| Strategic planning factors | The site is within an area with poor accessibility to public transport (PTAL 2) despite the proximity adjacent to Motspur Park station. The site is also within Flood Zone 2 and a Critical Drainage Area. |
| Current use | Library (D1 Use Class). |
| Use suggested / organisation | Library to be retained and improved. Residential on part of site to support library function – London Borough of Merton. |
| Allocated use | Library (D1 Use Class) with residential (C3 Use Class) on upper floors. |
| Delivery timetable | 2014 – 2019. |

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

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

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 site is known to be susceptible to flooding during very heavy rainfall events. The pluvial flooding does not result in deep ponding. 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 the 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.

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

Summary of consultation responses

(this section will be removed in the adopted document)

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

- 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

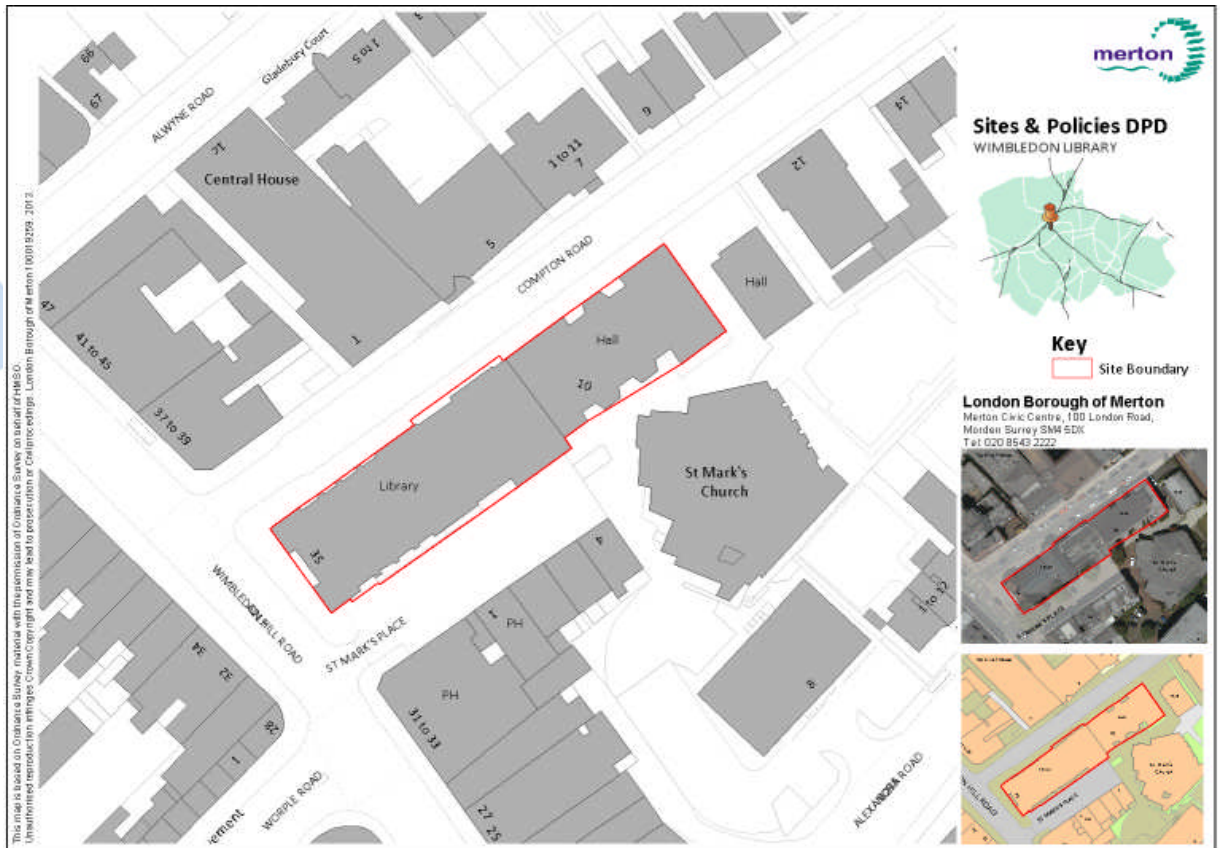
Further research

(this section will be removed in the adopted document)

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

Wimbledon Library / Marlborough Hall

35 Wimbledon Hill Road, Wimbledon, SW19 7NB



Site area 0.14 ha

Site description This part-two and part-three storey building is located within Wimbledon town centre. It is occupied by Wimbledon library which fronts Wimbledon Hill Road, Marlborough Hall to the rear of the library and a private leasehold flat also to the rear of the library.

The site is bounded by three roads on northwest, southwest and southeast sides. To the northeast is a single storey church hall building and to the southeast at the end of St Mark's Place is St Mark's Church. Within the vicinity of the site are a wide variety of typical town centre uses in buildings mainly between three and four storeys in height.

Strategic planning factors The library is a locally listed building. The site is within the Wimbledon Hill Conservation Area and an area with excellent accessibility to public transport services (PTAL 6b). A small part of the site fronting Wimbledon Hill Road lies within a Critical Drainage Area.

Current use Library (D1 Use Class), adult education (D1 Use Class) and one apartment (C3 Use Class).

Use suggested / organisation Library to be retained and improved. Residential on part of site

to support library function – London Borough of Merton.

Allocated use Library to be retained and improved. Remainder of site considered for an appropriate mix of any of the following - community (D1 Use Class), retail (A1 Use Class), financial and professional services (A2 Use Class), restaurants and cafes (A3 Use Class), office (B1[a] Use Class) and residential (C3 Use Class).

Delivery timetable 2019 –2024.

Issues Library to be retained and improved to service specifications. Service specifications to increase customer floor area and provide more adaptable and suitable modern space.

Provision must be made within the site for educational/learning space. Replacement of the current community capacity located at Wimbledon Community Centre may need to be provided on the site (if not elsewhere) along with a renewed library facility.

Any redevelopment or change of use should retain the locally listed building while the design of any new extensions should be sensitive to its form and function and should preserve the character of the Conservation Area setting.

If residential elements are considered, these should be located on upper floors to the rear of the site. Provision for the existing apartment is also necessary.

Secure, safe and appropriate parking and servicing arrangements need to be provided, whilst local impacts are minimised. Traffic movements/impacts on the St Mark's Place and Wimbledon Hill Road junction should be reduced.

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

Summary of consultation responses

(this section will be removed in the adopted document)

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

- Retention of the existing building and external and internal features
- Loss of existing community activities
- Site should be retained as a library only
- Objection to any business or commercial operation on the site
- Parking, traffic and service impacts

- Reference should be given to the importance of the building and pedestrian routes in the vicinity of the building.

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

The library contains two small flats that were used as residential accommodation but have been used as storage for the library in recent years. The council intends to explore whether or not it should seek planning permission to bring these apartments back into residential use.

Any change of use proposals for Wimbledon library will be a long-term project in conjunction with other council-owned sites in Wimbledon town centre.

November 2012: The site was assessed in an external report commissioned by the London Borough of Merton for its suitability as a school but was rejected on grounds of size, and lack of external space.

DRAFT

This page is intentionally blank

DRAFT

Worsfold House / Chapel Orchard

Church Road, Mitcham, CR4 3FA/CR4 3BE



Site area 1.35 ha

Site description Adjacent to Church Road is Chapel Orchard, a single storey former office building and a single storey former surgery building being used as part of Cricket Green school. Worsfold House to the rear of the site is a single storey council office building served by an 80 m long access way from Church Road.

The surrounding area is characterised by large low-rise buildings with generous spaces between them and many large trees and shrubs.

Adjacent to the southwest boundary is a footpath (Church Path) with a large publicly accessible park (London Road playing fields) beyond.

To the west is a single storey special needs secondary school (Melrose School) and a two storey hostel building (Hall Place).

To the east of the site is a part one and two storey special needs school (Cricket Green School) and to the south east is a row of two-storey terrace houses that front onto Broadway Gardens.

Strategic planning factors The site is within a Green Corridor, the Mitcham Cricket Green Conservation Area, an Archaeological Priority Zone and an area with a moderate level of access to public transport (PTAL 3).

The London Road playing fields to the southwest of the site are designated as open space, a Site of (Borough) Importance for Nature Conservation (Grade II), a Green Chain and the footpath (Church Path) along the south-western boundary needs to be preserved.

Portions of the site are within a Critical Drainage Area.

Current use Council offices (Worsfold House – currently used for resident training), school use (Chapel Orchard) and a former surgery.

Use suggested / organisation Residential – by owner (London Borough of Merton).

Allocated use A suitable mix of school (D1 Use Class) and/or residential (C3 Use Class).

Delivery timescale 2018 – 2024.

Issues Maintaining a functional Green Corridor that will allow for species migration.

Protecting the residential amenity of the adjacent properties.

Respecting the character of this part of the Conservation Area.

Respecting and enhancing the adjacent Nature Conservation Area.

There may be potential for redevelopment to encompass either or both of the school sites to the east and west, ensuring the provision of the school(s) in a modern facility. Further investigation of this should be undertaken.

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

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

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

- Site should be for school/education use and not residential
 - Further clarification on the conservation area status of the site (*the site is within Mitcham Cricket Green conservation area*)
 - Potential impact on policing needs
 - Potential to include community and live/work business environment in addition to school use
- (this section will be removed in the adopted document)*

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

February 2012: Merton's Cabinet determined that Chapel Orchard can be used for temporary expansion of Cricket Green school until 2015/2016.

2013: During 2012 Worsfold House was vacated. Grenfell Housing and Merton Priory Homes are providing training on site for local residents on a short-term lease from the council.

DRAFT

This page is intentionally blank

DRAFT



Site area 0.03 ha

Site description The site consists of a two storey industrial building with access to Pitcairn Road. The surrounding area is characterised by two-storey terraced houses, however there is a two storey industrial building to the southeast of the site and church use to the south.

Strategic planning factors The site is in an area with moderate accessibility to public transport services (PTAL 3) and a Critical Drainage Area.

Current use Vacant – last use was for small business (approximately 10 years ago).

Use suggested / organisation Residential – Paper Project acting on behalf of the owner.

Allocated use Residential (C3 Use Class).

Delivery timetable 2014 – 2019.

Issues Given the size of the site and the long-term vacancy, the loss of employment land is not considered to be an issue on this site.

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the

Critical Drainage Area.

Summary of consultation responses

(this section will be removed in the adopted document)

Further research

(this section will be removed in the adopted document)

There were no issues raised during any of the consultation stages and there was general support for residential redevelopment.

Council has liaised with the agent acting for the owner who supports the proposed allocation for residential use. They are also actively engaged with the owner of the adjoining Church site to pursue interest in a joint development of both sites which is encouraged by the council. The agent is also acting on behalf of the owner of 45A Crusoe Road (Site 80) with a view to delivering both sites together.

DRAFT

Wilson Hospital

Cranmer Road, Mitcham, CR4 4TP



Site area 1.8 ha

Site description The site consists of a large part single and part two storey hospital building fronting Cranmer Road. Along the south-eastern boundary are Caesars Walk and two storey terrace houses. To the south and southwest of the site are Cranmer Primary School and its playing fields. The access road to Cranmer Primary School runs along the northwest boundary with a row of two storey terrace houses beyond. On the opposite side of Cranmer Road is a large open space known as Cranmer Green.

Strategic Planning Factors The site is within the Mitcham Cricket Green Conservation Area, an Archaeological Priority Zone and an area with a moderate level of access to public transport (PTAL 3). A part of the site is designated as Green Corridor. The hospital building is a Locally Listed building.

The Cranmer Green to the northeast of the site is designated as MOL, Open Space, Green Corridor, Green Chain, Local Nature Reserve and is within the Wandle Valley Regional Country Park.

The northeast portion of the site is within a Critical Drainage Area.

Current use Health clinics relating to mental health, drugs and early intervention, and a GP surgery (D1 Use Class).

Use suggested / organisation Mixed use nursing home (C2 Use Class), residential (C3 Use Class), community and health (D1 Use Class) – Sutton and Merton PCT.

Allocated use The size and location of this site gives it potential for a range of community uses (D1 Use Class) in whole or in part including healthcare and education.

If the Local Care Centre is to be located on this site then a healthcare (D1 Use Class) led mixed use scheme that may include some 'residential institution' type accommodation (C2 Use Class) and/or some residential (C3 Use Class).

If the Local Care Centre is to be located at another site then the site has potential for community uses including education (D1 Use Class), and/or a nursing home (C2 Use Class), and/or residential (C3 Use Class).

Delivery timetable 2019 – 2024.

Issues Whether the proposed Local Care Centre to serve this part of the Borough will be provided. This site among others is being considered.

Retention of the positive features of the Locally Listed building.

Respecting the character of this part of the Conservation Area.

Protecting the residential amenity of the adjacent properties.

Protecting the habitat of the protected species that have been identified on/near the site in past ten years i.e. Common Toads, Smooth Newts and Common Frogs.

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

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

Investigate the possibility of upgrading access to Cranmer School.

Summary of consultation responses Issues were raised from various parties during each of the consultation stages and are summarised generally as follows:

(this section will be removed in the adopted document)

- Site should be retained for community and health
- Any redevelopment should include improved access to Cranmer School

- Opposition to residential use on the site
- Potential impact on policing needs
- Support for residential use if the Local Care Centre is not provided on the site

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

September 2012: Planning permission granted for the creation of a Local Care Centre at Nelson Hospital (Kingston Road, SW19).

The Wilson Hospital is accommodating some of Nelson Hospital's services during the construction of the Nelson Local Care Centre, which began in early 2013.

December 2012: The site is still being considered for a new Mitcham Local Care Centre but this is less likely to be the Wilson Hospital site based on issues around developing the site and public transport links.

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

This page is intentionally blank

DRAFT

Birches Close

1-7 Birches Close, Mitcham, CR4 4LQ



Site area 0.9 ha

Site description The site, which has access from Cricket Green, consists of various single and two storey buildings accommodating specialist NHS clinics and supported accommodation units. To the north, on the opposite side of the footpath, Cold Blows, is a three storey office building and three storey blocks of flats. To the east of the site is a single storey nursing home and to the south is a bowling green, the Methodist Church and a row of two storey terrace houses. To the west is a row of two and three storey detached and semi detached houses.

Strategic Planning Factors The site is within the Mitcham Cricket Green Conservation Area, an Archaeological Priority Zone and an area with a moderate level of access to public transport (PTAL 3). 'The Birches' (a.k.a. 'Birches House') is a Locally Listed building on the site.

The Mitcham Cricket Green to the west of the site is designated as Metropolitan Open Land, Open Space, Green Corridor, Green Chain and is within the Wandle Valley Regional Country Park. The footpath (Cold Blows) along the northern boundary needs to be preserved.

The setting of the 'The White House' at 7 Cricket Green and 'Chestnut Cottage' at 9 Cricket Green are both Grade II listed

buildings and need to be preserved and respected.

Portions of the north, east and west of the site are within a Critical Drainage Area.

The principle of residential development on the site was tested as part of planning application 10/P0153 which was only refused on design related matters.

Current use Specialist health facilities including a polyclinic, day centre and chiropody clinic (D1 Use Class) and 8 assisted living units for people with learning disabilities.

Use suggested / organisation Mixed use dwellings (C3 Use Class), community (D1 Use Class) and health (D1 Use Class) – Sutton and Merton PCT.

Allocated use The size and location of this site give it potential for a range of community (D1 Use Class) uses in whole or in part including healthcare and education.

If the Local Care Centre is to be located on this site then a healthcare (D1 Use Class) led mixed use scheme that may include some 'residential institution' type accommodation (C2 Use Class) and/or some residential (C3 Use Class).

If the Local Care Centre is to be located at another site then the site has potential for community uses including education (D1 Use Class), and/or a nursing home (C2 Use Class) and/or residential (C3 Use Class).

Delivery timetable 2019 – 2024.

Issues Whether the proposed Local Care Centre to serve this part of the Borough will be provided at this site. This site among others is being considered.

The site has restricted vehicular access.

Protecting the residential amenity of the adjacent properties.

Respecting the character of this part of the Conservation Area and the setting of the adjacent listed buildings.

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

Development proposals will need to incorporate suitable

mitigation measures to address the issues associated with the Critical Drainage Area.

Summary of consultation responses

(this section will be removed in the adopted document)

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

- Site should be for a school or healthcare related uses
- Objection to residential use on the site
- Avoid loss of open space on the site
- Potential impact on adjoining Cold Blows footpath
- Potential impact on policing needs

Further research

(this section will be removed in the adopted document)

The site is being considered for a new Mitcham Local Care Centre. Redevelopment of the site will depend on whether the site is used for the Local Care Centre or not.

September 2012: Planning permission granted for the creation of a Local Care Centre at Nelson Hospital (Kingston Road, SW19).

Construction of the Nelson Local Care Centre began in early 2013. The nearby Wilson hospital is accommodating some of Nelson Hospital's services during construction.

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

This page is intentionally blank

DRAFT

The Patrick Doody Clinic

Pelham Road, Wimbledon, SW19 1NX



| | |
|-------------------------------------|--|
| Site area | 0.12 ha |
| Site description | The site consists of a part single and part two storey health centre building. The site is surrounded by two storey houses but on the southern side of Pelham Road are three storey blocks of flats. |
| Strategic planning factors | Downing House (a.k.a. Pelham High School), on the opposite side of Pelham Road is a Grade II listed building. The site is within an area with an excellent level of access to public transport (PTAL 6a). |
| Current use | Health Centre (D1 Use Class). |
| Use suggested / organisation | Health Centre (D1 Use Class) and dwellings (C3 Use Class) – Sutton and Merton PCT. |
| Allocated use | A healthcare (D1 Use Class) led mixed use scheme with some residential (C3 Use Class) or solely residential (C3 Use Class) if the community service is discontinued. |
| Delivery timetable | 2019 – 2024. |
| Issues | Potential loss of health facilities (existing services could however be provided at the proposed Local Care Centre at the Nelson Hospital). Respecting the setting of the adjacent listed building. |

Protecting the residential amenity of the adjacent properties.

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

A mix of uses on site including residential will facilitate the provision of well designed community uses on lower floors.

A mix of uses that occupies the building for 24 hours has benefits in terms of community safety within the site and on the street.

As of spring 2013, the clinic was accommodating additional services which have been relocated from the Nelson Hospital while it is redeveloped.

Summary of consultation responses

(this section will be removed in the adopted document)

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

- Site should be retained in council ownership with alternative uses investigated further
- Site should be used for residential or healthcare use, not both
- Site should be for residential with healthcare moving to Wimbledon town centre
- The Patrick Doody centre should be retained in its existing capacity
- Recognise local architecture
- Potential impacts on parking in the vicinity of the site
- Objection to redevelopment

Further research

(this section will be removed in the adopted document)

November 2012: The site was assessed in an external report commissioned by the London Borough of Merton for its suitability as a school but was rejected on grounds of size, access and external space requirements.

The centre is currently accommodating some additional services which have been relocated from the Nelson Hospital until the completion of the new Nelson Hospital development for which construction began in early 2013.

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

Amity Grove Clinic

9 Amity Grove, Raynes Park, SW20 0LQ



Site area 0.09 ha

Site description The site consists of a part-single and part-two storey building that is surrounded by two and three storey houses. Along the northern boundary is a narrow public access footpath linking Amity Grove and Durham Road.

Strategic planning factors The site is located within the Raynes Park town centre boundary and has good accessibility to public transport services (PTAL 4).

Current use Medical clinic (D1 Use Class).

Use suggested / organisation Residential (C3 Use Class) – Sutton and Merton PCT.

Allocated use Community (D1 Use Class) or residential (C3 Use Class) if the community use is provided elsewhere.

Delivery timetable 2019 – 2024.

Issues As of spring 2013 the Amity Grove Clinic was accommodating additional services which have been relocated from the Nelson Hospital while it is under construction. The existing services will be relocated from Amity Grove to Nelson Hospital once it is rebuilt in 2015.

In a mixed use development, residential uses should be on

upper floors.

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

Any development proposals should recognise and improve the public footpath adjacent to the site.

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

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

Summary of consultation responses

(this section will be removed in the adopted document)

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

- Recognition of the residential nature of the surrounding area
- The site should be for a limited amount of residential use only
- Objection to any social housing on the site
- The site should be used for community/healthcare purposes
- New development to be of a similar scale and form to the existing residential properties in the street
- Potential impacts on parking in the vicinity of the site
- Potential noise impacts generated during construction and operation resulting from redevelopment.
- Any development proposals

Further research

(this section will be removed in the adopted document)

November 2012: The site was assessed in an external report commissioned by the London Borough of Merton for its suitability as a school but was rejected on grounds of access and size.

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

Morden Road Clinic

256 Morden Road, South Wimbledon, SW19 3DA



Site area 0.26 ha

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

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

Strategic Planning Factors The site is within an Archaeological Priority Zone and an area with excellent access to public transport (PTAL 6a).

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

Current use Medical clinic and retail (pharmacy).

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

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

Delivery timetable 2019 – 2024.

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

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

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

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

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

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

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

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

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

(this section will be removed in the adopted document)

Further research **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.

(this section will be removed in the adopted document)

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

“P4” Land Adjoining Wimbledon Theatre

111-127 The Broadway, Wimbledon, SW19 1QG



Site area 0.21 ha

Site description This site is a surface car park located off The Broadway.

Adjoining the site boundary to the west is the New Wimbledon Theatre. To the south of the site is the South Wimbledon Community Club and offices. Adjacent the site to the north are mixed use commercial and residential developments. The site is predominately surrounded by buildings ranging in height from two to four storeys.

This site is located in the Wimbledon town centre boundary.

Strategic Planning Factors The adjoining New Wimbledon Theatre is a Grade II listed building.

The site is situated within Wimbledon's secondary shopping frontage and is located within the main shopping area of Wimbledon.

The site is in an area with excellent accessibility to public transport services (PTAL 6b).

A very small portion of the site on the south western extent is in a Critical Drainage Area.

Current use Surface car park (Sui Generis Use Class).

Use suggested / organisation Business use (B1) – London Borough of Merton.
Major cultural development with appropriate supporting and community uses – Wimbledon Music Civitas Group.

Allocated use Any of the following or an appropriate mix of town centre type uses such as retail (A1 Use Class), café and restaurants (A3 Use Class), community (D1 Use Class), cultural, leisure and entertainment (D2 Use Class), offices (B1[a] Use Class) and hotel (C1 Use Class). The site may incorporate residential development (C3 Use Class) on upper floors.

Delivery timescale 2014 – 2019.

Issues The site boundary is adjoined to the west by the Grade II listed building, New Wimbledon Theatre, and therefore development proposals will need to be sensitively designed to demonstrate how they conserve and enhance the significance of the New Wimbledon Theatre.

Core Strategy Policy CS14 makes reference to the appropriateness of tall buildings in Wimbledon town centre, however in this case the height, scale and massing of any development must relate sensitively to the adjacent New Wimbledon Theatre.

This site is located within close proximity to the central shopping area in Wimbledon and therefore may be appropriate for a mix of uses to help provide an active street frontage.

Although large vehicles servicing the theatre frequently operate from the street, this is inappropriate activity in a constrained residential street. As a result these operations can cause problems for residents. Increased on-street servicing activities would further impact on traffic movement and road safety, on site provision is therefore required.

There are road safety issues associated with the Russell Road junction. Remedial action is therefore required to mitigate against these problems together with issues relating to neighbourhood parking, picking up/setting down of patrons, traffic and road safety impacts.

Following the closure of the car park and whilst traffic patterns settle, some local streets might experience localised problems as patrons seek on-street spaces. However, overall the total number of trips in adjoining side streets should reduce as patrons find new alternatives. The council may therefore wish to secure monitoring data following closure of the site from future developers.

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

Area.

Summary of consultation responses

(this section will be removed in the adopted document)

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

- The preferred use of the site should be for offices
- The site should be used for a community function
- Support for the redevelopment subject to it being of an appropriate scale and form
- Support for a mix of town centre uses
- Support for leisure activities on the site
- Retention of the existing car park/loss of parking in the town centre
- Impact of potential loss of parking on adjoining areas and controlled parking zones
- Increased traffic in the vicinity of the site
- Considering the impact on the adjoining New Wimbledon Theatre which is a Grade II listed building

Further research

(this section will be removed in the adopted document)

May 2012: Merton's Borough Plan Advisory Committee reviewed potential layout, scale and massing models for the site, and background information.

June 2012: a parking survey was carried out in Wimbledon town centre. Like the other central surface car park (at Hartfield Road) car park was found to be the second most heavily used. 52% of vehicles parked there for less than one hour. Overall, including the surface and the multi-storey car parks in Wimbledon town centre, it was found that there was approximately 30% spare capacity in off street car parking places, even at the busiest times.

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 size and external space.

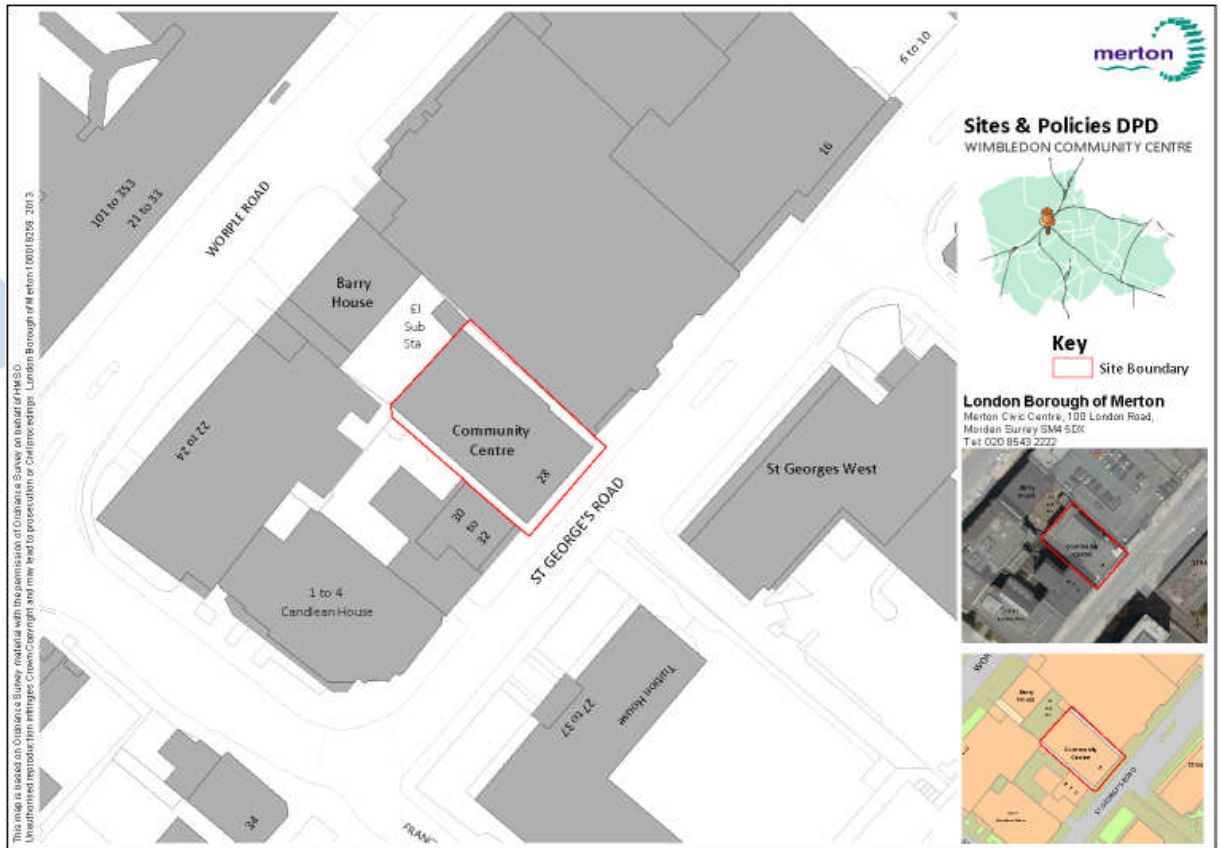
April 2013: the council has prepared development guidance for this site and intends to dispose of the site during 2013.

This page is intentionally blank

DRAFT

Wimbledon Community Centre

28 St George's Road, Wimbledon, SW19 4DP



Site area 0.06 ha

Site description This site is currently (June 2013) a two storey flat roofed community centre (D1 Use Class) which was vacated during 2012. It is surrounded to the east by four to five storey mixed use buildings (commercial/offices), to the west by four storey offices and to the south by office buildings ranging from five to nine storeys in height.

The community centre is located within the town centre boundary and adjoins commercial uses.

Strategic planning factors The building is located in the Wimbledon town centre boundary and adjoins the core shopping area. It is currently much lower in height than the surrounding buildings.

The site is in an area with excellent accessibility to public transport services (PTAL 6b) with access to The Broadway via St Georges Road and Wimbledon Hill Road.

Part of the eastern portion of the site is within a Critical Drainage Area.

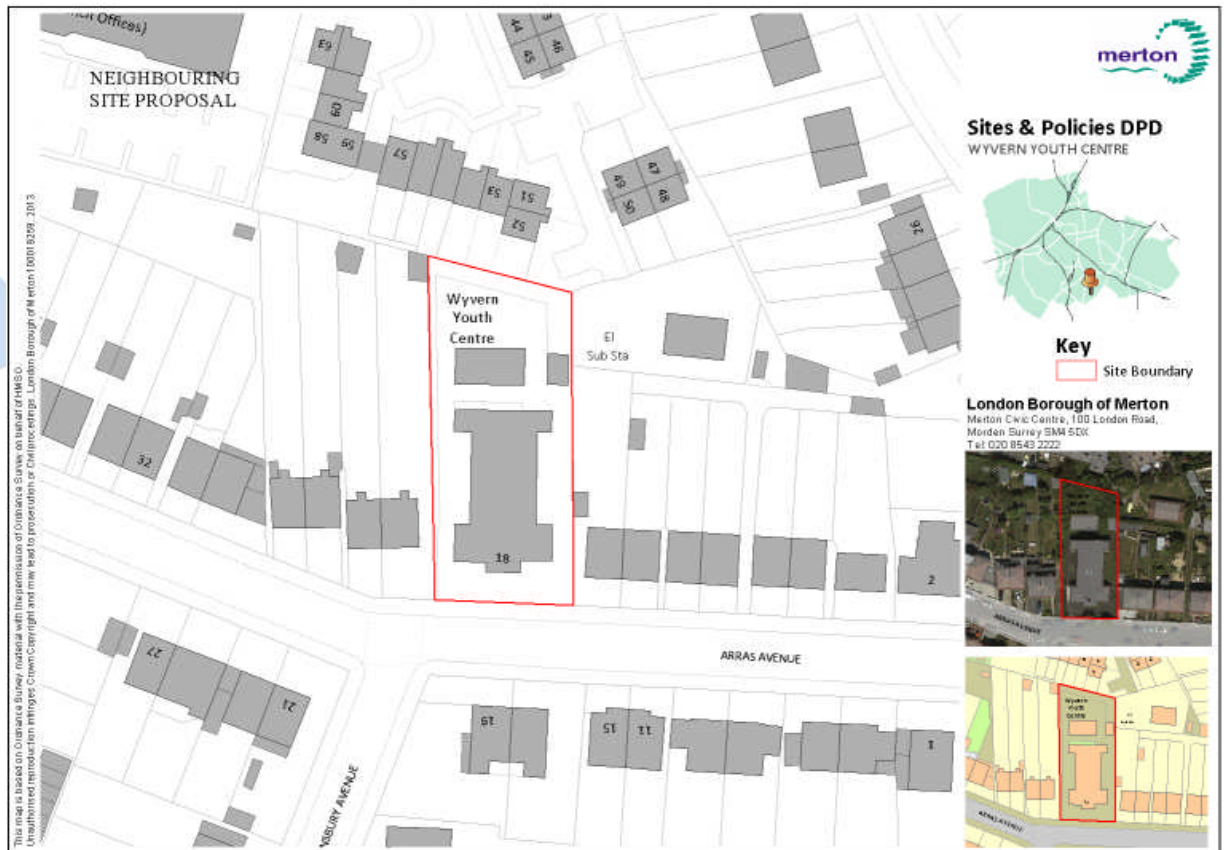
A temporary planning application was approved in May 2013 to demolish the existing building and install a temporary surface public car park on the site. This will expire in May 2016.

| | |
|---|--|
| Current use | Vacant – former community centre (D1 Use Class). |
| Use suggested / organisation | Mix of community, business and residential – London Borough of Merton. Office, community and leisure use – Wimbledon Community Association. |
| Allocated use | Any of the following or an appropriate mix of town centre type uses such as community (D1 Use Class), retail (A1 Use Class), financial and professional services (A2 Use Class), offices (B1[a] Use Class) and residential (C3 Use Class). An alternative option for the site could be a hotel (C1 Use Class). |
| Delivery timetable | 2014 – 2019. |
| Issues | <p>The site is council owned and has been vacant since November 2012. The community service has been relocated therefore a net loss of the facility has not resulted.</p> <p>Any new permanent proposal should provide an active street frontage to contribute towards the vibrancy and vitality of the town centre.</p> <p>In a mixed use development, residential uses should be on upper floors.</p> <p>Protecting the amenity of occupiers adjacent to the site.</p> <p>Parking and servicing impacts on traffic movement, congestion and road safety needs to be appropriately controlled and mitigated.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area.</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"> • The site should be retained for community use • Support for community, commercial, financial and business use |
| <i>(this section will be removed in the adopted document)</i> | |
| Further research | Since January 2012 the council has taken ownership of the site which is now vacant and is exploring delivery for future uses. |
| <i>(this section will be removed in the adopted document)</i> | |
| | <p>November 2012: The site was assessed in an external report commissioned by the London Borough of Merton for its suitability as a primary school but rejected on grounds of size.</p> <p>March 2013: planning application submitted to demolish the existing building and install a temporary surface public car park on the site.</p> |

DRAFT

Wyvern Youth Centre

18 Arras Avenue, Morden, SM4 6DF



Site area 0.12 ha

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

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

The site is within an Archaeological Priority Zone.

Current use Vacant – former youth centre.

Use suggested / organisation Residential – London Borough of Merton.

Allocated use Residential (C3 Use Class).

Delivery timescale 2014 – 2019.

Issues Protecting the residential amenity of those properties adjacent to or in the vicinity of the site.
(this section will be removed in the adopted document)

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

Connaught Garden is susceptible to surface water flooding.

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

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

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

DRAFT

Elm Nursery Car Park

Car Park Adjacent 125 London Road, Mitcham, CR4 2JA



Site area 0.1 ha

Site description This site is a surface car park.

Neighbouring the site to the north is a single storey commercial unit and a public access footpath lies between the commercial unit and the car park. Adjacent to the south are flats ranging from three to five storeys, to the west are four storey flats and to the east are two storey terraced houses.

The site is not within the Mitcham town centre boundary.

The site is accessed from London Road with pedestrian access also to Feltham Road.

Strategic planning factors This site is identified as part of a larger area in the Mitcham Supplementary Planning Document 2006 as being suitable for residential uses (C3 use class).

The site is in an area with good accessibility to public transport services (PTAL level 4).

Current use Car park (Sui Generis Use Class).

Use suggested / organisation Residential – London Borough of Merton.

Allocated use Residential (C3 Use Class).

Delivery timetable 2017 – 2024.

Issues Mitigating potential parking, traffic and road safety impacts on neighbouring street and local amenity.

Provision of some on site parking is desirable.

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

Summary of consultation responses

(this section will be removed in the adopted document)

The following issue was raised from during the consultation stage and is summarised generally as follows (abridged):

- Loss of parking spaces in the town centre

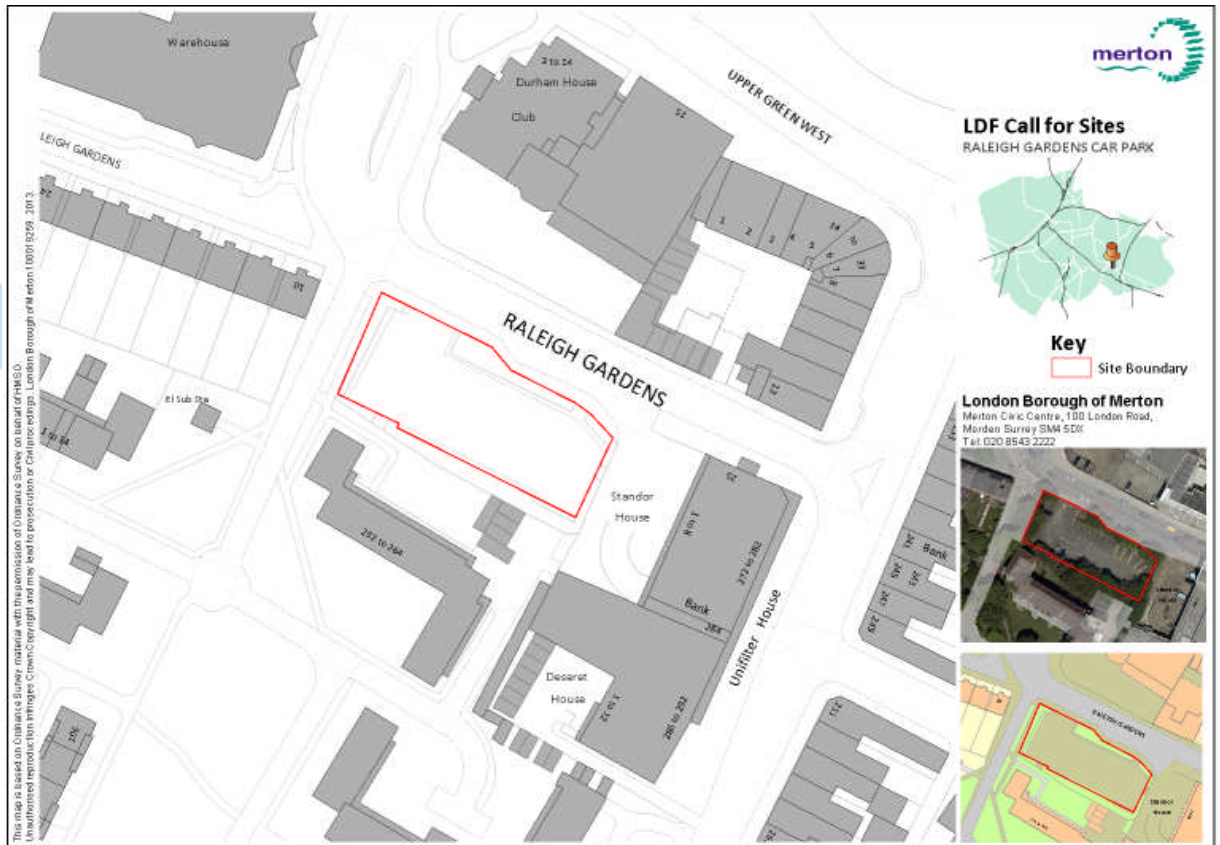
Further research

(this section will be removed in the adopted document)

February 2013: The Dreams Beds store previously operating on the neighbouring site to the north was closed.

Raleigh Gardens Car Park

Car Park, 9-17 Western Road, Mitcham, CR4 3ED



Site area 0.11 ha

Site description To the southeast of the site is the parking and service area of Standor House, a two to four storey building with retail uses at ground level and offices above. To the south of the site is a five storey block of flats and beyond the access road to the west of the site is the flank wall of a two-storey end-of-terrace house. To the north of the site, on the opposite side of Raleigh Gardens, is the parking and services area for the three storey buildings that face Upper Green West. To the northwest of the site is a two storey retail building.

Strategic planning factors The site is within close proximity to the primary shopping area in Mitcham town centre. This site is identified in the Mitcham Supplementary Planning Document 2006 as being a development site for residential and parking use.

The site is in an area with good accessibility to public transport services (PTAL 4).

This site is within an Archaeological Priority Zone.

Current use Car park (Sui Generis Use Class).

Use suggested / organisation Mix of business and residential – London Borough of Merton.

Allocated use Mixed use residential (C3 Use Class), offices (B1[a] Use Class), retail (A1 Use Class), financial and professional services (A2 Use Class), restaurants and cafes (A3 Use Class), drinking establishments (A4 Use Class) and hot food take-away (A5 Use Class).

Delivery timetable 2019 – 2024.

Issues Mitcham town centre is receiving c£6.2 million in investment between 2012 – 2016 to help boost local shops and businesses, enhance the public realm and transport infrastructure. Research and consultation responses associated with the “Rediscover Mitcham” project will be used to help inform the future of this site.

Redevelopment proposals should take place after Rediscover Mitcham has been delivered. The site’s uses should be assessed alongside car parking needs and provision in Mitcham at the time of delivery.

As this site is located in the town centre boundary and within close proximity to the primary shopping area, this site should have an active frontage at ground level to contribute towards the vitality and viability of the town centre.

Mitigating parking and servicing impacts on neighbouring streets. This site will be considered in conjunction with other car parks at Sibthorp Road (Site 69) and Elm Nursery (Site 33).

Site access is to be provided via the adjacent side road to reduce potential conflict with circulating traffic along Raleigh Gardens following development.

Frontage land may be sought to support the Council’s aspiration to return Raleigh Gardens to two way operation.

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

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

Summary of consultation responses The following issue was raised from during the consultation stage and is summarised generally as follows (abridged):

(this section will be removed in the adopted document)

- Loss of parking spaces in the town centre

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

Council has investigated the inclusion of the adjoining land at the rear of Standor House however it was not viable to include this land as part of the site allocation.

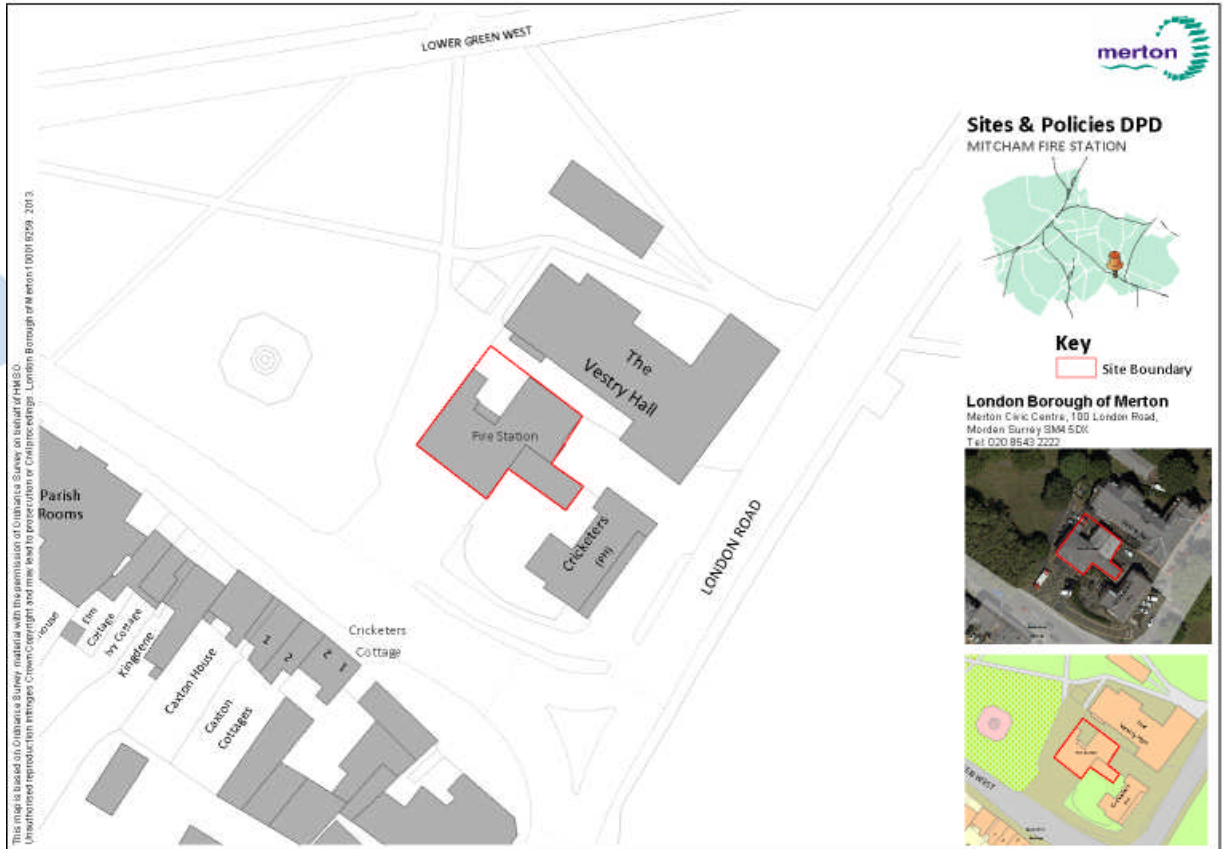
DRAFT

This page is intentionally blank

DRAFT

Mitcham Fire Station

30 Lower Green West, Mitcham, CR4 3AF



Site area 0.04 ha

Site description This site consists of a two to three storey building set in a group of buildings, including the three to four storey Vestry Hall adjacent to the rear of the site (north east) and the two storey Cricketers pub adjacent to the southeast of the site. Adjacent to the northwest of the site is a triangular area of open space known as Lower Green. The site fronts Lower Green West Road.

Cricket Green lies to the south east of the group of buildings, across London Road from Vestry Hall.

Strategic planning factors The building is locally listed and is adjacent to Vestry Hall which is also locally listed.

Full planning permission was granted for a replacement modern fire station approximately 700 m from this site at 421-445 London Road, Mitcham in November 2012. Development is anticipated to be completed in 2014 with the transfer of services and disposal of this site following.

The site is within the Mitcham Cricket Green Conservation Area, an Archaeological Priority Zone and an area with a moderate level of access to public transport (PTAL 3).

The site is located off a one way gyratory near the junction with London Road and the strategic road network. Parking is limited on or near the site.

The triangular open space to the north west of the site is designated as Metropolitan Open Land, Green Corridor and Green Chain.

The 'Mitcham Parish Rooms' to the west of the site is a Grade II statutory listed building.

The neighbouring Cricketers public house was the subject of two planning appeals in January 2013 which were dismissed on design related matters.

| | |
|-------------------------------------|---|
| Current use | Fire station. |
| Use suggested / organisation | Residential led mixed use development which could include any of the following: retail (A1 Use Class), financial and professional services (A2 Use Class), restaurant or café (A3 Use Class), drinking establishment (A4 Use Class), business use (B1 Use Class), or health uses (D1 Use Class) – London Fire and Emergency Planning Authority. |
| Allocated use | A mix of uses which could include any of the following: community uses (D1 Use class), community uses such as a cinema, gallery, theatre (D2 Use Class), residential (C3 Use Class), restaurant, cafe (A3 Use Class), office (A2 or B1 Use Class), drinking establishment (A4 Use Class) or non-food retail (A1 Use Class). |
| Delivery timetable | 2014 – 2019. |
| Issues | <p>Planning permission for a larger replacement fire station has been granted approximately 700 m from this site so redevelopment of this fire station will not compromise fire services in the Mitcham area.</p> <p>Any redevelopment or change of use should retain the building and design should be sensitive to its form and function. Mitcham Cricket Green Conservation Area character assessment and management plan should also inform any design considerations.</p> <p>Proposals should take account of the joint guidance between English Heritage and London Fire Brigade - <i>London's historic fire stations, March 2010</i>.</p> <p>The existing emergency service contraflow road linking the fire station with London Road will need to be closed, which could provide improved walking and cycling facilities.</p> |

Mitigate potential parking, traffic and road safety impacts on neighbouring streets and local amenity. A ground floor use requiring frequent deliveries from large vehicles would be required to demonstrate the safe movement of vehicles and pedestrians was not compromised.

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

Summary of consultation responses

(this section will be removed in the adopted document)

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

- The site should be used for community use and include the neighbouring buildings Vestry Hall and the former Cricketers Public House
- Design should enhance the conservation area and Cricket Green setting

Further research

(this section will be removed in the adopted document)

November 2012: Full planning permission was approved on 14 November 2012 for the new fire station at Tramway Path, Mitcham. Construction is expected to be completed in 2014, when the fire services will move from this site to the new station. This site will then be disposed of with the allocation for alternative uses.

The upper floor of the fire station contains a range of uses ancillary to the fire station such as offices, meeting rooms, kitchen, mess room and resting areas. Access to the upper floors is via a separate door and stairway to the right of the entrance. The ground floor is largely one main hall suitable for one fire engine, with smaller rooms to the side.

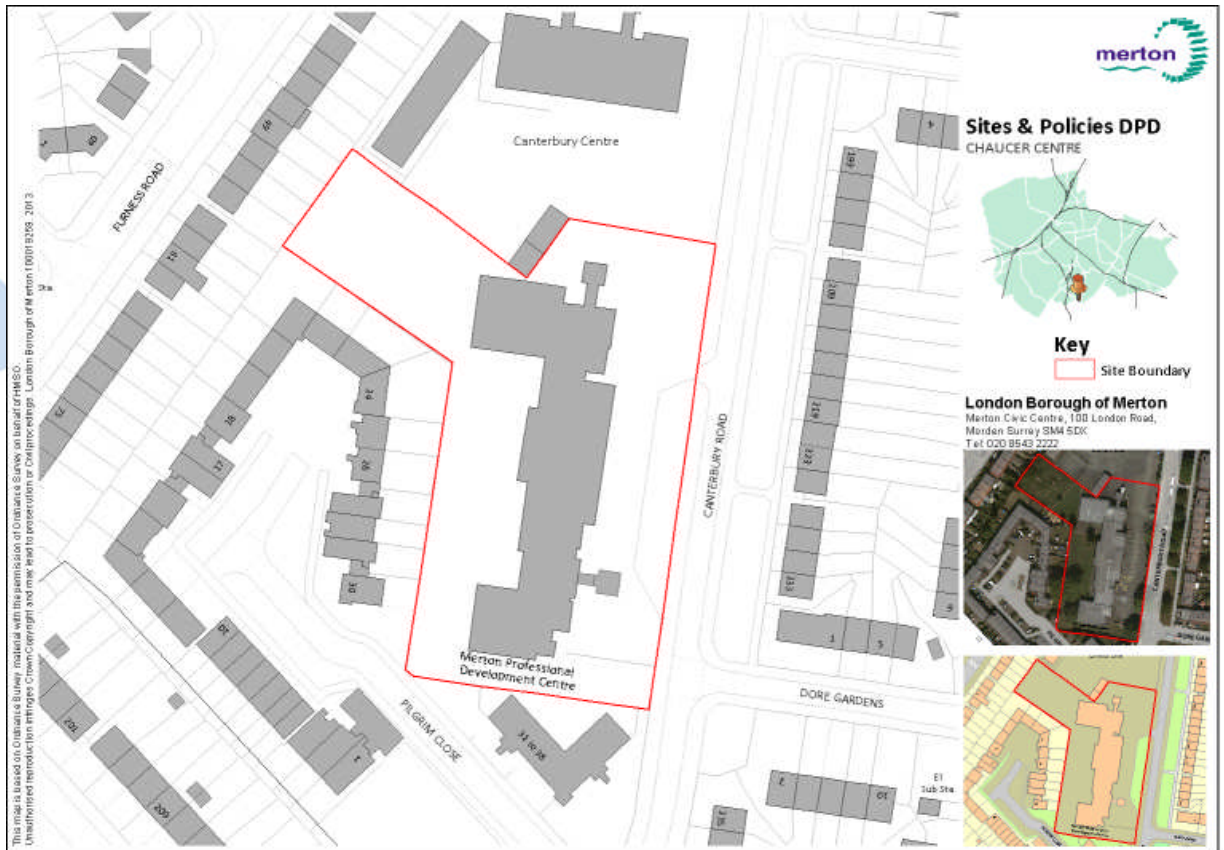
The owners have provided information regarding other fire stations which have been converted to alternative uses including community uses, public houses, restaurants, residential, hotel, art galleries and shops.

This page is intentionally blank

DRAFT

Chaucer Centre

Canterbury Road, Morden, SM4 6QB



Site area 0.63 ha

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

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

Access to the site is obtained from Canterbury Road.

Portions of the north and west of the site are within a Critical Drainage Area.

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

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

Current use Training, meeting and conference centre.

Use suggested / organisation Consider the potential for a mix of uses or single uses: community and residential – London Borough of Merton.

Allocated use Mixed use residential and community (D1 Use Class) or solely residential use (C3 Use Class) subject to the existing training facility being provided on a suitable site elsewhere.

Delivery timetable 2018 – 2024.

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

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

Mitigate potential parking, traffic and road safety impacts on neighbouring 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):

(this section will be removed in the adopted document)

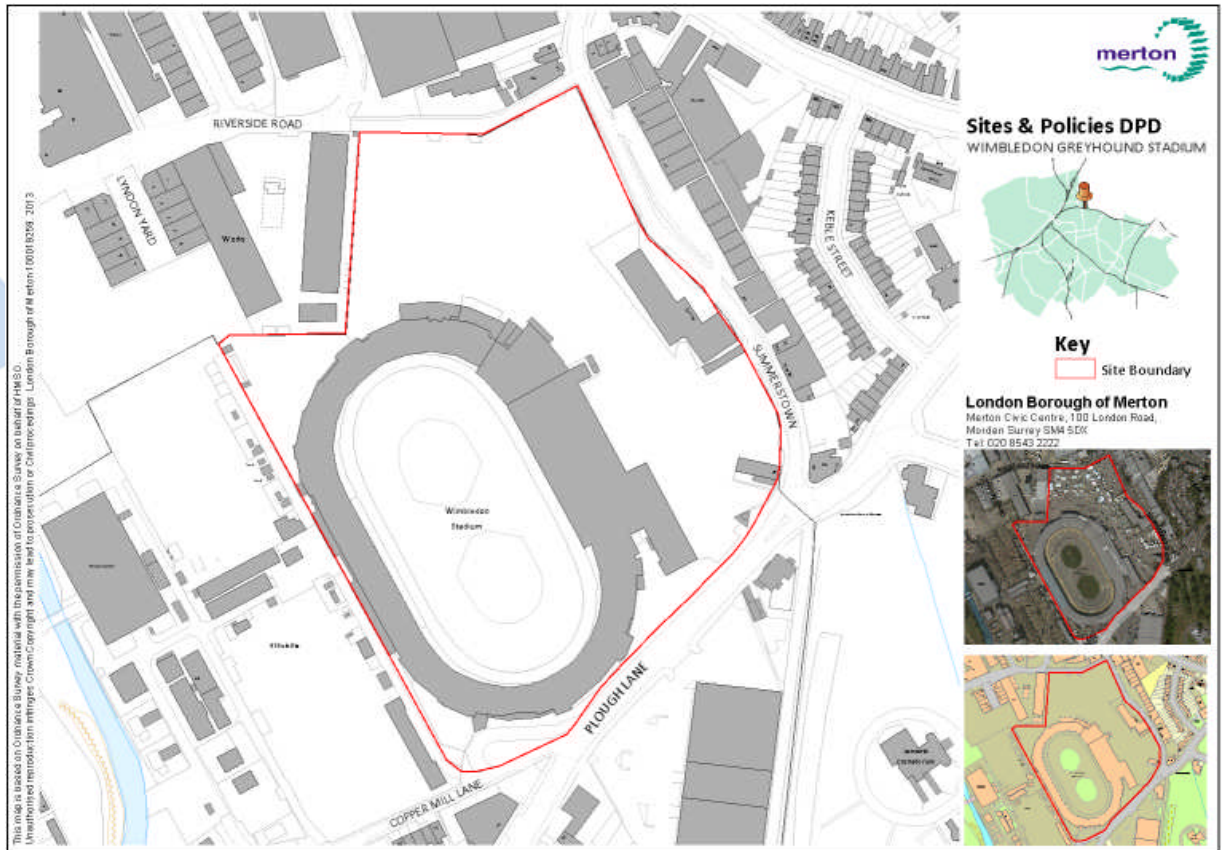
- The site should be used for education and community use
- The site is suitable for mixed use community and residential
- Clarification that the Merton Music Foundation operates from within the site not adjacent to it. Merton Music Foundation has also signalled their intention to expand within the site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

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

(this section will be removed in the adopted document)

Wimbledon Greyhound Stadium

Plough Lane, Tooting, SW17 0BL



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 access from and 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 | <p>Stage 2 (January 2012):</p> <ul style="list-style-type: none"> • Residential-led mixed use scheme - Savills L&P Ltd on behalf of Greyhound Racing Association Ltd <p>Stage 2a (June 2012)</p> <ul style="list-style-type: none"> • 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 <p>Stage 3 (January 2013)</p> <ul style="list-style-type: none"> • 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 |
| 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.

This site must be delivered via a site-specific planning brief (Supplementary Planning Document) to ensure the delivery of sporting intensification and six weeks of community consultation on proposals.

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.

Proposals should include the provision for Christopher's 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.

Summary of consultation responses

(this section will be removed in the adopted document)

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

- Parking, traffic, access and congestion on the site and surrounding area
- Loss of the Greyhound Stadium, squash club and associated activities which exist on site
- Loss of existing employment and other uses on the site
- The site is not suitable for further industry
- Impact on the nearby waste management site (in

Wandsworth)

- Potential increase for policing needs
- Objection to residential or retail use
- Flood risk and its mitigation
- Support for sporting intensification
- The site has potential for alternative uses including a school, retail, car dealerships, employment, and a food store.
- Support for AFC Wimbledon returning to Merton
- Concern over transport to and from the site
- Site should be used for a school; the relocation of existing industry or leisure facilities (including council-owned facilities)

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

The majority landowner, GRA Ltd, have submitted representations which outlines their intention to redevelop the site to provide the land for a new football stadium with enabling residential and retail development. GRA Ltd's previous representations have not been withdrawn. GRA Ltd are in discussions with AFC Wimbledon regarding the delivery of the football stadium element.

Council previously published preferred uses for the site as sporting intensification, or industrial and warehousing. Research demonstrates that demand for industrial and warehousing land in Merton and across London and the southeast has been declining for two decades and there is no evidence that would support the allocation of this large site as additional industrial land. The council has therefore removed this reference to industrial and warehousing from the Wimbledon Greyhound Stadium allocation.

The Environment Agency is supportive of exploring potential mitigation measures to alleviate flood risk on the site.

November 2012: The site's potential for a primary school was assessed in an external report commissioned by the London Borough of Merton but was rejected on grounds of size and suitability for a school.

Kingston Road Opposite Lower Downs

Land Between 424 - 448, Kingston Road, Raynes Park, SW20 8DX



Site area 0.11 ha

Site description The site is a grassed area with advertising hoardings located on Kingston Road, opposite the junction with Lower Downs Road and Burstow Road, Wimbledon SW20.

The site is located in a predominately residential area. Adjacent to the west of the site are two and three storey terraced houses. Adjacent to the north of the site are two storey terraced houses, two of which have ground floor commercial units. Two storey terraced houses are also located adjacent the site to the east. Adjacent to the south of the site is a large industrial premises and also two storey terraced housing.

Strategic planning factors The site fronts onto Kingston Road which is an existing Cycle Route and Strategic Route.

This site is in an area with good access to public transport services (PTAL 4).

The site is adjacent to a conservation area and also a nature conservation area on the opposite side of Kingston Road.

Current use Vacant land with advertising hoardings.

Use suggested / organisation Residential – JCDecaux Limited (owner).

Allocated use Residential (C3 Use Class).

Delivery timescale 2014 – 2019.

Issues The site is situated on the inside of a relatively tight corner with two side roads opposite. There is a busy through route from Kingston Road into Lower Downs Road which passes through a restricted railway arch. Several schools are also situated to the north of the railway arch which contributes to local congestion at peak times. On the south side of the intersection is a signalled pedestrian/cycle crossing which links with a segregated cycle facility along The Chase. Designated cycle lanes are located on both sides of Kingston Road in the vicinity of the site.

To avoid any detrimental traffic impacts servicing would be most appropriately sited at the westernmost boundary of the site. The potential to service/access the site via the private rear access to 448 – 458 Kingston Road (from Bronson Road) may be possible subject to appropriate legal agreements being put in place with the relevant land owners.

The accessibility of the site (PTAL 4) would support low levels of parking provision or permit free, subject to a controlled parking zone being in place on surrounding streets (not currently in place but drafts have been consulted on as at spring 2013). This could be considered and addressed further as part of redevelopment.

The potential for vehicular access off Kingston Road is also limited due to potential safety impacts. Therefore any approval would be subject to a detailed transport assessment.

Respecting the character and the views into and from the neighbouring Conservation Area.

Respecting and enhancing the adjacent nature conservation area.

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

Summary of consultation responses Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged):
(this section will be removed in

- The site should be used for a school (in conjunction with

the adopted document)

- site 77 at 26 Bushey Road) or employment use
- The site should be designated as open space or similar
- A petition was submitted to council with 128 signatures stating the site should be used for a roundabout
- The area is at capacity for new homes
- Objection to residential development
- Support for residential development of the site
- Potential traffic impacts resulting from development

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

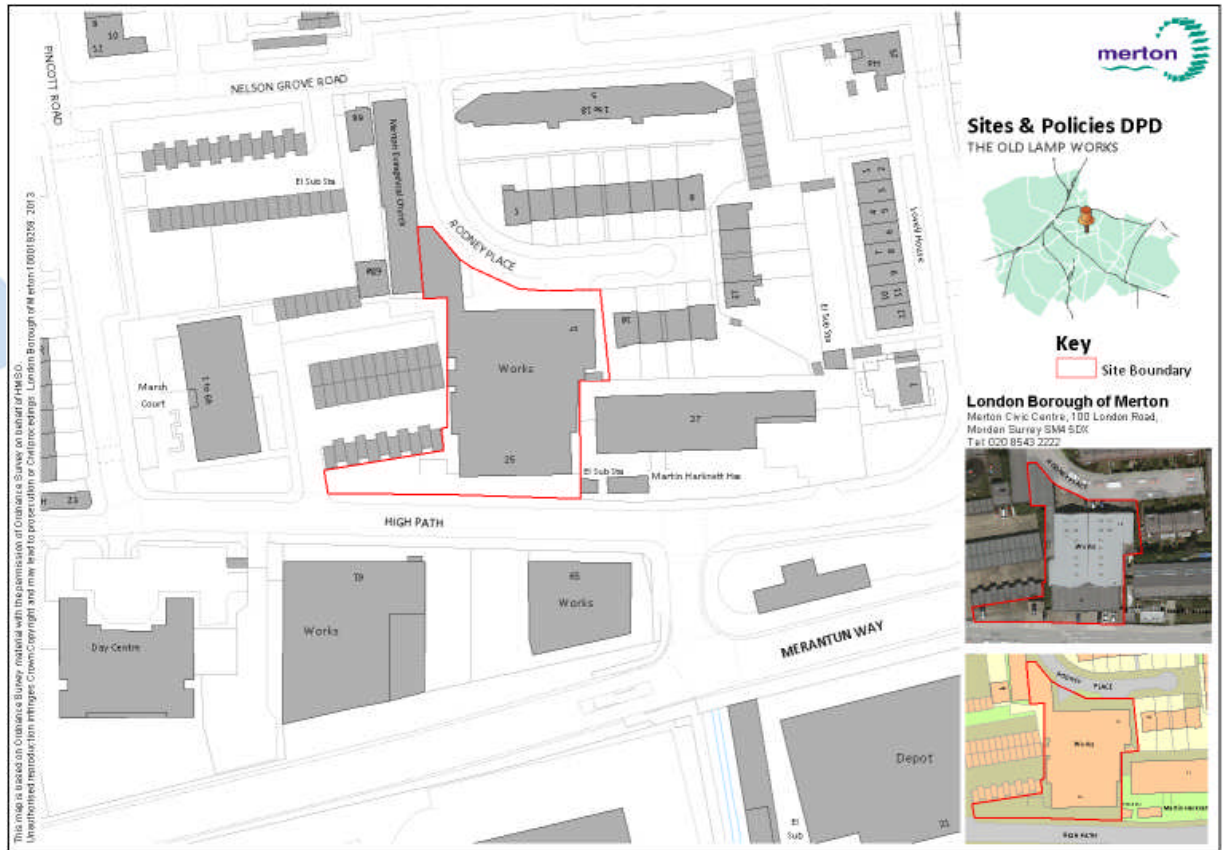
Council has received representations from the landowner, JCDecaux Ltd which confirms the extent of their freehold ownership encompassing the area indicated by the red line boundary on the map above, and their interest in redeveloping the site for residential use.

November 2012: The council commissioned research to provide school places and this site was assessed for its suitability as a school in conjunction with the sites to the south. It was found to be unsuitable on grounds of size, external space, traffic and noise in an external report commissioned by the London Borough of Merton.

May 2013: JCDecaux have sold the site. Council officers have been in contact with the new freeholder who advised they intend to deliver the site for residential use in accordance with the allocation within the next two years.

This page is intentionally blank

DRAFT



Site area 0.25 ha

Site description This site consists of a part-single and part-two storey industrial building. To the west are two storey houses and a two storey office building. South of the site, on the opposite side of High Path, is a two storey church and east of the church is a part-two and part-three storey industrial building. West of the site are single storey vehicle storage garages and beyond it is a twelve storey tower block. North of the site is a single storey church building and two storey houses.

Strategic planning factors The site is within an Archaeological Priority Zone, a Critical Drainage Area and an area with good accessibility to public transport services (PTAL 4).

Current use Office, warehouse and distribution.

Use suggested / organisation Residential - Indigo Planning (consultants) representing Wisepress Ltd.

Allocated use Residential (C3 Use Class) or education (D1 Use Class).

Delivery timescale 2014 – 2019.

Issues Retention of existing business and employment within the borough.

Potential parking, road safety and traffic impacts on neighbouring streets need to be managed. There is not sufficient turning space or access for HGV's to the site at present.

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

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

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

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area. Anecdotal evidence of surface water flooding from High Path was provided by the owner.

Summary of consultation responses

(this section will be removed in the adopted document)

The site should be retained for employment use, however education is also supported.

Further research

(this section will be removed in the adopted document)

The building has been occupied freehold since 1996 by a business local to Merton for 30 years. The business wants to relocate to a purpose built modern facility in the nearby industrial area.

Access for HGVs to the site, including turning, is poor. Evidence of surface water flooding to the site has been provided by the owner.

The building is in a poor state of repair and would be likely to require demolition and rebuild to make it suitable for continued warehousing use, including raising the eaves and reducing the building footprint to create better HGV turning circles.

The site was marketed for two years in 2002 and 2003.

November 2012: The site, together with the neighbouring garages, was assessed in a "short list" for its suitability as a school in an external report commissioned by the London Borough of Merton. As a result, the potential use for a school

has been added to the list of council's preferred uses. It is acknowledged that the site was identified as being suitable only in conjunction with neighbouring properties.

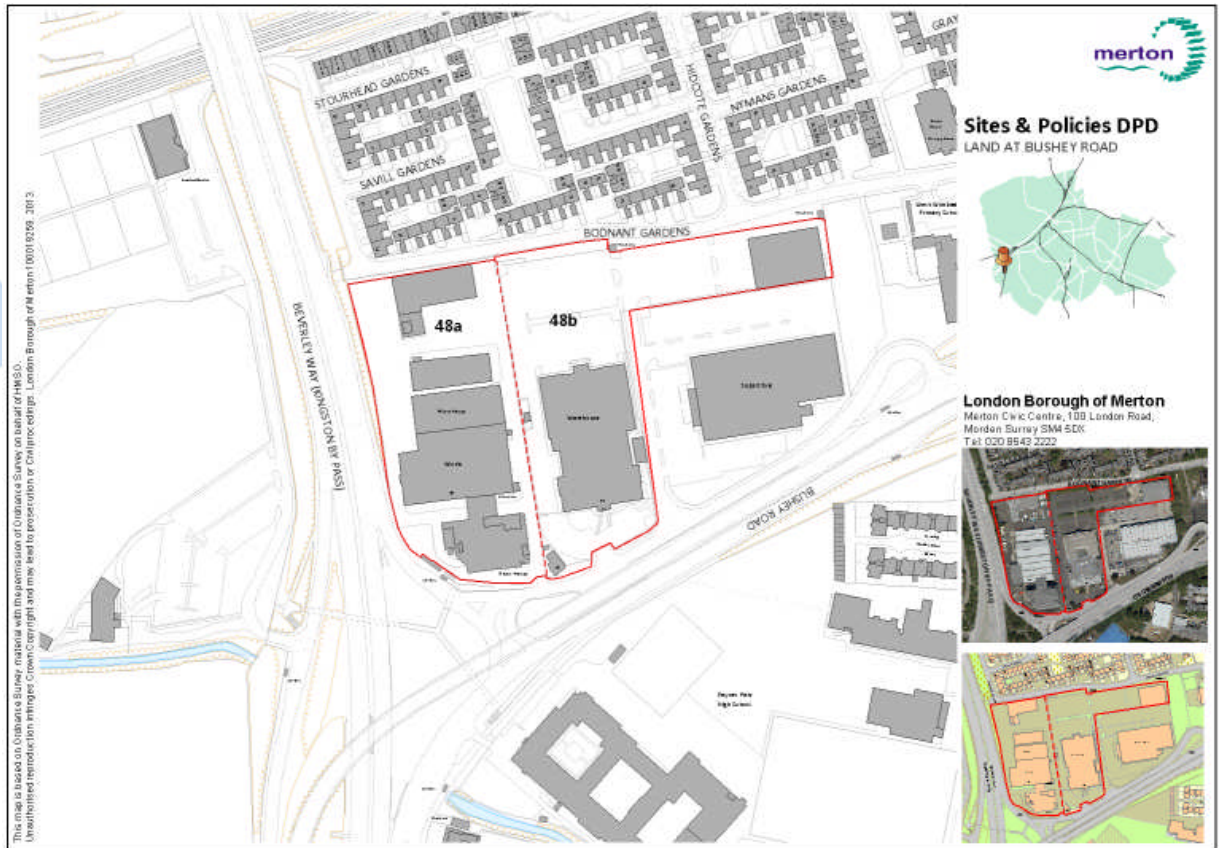
DRAFT

This page is intentionally blank

DRAFT

Land at Bushey Road

84-88 Bushey Road, Raynes Park, SW20 0JH



Site area 2.67 ha

Site description The site consists of relatively large scale industrial buildings ranging between two and five storeys in height and open parking areas. To the west is the A3 'Beverley Way' dual carriageway and to the south is Bushey Road (A298). To the east of the site is a "Pets at Home" store and, beyond that, a primary school. To the north, on the opposite side of Bodnant Gardens, are two storey houses.

Sections 48a and 48b are under separate ownership. Section 48a consists of a vacant office 5 storey office toward the southern end (Apex House), a storage and distribution unit (Safestore) located centrally and a light industrial use to the rear (Racotech). Section 48b consists of the vacant Art Deco former Thales Avionics offices and warehouse, with a separate industrial unit to the rear in the northeast corner.

Strategic planning factors The site is identified as a 'Locally Significant Industrial Site' in Merton's Core Strategy 2011. The site is in close proximity to the Strategic Road Network (A3 and A298 and a number of flyovers). It is in an area with poor accessibility to public transport services (PTAL 2). Parts of the site are within a Critical Drainage Area and the southwestern corner (section 48a, Apex House) within Flood Zones 2 and 3.

The building at 84-86 Bushey Road (section 48b) with the clock tower is locally listed. Adjacent to the northwestern boundary of the site is a

Green Corridor.

Current use **Section 48a:** Offices (B1[a] Use Class: Apex House, vacant since before 2006), storage and distribution (B8 Use Class: currently occupied by Safestore), light industry (B1[c] Use Class, currently occupied by Racetech).

Section 48b: Offices (B1[a] Use Class: former Thales Avionics, vacant since 2010).

Use suggested / organisation **Stage 2 (January 2012):** Employment (B uses), Sui Generis e.g. vehicle sales, Retail (A1 Use Class), Hotel (C1 Use Class) and Community Use (D1 Use Class) – BNP Paribas (consultants) representing Ignis Asset Management and Axa Real Estate.

Stage 3 (January 2013):

- **Section 48a:** retail (A1 Use Class), to replace Apex House and Safestore (proposed by landowner Axa Real Estate);
- **Section 48b:** employment (B uses); bulky retail (A1 use class) sui generis e.g. vehicle sales; community use (which could include education - D1 Use Class) proposed by BNP Paribas on behalf of Ignis Asset Management, for the former Thales Avionics portion of the site and the industrial building to the rear.

Allocated use (for both parts of the site) An employment-led mixed use scheme, research and development (B1[b] Use Class), light industrial appropriate in a residential area (B1[c] Use Class) and storage or distribution (B8 Use Classes) that may include an appropriate mix of any of the following: bulky goods retail (A1 Use Class), car show room (sui generis Use Class) and school (D1 Use Class).

Delivery timescale 2014 – 2024.

Issues The site is in separate ownership but allocated as one to encourage an employment led redevelopment of the site. The owners are however currently pursuing separate schemes as at spring 2013.

As a 'Locally Significant Industrial Site' mixed use proposals must be employment led.

Any retail development proposed on the site will be restricted to providing at least 70% of retail floorspace as 'bulky goods' for sale on the premises, in order to avoid undue harm to the viability of Wimbledon town centre and other surrounding centres.

Due to the site's location relative to the A3 road, a high quality design is necessary that will be responsive to the onsite and offsite uses and respect the locally listed building.

Proposals must protect the amenity of the adjacent houses and school.

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

Careful scrutiny of access and junction arrangements needed to minimise impacts on movement, congestion and road safety in particular wider impacts on Transport for London Route Network. Transport assessments must consider the potential effects of the whole site in order to avoid ad hoc proposals, assessment and consideration. The site has poor permeability and accessibility to public transport. Infrastructure/service improvements are expected to support comprehensive re-developments.

This section of the A3 is identified on the Department for Transport's noise map. Both existing and generated noise impacts will be considered in any proposal.

Summary of consultation responses

(this section will be removed in the adopted document)

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

- That the site is not suitable for any element of residential use
- That the site is currently identified as Strategic Industrial Land although it is acknowledged the current use does not reflect this
- The site is a suitable size for a school
- The site is only suitable for employment use
- Potential impact on policing needs
- That Pets at Home is not likely to be available for redevelopment during the plan period (until 2023)
- That a Next Home store could be delivered on the western portion of the site (from landowner Axa Real Estate)
- That the central portion of the site could be suitable for a range of uses including education, vehicle showroom or bulky goods retail.

Further research

(this section will be removed in the adopted document)

Since January 2012, the two landowners have decided not to take forward comprehensive redevelopment of the whole site and are currently pursuing separate schemes (see "uses suggested / organisation" section). The eastern portion of the site (Pets at Home) is not available for redevelopment before 2023. This area (80 and 82 Bushey Road) has been removed from the draft allocation.

Section 48a: Axa Real Estate owns Section 48a, comprising Apex House (vacant office), Safestore and Racetech. Axa are proposing redevelopment for retail use (A1 Use Class) replacing Apex House and Safestore with a new Next Home store in this portion of the site.

Racetech will remain to the rear of the site.

Marketing of both parts of the site has shown little to no interest in retaining the current office/light industrial use for the vacant areas of the site

Section 48b: BNP Paribas now solely represent Ignis Asset Management who owns Section 48b, the vacant office/warehouse buildings with the locally listed building (formerly the central part of the site in the previous Stage 2 consultation document).

Research, including marketing evidence specific to the site, illustrates that office occupiers are not attracted to this location. The landowner is considering a range of uses which could include education, sui generis (vehicle sales), or retail use (bulky goods).

April-May 2013: Axa Real Estate representatives held public consultation drop-in sessions to illustrate the proposed Next Home development (site 48a) prior to a planning application being submitted.

DRAFT



Site area 0.28 ha

Site description The site consists of a three storey office building with vehicle access on the western side off Cricket Green and on the eastern side off Chatsworth Place. To the north is a three storey former office building, Mitcham Court, which is currently used as a school and to the east are three storey blocks of flats. To the south of the site, on the opposite side of the footpath (Cold Blows), is a two-storey house that has been converted into a day care nursery and numerous single and two storey buildings accommodating specialist NHS clinics at Birches Close (Site 21).

Strategic planning factors The site is within the Mitcham Cricket Green Conservation Area, an Archaeological Priority Zone and an area with good access to public transport (PTAL 4).

The Mitcham Cricket Green to the west of the site is designated as Metropolitan Open Land, Open Space, Green Corridor, Green Chain and within in the Wandle Valley Regional Country Park. The footpath (Cold Blows) along the southern boundary needs to be preserved. 'Mitcham Court', to the north of the site is a Locally Listed building.

Parts of the eastern and western portions of the site are within a Critical Drainage Area.

Current use The site has been vacant since 2008 but the established use is for office

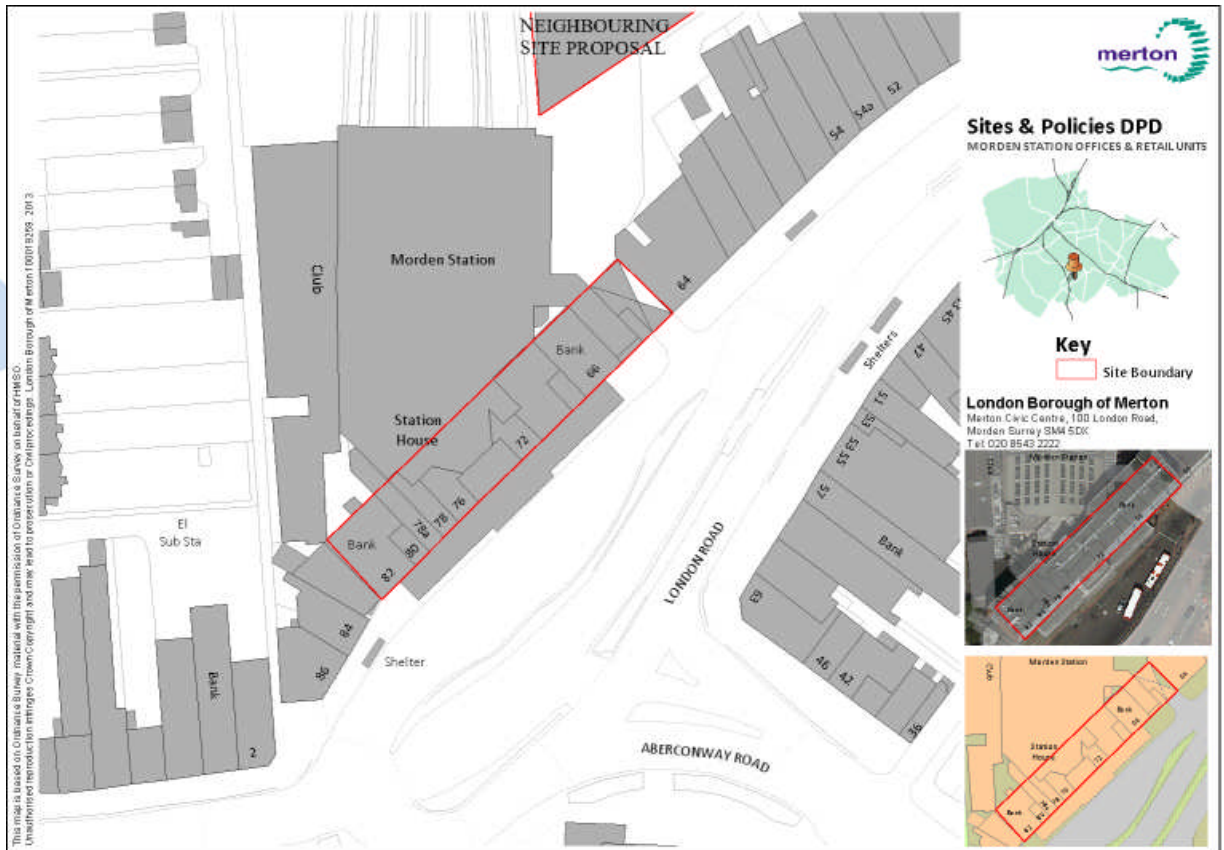
(B1[a] Use Class). Planning permission (11/P2839) was granted on 16 February 2012 for the change of use of the property to class D1 educational use. This proposal was submitted and obtained by a third party and not on behalf of the owner.

| | |
|---|---|
| Use suggested / organisation | Residential including retirement housing (C3 Use Class), nursing home/care home (C2 Use Class), hotel (C1 Use Class), or day nurseries/crèches (D1 Use Class) – by planning consultant (Gary Thomas, Planning Works) for owners (Liongate Properties). |
| Allocated use | Any of the following uses or a suitable mix of community (including education D1 Use Class), nursing home/care home (C2 Use Class), hotel (C1 Use Class), and/or residential (C3 Use Class). |
| Delivery timescale | 2014 – 2018. |
| Issues | <p>Potential loss of employment space considered against the contribution this site has made as an employment location in recent years. The site has been marketed both in whole and in part since 2008 without occupation.</p> <p>Protecting the residential amenity of the adjacent properties.</p> <p>Respecting the character of this part of the Conservation Area.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area.</p> |
| Summary of consultation responses <i>(this section will be removed in the adopted document)</i> | <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"> • The site should be for a school or employment use • A request for analysis of the sites role within the Mitcham Cricket Green Conservation Area • The site should be for D1 (community) use |
| Further research <i>(this section will be removed in the adopted document)</i> | <p>Further evidence was presented to council regarding the history of the site and the marketing of the site for office uses. Two of the three floors have been vacant since 2008 and the third since 2003. Marketing evidence for this duration has been obtained by the owner which concluded that B1[a] office use is not viable based on the lack of demand for offices in this location. The site was marketed both as one office as well as in part and both options were not successful.</p> |

The planning application for use of the building as a school was made by a third party and concentrated on change of use only, with no changes proposed to the external or internal layout. The third party has not contacted the owner with a view to delivering a school on this site

Morden Station Offices and Retail Units

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



Site area 0.09 ha

Site description The site comprises a four storey building at the entrance of Morden Underground Station.

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

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

Strategic Planning Factors The site is within the proposed moreMorden Masterplan area, an area with an excellent level of access to public transport services (PTAL 6b), an Archaeological Priority Zone and a small part of the southern corner of the site is within a Critical Drainage Area.

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

| | |
|-------------------------------------|--|
| Current use | Retail units at ground level and offices above. |
| Use suggested / organisation | <p>Stage 2: Residential – Transport for London.</p> <p>Stage 3: Hotel (C1 Use Class) – Transport for London.</p> |
| Allocated use | <p>Upper floors - hotel (C1 Use Class) and/or offices (B1[a]) Use Class).</p> <p>The ground floor is considered suitable for any of the following uses or a suitable mix of retail (A1 Use Class), financial and professional services (A2 Use Class), restaurant and cafes (A3 Use Class), drinking establishments (A4 Use Class), hot food takeaways (A5 Use Class), offices (B1[a] Use Class) and community (D1 Use Class).</p> |
| Delivery timescale | 2017 – 2024. |
| 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 redeveloping the public realm.</p> <p>Core strategy Policy CS14 refers 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>Currently (2013) residential development (C3 use class) is not deliverable on this site. If residential development were to become deliverable on this site, it would be an appropriate use for the site on the upper floors.</p> |
| Summary of consultation | Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged): |

responses

(this section will be removed in the adopted document)

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

Further research

(this section will be removed in the adopted document)

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

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

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

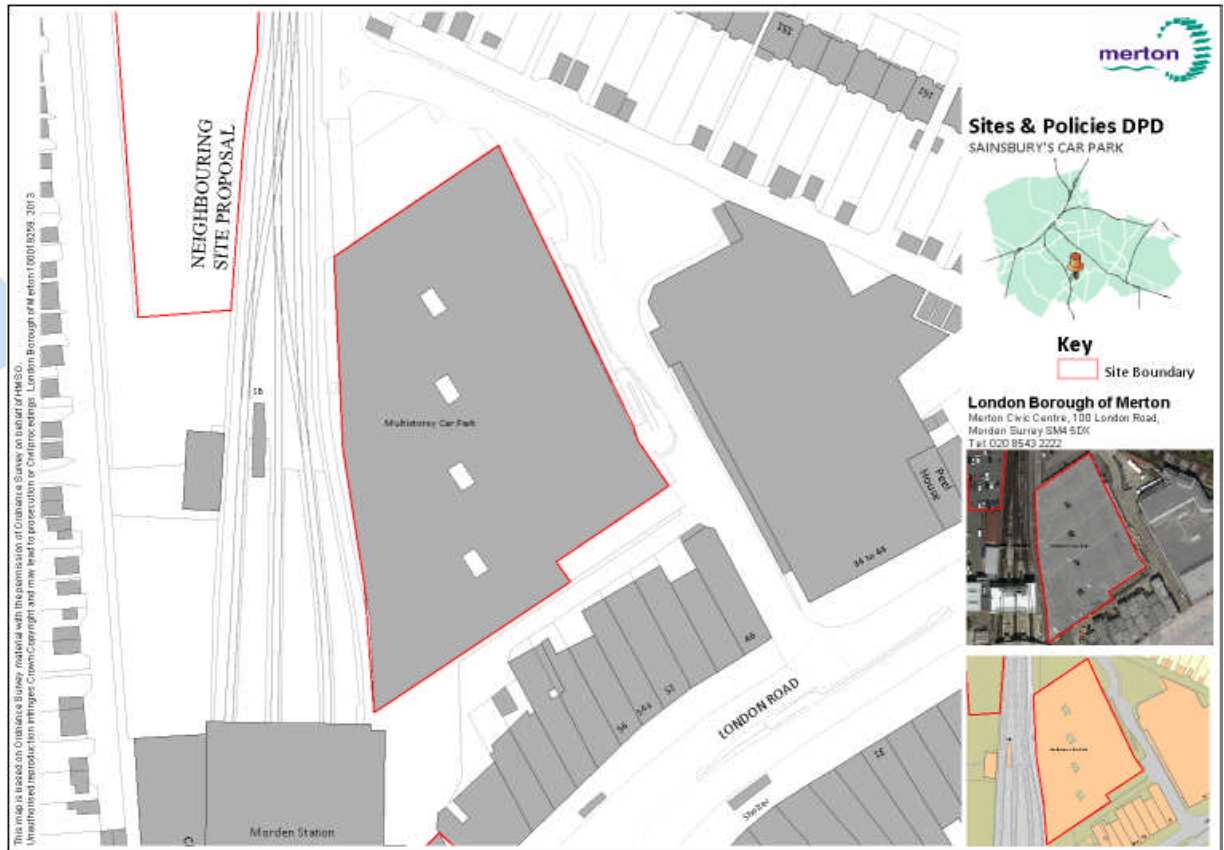
DRAFT

This page is intentionally blank

DRAFT

Sainsbury's (Peel House) Car Park

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



Site area 0.42 ha

- Site description** The site consists of a two storey car park located on land to the rear of 127 – 149 Kenley Road. Adjacent to the site to the south is a two-storey terrace of mixed commercial and residential properties on London Road. Kenley Road, which is northeast of the site, is predominately made up of two storey terraced housing. Adjacent to the site to the east is a four storey building at 34-44 London Road with a Sainsbury's supermarket at ground level and an educational establishment (Morden College) above. West of the site is Morden Underground Station.
- Strategic Planning Factors** The site is within the proposed moreMorden Masterplan area, an area with an excellent level of access to public transport services (PTAL 6a), an Archaeological Priority Zone and a small part of the site is within a Critical Drainage Area.
- There has been a positive sighting of a protected species (House Sparrow) within vicinity of the site.
- Current use** Car park (short/long stay).
- Use suggested / organisation** Residential or mixed use development – Transport for London.
- Allocated use** Any of the following uses or a suitable mix of retail (A1 Use Class), financial and professional services (A2 Use Class), restaurants or cafes (A3 Use Class),

drinking establishments (A4 Use Class), hot food takeaways (A5 Use Class), offices (B1[a] Use Class), residential (C3 Use Class), community (D1), gym or cinema (D2 Use class).

Delivery timescale 2017 – 2024.

Issues 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 refers to the appropriateness of tall buildings in Morden town centre.

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

Better connectivity and permeability by walking and cycling is 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 in Morden.

Summary of consultation responses

(this section will be removed in the adopted document)

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

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

Further research

(this section will be removed in the adopted document)

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

document)

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.

DRAFT

This page is intentionally blank

DRAFT

Corner Baltic Close and High Street Colliers Wood

194-196 High Street Colliers Wood, Colliers Wood, SW19 2BH



Site area 0.02 ha

Site description The site is a hardstanding area on the corner of High Street Colliers Wood and Baltic Close. At the opposite side of Baltic Close to the southwest of the site is a three storey public house (Charles Holden). To the west of the site is a four storey residential block (Oslo Court) with the Wandle Park beyond.

The High Street Colliers Wood frontage of the site is adjoined on the northern side by a three storey shopping parade with retail units at ground level and flats above. The site is almost directly opposite the Colliers Wood underground station.

Strategic planning factors The site is within the Wandle Valley Conservation Area, an Archaeological Priority Zone, an area with a very good level of public transport accessibility (PTAL 6a), Flood Zone 2 and a small part of the eastern corner of the site is within a Critical Drainage Area.

The Colliers Wood Underground Station building to the east of the site is a Grade II listed building.

The parade of shops to the north of the site is of poor quality and the immediately surrounding area is in need of appropriate environmental improvements, incorporating pedestrian access

into Wandle Park.

Current use Informal car park.

Use suggested / organisation Residential – Transport for London.

Allocated use Any of the following or a suitable mix of retail (A1 Use Class), financial and professional services (A2 Use Class), restaurant or cafes (A3 Use Class), drinking establishments (A4 Use Class), hot food takeaways (A5 Use Class), offices (B1[a] Use Class) and residential (C3 Use Class).

Delivery timescale 2019 – 2024.

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

Respecting the character and the views into and from the neighbouring Conservation Area and the setting of the listed building (Colliers Wood tube station) located to the east of the site.

Any development should take the opportunity to improve the junction between High Street Colliers Wood and Baltic Close, and enhance the gateway to the Wandle Park.

Minimise impact on highway capacity, safety and movement.

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the location within a flood zone and a Critical Drainage Area.

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

Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site, particularly in relation to Oslo Court to the west of the site.

Recognising the opportunity to improve the environment of Baltic Close.

Recognise the National Grid power lines running under Baltic Close.

Summary of consultation responses

(this section will be removed in the adopted document)

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

- Acknowledge the location of National Grid services in the vicinity of the site
- Support for council's preferred use
- A request for more information in relation to the sites role in the Wandle Valley Conservation Area
- Redevelopment should include adjoining land along the high street
- Recognition of the distinctive history of the terrace of buildings to the north east of the site

Further research

(this section will be removed in the adopted document)

2012: Merton Council successfully bid for the Mayor's Regeneration funding for the Colliers Wood area, including Baltic Close. Combined with a variety of funding sources, there is over £3 million available to improve the public realm and local environment in Colliers Wood between 2013 and 2016. Part of these improvements seeks to enhance the Baltic Close road and public realm, improving the junction with Colliers Wood High Street and the gateway to the Wandle Park.

Council is in ongoing discussions with TfL regarding the delivery of this site, exploring it in context of work being done in Colliers Wood under the Mayor's Regeneration Fund.

This page is intentionally blank

DRAFT

York Close Car Park

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



Site area 0.56 ha

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

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

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

Current use Surface car park.

Use suggested / organisation Residential – Transport for London.

Allocated use Residential (C3 Use Class).

Delivery timescale 2018 – 2024.

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

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

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

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

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

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

Summary of consultation responses

(this section will be removed in the adopted document)

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

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

Further research

(this section will be removed in the adopted document)

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

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

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

Morden Station Car Park

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



Site area 0.33 ha

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

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

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

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

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

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

Delivery timescale 2017 – 2024.

Issues Enabling and managing appropriate parking and servicing arrangements.

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

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

Facilitating improved public transport, walking and cycling infrastructure.

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

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

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

Summary of consultation responses

(this section will be removed in the adopted document)

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

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

Further research

(this section will be removed in the adopted document)

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

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

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

Wimbledon YMCA

190-200 and 220 – 224 The Broadway, Wimbledon, SW19 1RY



Site area 0.36 ha

Site description The site is comprised of Connexions, YMCA and the former Millers Catering Equipment (vacant corner site). There are a wide range of uses currently on this site including a youth advice centre with hostel space, gym sports hall, café, retail and commercial units.

The current buildings on site range up to eight storeys, with seven storeys fronting The Broadway.

The site is located within Wimbledon town centre. To the east the site adjoins mixed use developments comprising retail, offices and residential uses. The southern side of The Broadway opposite the site has a range of building heights up to six storeys. The site is bounded on the east by Trinity Road. To the north of the site is the Conservative Club and residential development, generally comprising two to three storey semi detached houses.

Strategic Planning Factors The site is located within Wimbledon town centre boundary although it is not situated in the main shopping area of Wimbledon.

This is a significant corner site with an active frontage facing onto The Broadway.

The site is in an area with excellent accessibility to public transport services

(PTAL 6a).

As well as The Broadway, the buildings on site are particularly visible from the South Park Gardens conservation area to the north.

Portions of the northern end of the site are within a Critical Drainage Area.

Current use YMCA with hostel space, gym, sports hall, café, retail, commercial and Wimbledon Conservative Club.

Use suggested / organisation Hostel, residential, retail, café, restaurant, health and fitness suite, crèche and new public spaces – Savills (consultants) representing ORION and YMCA.

Allocated use A suitable mix of retail (A1 Use Class), financial and professional services (A2 Use Class), restaurants and cafes (A3 Use Class), drinking establishments (A4 Use Class), offices (B1[a] Use Class), community (D1 Use Class), leisure/sporting uses (D2 Use Class), hostel (Sui Generis Use Class) and residential (including hotel, C3 and C1 Use Class).

Delivery timescale 2014 – 2019.

Issues This site is a corner site with an active frontage facing onto The Broadway and also acts as the eastern gateway to Wimbledon town centre, therefore redevelopment of exemplary design quality is a must. The ground floor should have an active frontage, respecting the dual aspect and corner site.

Public space would be welcomed.

Proposals should consider the amenity of neighbouring residential uses to the north of the site.

Servicing facilities should be provided on site to minimise impacts on traffic movement, congestion and road safety.

Mitigating and managing the impacts of parking on neighbourhood and local amenity will need to be addressed.

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):

- (this section will be removed in the adopted document)*
- Support for redevelopment of the site subject to the buildings being a suitable height and similar to adjoining sites
 - Potential for sporting use on the ground floor
 - Protecting the existing sporting use
 - Site should be retained for community and leisure use

- General objection to the proposal

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

Since **January 2012** the site has expanded to incorporate adjoining land to the west and north which has been acquired by Orion for YMCA.

November 2012: The site was assessed as part of an external report commissioned by the London Borough of Merton for its suitability as a school but was rejected on grounds of size, restrictions that exist on site and the deliverability of a school on the site given that the council has no land ownership.

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

DRAFT

This page is intentionally blank

DRAFT

165-171 The Broadway

Highlands House, 165-171 The Broadway, Wimbledon, SW19 1NE



Site area 0.16 ha

Site description The site is occupied by a mix of retail and offices within a building that has a maximum height of seven storeys. The upper floors of the building are currently set back from the street line in a podium-block format.

The site is a corner site between The Broadway and Southey Road. To the south of the site are residential terraces. On the opposite side of The Broadway are similar mixed use developments with a range of building heights from three to six storeys.

The site is located within Wimbledon town centre and is adjacent to mixed use developments of retail, offices and residential uses.

Strategic Planning Factors The site is located in the town centre boundary although it is not situated in the main shopping area of Wimbledon.

This is a significant corner site with an active frontage facing onto The Broadway.

The site is in an area with an excellent accessibility to public transport services (PTAL 6a).

Part of the site is within a Critical Drainage Area.

Current use Retail, commercial and office use.

Use suggested / organisation Retail, restaurant, residential, community use – Savills (consultants) representing ORION and BFL Management Ltd.

Allocated use A suitable mix of retail (A1 Use Class), financial & professional services (A2 Use Class), restaurants & cafes (A3 Use Class), drinking establishments (A4 Use Class), offices (B1[a] Use Class), community (D1 Use Class), sporting/leisure use (D2 Use Class) and residential uses (including hotel, C3 & C1 Use Class).

Delivery timescale 2014 – 2019.

Issues This site is a corner site with an active frontage facing onto The Broadway so redevelopment of exemplary design would be welcomed. The ground floor should have an active frontage, respecting the dual aspect and corner site.

Redevelopment should provide high quality office space on upper floors.

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

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

Servicing facilities should be provided on site to minimise impacts on traffic movement, congestion and road safety. Mitigate and manage impacts of parking on neighbourhood and local amenity.

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

- Support for redevelopment of the site subject to the buildings being a suitable height and similar to adjoining sites
 - Site should be retained for retail and office use
 - The site should be developed entirely for office use
- (this section will be removed in the adopted document)*

Further research **November 2012:** The site was assessed in an external report commissioned by the London Borough of Merton for its suitability as a school but was rejected on grounds of external space and the difficulty of conversion.

(this section will be removed in the adopted document) Council has sufficient information regarding the ability to deliver the site for the preferred use.

12A Ravensbury Terrace

12A Ravensbury Terrace, Wimbledon Park, SW18 4RL



Site area 0.1 ha

Site description The site is situated adjacent the northern borough boundary with the London Borough of Wandsworth and also adjoins to the River Wandle along the eastern boundary.

Immediately to the south of the site is 12 Ravensbury Terrace, a three storey building which has recently been renovated and is occupied by creative businesses including an architecture firm. Further south is a neighbouring site proposal, Haslemere Industrial Estate at 20 Ravensbury Terrace (Site 70).

West of the site are predominantly small residential terraces. To the north is a culverted watercourse, which drains to the River Wandle, with a workshop beyond.

The site is within a 5 minute walk to Earlsfield station which is situated less than 400 m northeast of the site.

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

The site and its surrounds are within the functional floodplain of the river Wandle (Flood Zone 3b).

The eastern boundary of the site is designated as a Site of Importance for

Nature Conservation and Green Corridor.

Current use Office and vacant warehouse use.

Use suggested / organisation Residential (C3 Use Class) and offices (B1[a] Use Class) – Planning Potential (consultants) representing M. Stone (site owner).

Allocated use Office and residential.

Delivery timescale 2014 – 2019.

Issues Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the functional floodplain to minimise flood risk for future occupiers and the potential for water pollution from the site.

Continuing employment uses associated with the site and the neighbouring sites.

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

Protecting the amenity of those properties adjacent to, or in the vicinity of the site, including access to the adjoining businesses to the south of the site.

Impact of any development proposal on protected species, biodiversity and the adjacent green corridor.

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

(this section will be removed in the adopted document)

- The possibility of the site being needed for expansion of the District Line
- The site is located within the functional flood plain
- The need to protect the adjoining industrial area from potential adverse effects
- The potential to establish a walkway along the Wandle River
- The current tenant, Reuters, is supportive of redevelopment of the site and has made a significant financial investment in expanding their operation on the site.

Further research The owner is proposing to expand the existing office operation on the site at ground and first floor levels, with residential use above. Reuters are the current tenants for the existing offices on site, and have expressed their support for the proposals, as well as their investment in the site.

(this section will be removed in the adopted document)

The site owner is working with the Environment Agency to explore options to minimise flood risk to the site.

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

December 2012 - April 2013: Wandsworth Council considered restricting the size of vehicles that can use the nearby road network. A committee level decision in April 2013 regarding the imposition of a width restriction resolved not to implement an experimental width restriction immediately, subject to ongoing and further monitoring of HGV movements in Ravensbury Terrace.

DRAFT

This page is intentionally blank

DRAFT



Site area 0.31 ha

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

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

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

Current use Commuter car park.

Use suggested / organisation Residential - London Borough of Merton.

Allocated use Residential (C3 use class) to be developed in conjunction with the moreMorden masterplan or education (D1 use class).

Delivery timescale 2018 – 2024.

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

The site 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 stages and are summarised generally as follows (abridged):
(this section will be removed in the adopted document)

- 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

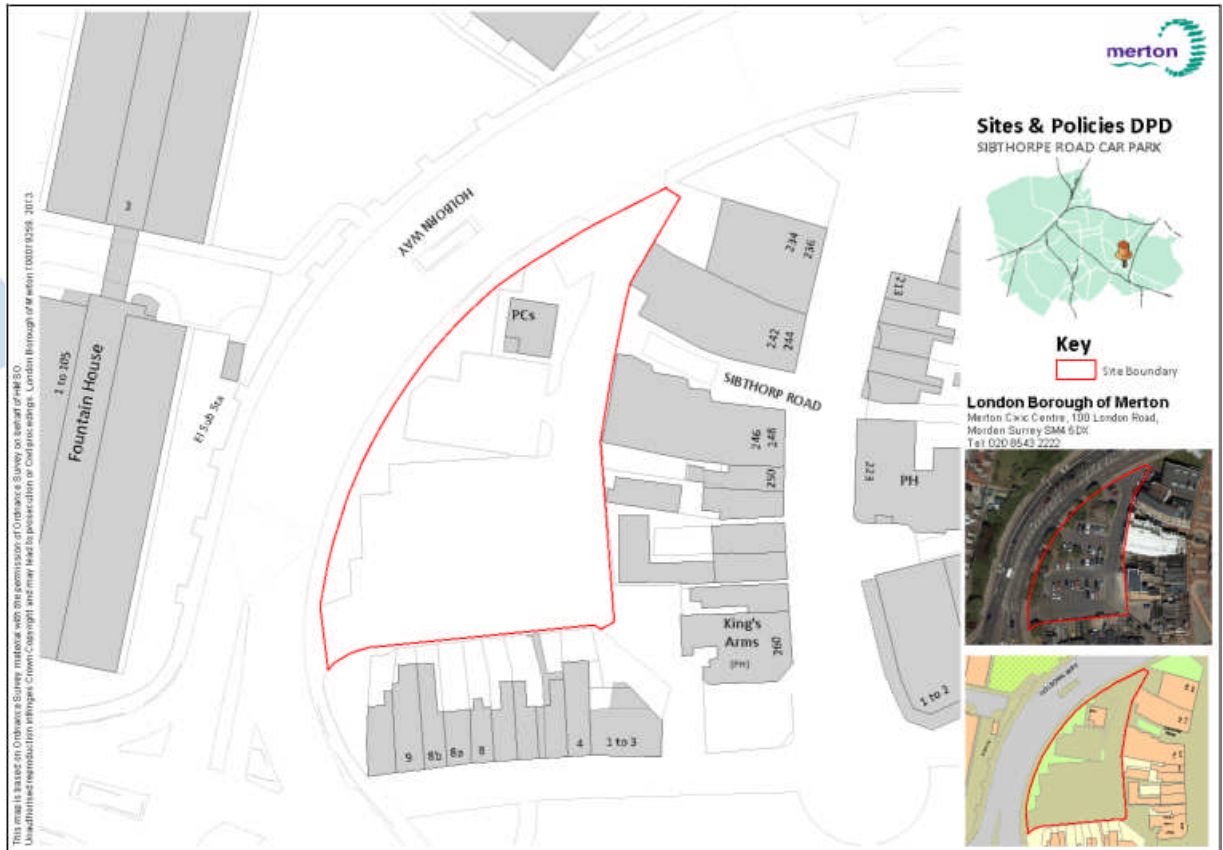
Further research Council has had discussions with TfL regarding access to the site. TfL is not opposed redevelopment and subject to leases for access ending in 2018, freehold access could be provided to this council owned site.
(this section will be removed in the adopted document)

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.

Sibthorp Road Car Park

Car Park, Sibthorp Road, Mitcham, CR4 3NN



Site area 0.26 ha

Site description The site is an irregular quadrant shape, is adjacent a busy main road and is occupied by parking spaces for approximately 50 vehicles, redundant public conveniences and a community recycling area.

Access to the site is via an entry from Holborn Way at the northeast boundary with egress along the southwest boundary. There are two points of pedestrian access to the site from London Road via Sibthorp Road and from the Mitcham Fair Green via a passage adjacent the King's Arms Pub.

The site is surrounded by business uses which generally address the pedestrianised section of London Road to the east or Upper Green West to the south, however there are also several businesses which have shop fronts orientated toward the car park.

To the west of the site on the opposite side of Holborn Road are large four to five storey residential apartment buildings at Sadlers Close.

Strategic planning factors South east of the site is susceptible to surface water flooding.

This site is within an Archaeological Priority Zone.

The site is within the wider setting of a Grade I listed building (Eagle House).

The site has a good level of access to public transport services (PTAL 4).

There are several businesses which have oriented shop fronts toward the car park (eastern side) to the detriment of the local high street on London Road.

Current use Car park.

Use suggested / organisation Town centre uses and residential - London Borough of Merton.

Allocated use Town centre type uses and residential.

Delivery timescale 2017 – 2024.

Issues Mitcham town centre is receiving c£6.2 million in investment between 2012-2016 to help boost local shops and businesses, enhance the public realm and transport infrastructure. The project is known as “Rediscover Mitcham”. Redevelopment of the site will be considered after the completion of the Rediscover Mitcham project and the delivery timescale has been adjusted to reflect this.

Research and consultation responses associated with the Rediscover Mitcham project will be used to help inform the future of this site. Redevelopment proposals should be considered after the Rediscover Mitcham project has been delivered and evaluated.

This site is adjacent a heavy vehicular traffic route along Holborn Way. Any potential redevelopment should seek to mitigate traffic noise for its occupiers.

The developable portion of the site is constrained by the dual frontage businesses addressing the site along the eastern side. There may be opportunities to create an attractive streetscape along the eastern side of the site (opposite side to Holborn Way).

The potential loss or relocation of town centre car parking spaces will need to be considered.

Respecting and enhancing the character and the views into and from neighbouring Mitcham Fair Green.

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

Limiting traffic movements so as not to hinder traffic flow on the surrounding roads or cause safety concerns for other road and pavement users.

Summary of consultation responses

(this section will be removed in the adopted document)

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

- Support for council's preferred use
- Loss of town centre parking
- Reference should be made to the fact the site is in the wider setting of a Grade I listed building (Eagle House)
- Retention of the existing driver mess room for London Buses in any redevelopment
- Any redevelopment of the site should make adequate provision for parking and address the character of Fair Green

Research and consultation responses associated with the "Rediscover Mitcham" project will be used to help inform the future of this site.

Further research

(this section will be removed in the adopted document)

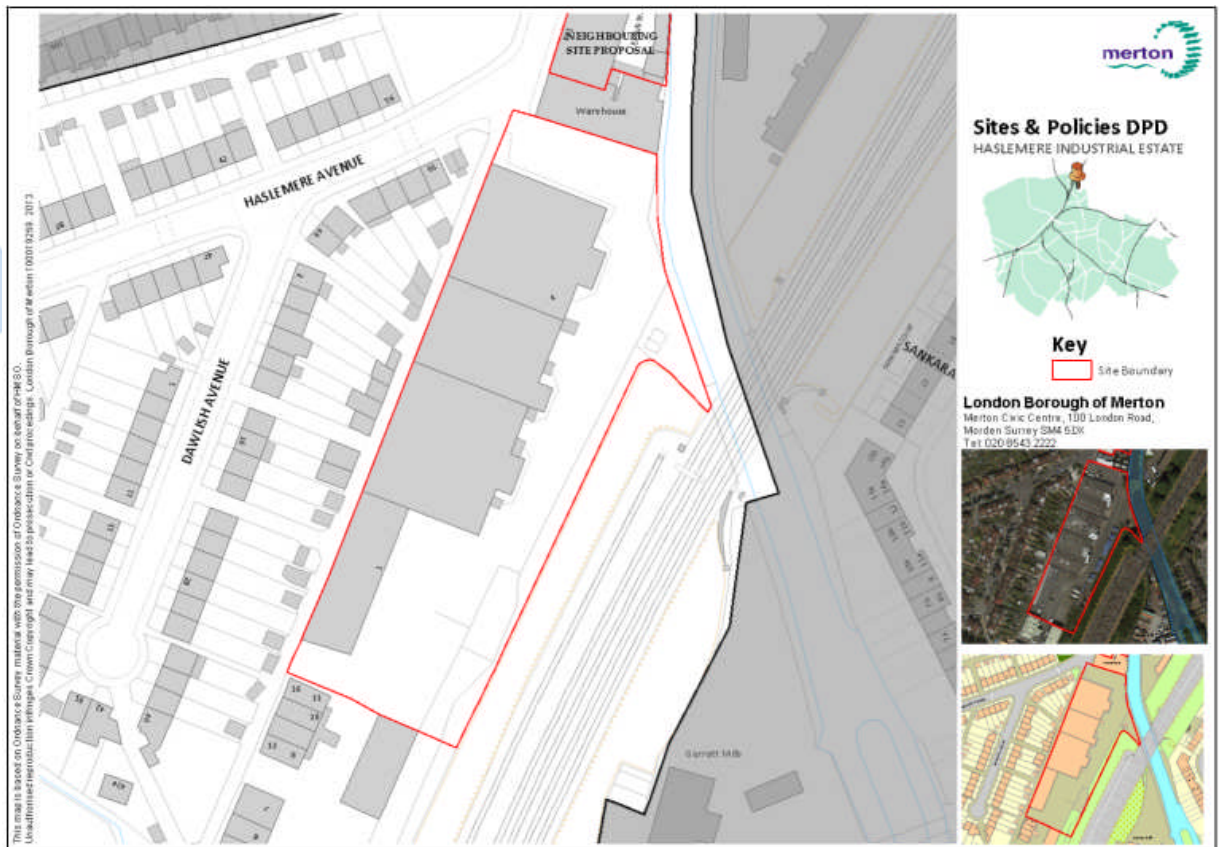
Mitcham town centre is receiving c£6.2 million in investment between 2012-2016 to help boost local shops and businesses, enhance the public realm and transport infrastructure. The project is known as "Rediscover Mitcham". Redevelopment of the site will respond to this project and the delivery timescale has been adjusted to reflect this.

This page is intentionally blank

DRAFT

Haslemere Industrial Estate

Haslemere Industrial Estate, 20 Ravensbury Terrace, Wimbledon Park, SW18 4RL



Site area 0.9 ha

Site description The site is situated near the northern borough boundary with the London Borough of Wandsworth and is adjacent to the River Wandle and railway lines to the east. The site has a mixture of purpose built industrial units and provides vehicular access to the adjoining Rufus Business Estate to the south. The site is within 5 minutes walk to Earlsfield station which is situated less than 400 m northeast of the site.

Immediately to the north of the site is 12 Ravensbury Terrace, a three storey building which has recently been renovated and is occupied by creative businesses which include an architecture firm. Further north is a neighbouring site proposal, 12A Ravensbury Terrace (Site 64).

West of the site are predominantly the garages and yards of two storey residential terraces. To the east of the site is the River Wandle and railway.

Strategic planning factors The site is part of contiguous employment use to the north and south.

The site has good access to public transport services (PTAL 4) and is within 5 minutes walk of Earlsfield railway station.

The eastern boundary of the site is designated as a Site of Importance for Nature Conservation and green corridor and is also identified as

safeguarded for Crossrail 2 (Wimbledon Hackney Line).

The site is within the functional floodplain (Flood Zone 3b) and is susceptible surface water flooding to south and east of the site.

Current use Business and industrial.

Use suggested / organisation Alternative uses on the site such as residential - Jones Lang LaSalle on behalf of Astanta Asset Management.

Allocated use Business/light industrial (B1) or a suitable employment led redevelopment.

Delivery timescale 2014 – 2019.

Issues Continuing space for employment in this area.

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

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the functional floodplain to minimise flood risk for future occupiers and the potential for water pollution from the site.

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

Impact of any development proposal on protected species, biodiversity and the adjacent green corridor.

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

(this section will be removed in the adopted document)

- Support for council's preferred use
- Support and opposition to residential development
- The possibility of the site being needed for expansion of the District Line
- The site is situated in the functional flood plain and not suitable for residential development
- The site should acknowledge the potential for green infrastructure and its location adjacent to a Site of Interest for Nature Conservation
- Avoiding conflicts with the adjoining industrial area in Wandsworth

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

Council has received further information regarding the viability of future employment led uses on the site. The information states that the buildings on the site are at the end of their economic life for continued industrial use and that redevelopment should be for a mixed use development comprising smaller commercial units (community and office uses) in conjunction with residential use.

The council has met the Environment Agency and the Agency support the exploration of ways to mitigate flood risk on this site.

November 2012: The site was assessed in an external report commissioned by the London Borough of Merton for its suitability as a school but was rejected on grounds of location and viability.

December - April 2013 Neighbouring London Borough of Wandsworth has also made public their intention to install a width restriction in Ravensbury Terrace which would restrict access to the industrial estate for heavy goods vehicles. This could potentially affect the existing manufacturing business on this site and restrict the range of future business and industrial uses on the site and adjoining Rufus Business Centre. A committee level decision regarding the imposition of a width restriction resolved in April 2013 not to implement an experimental width restriction immediately, subject to ongoing and further monitoring of HGV movements in Ravensbury Terrace

This page is intentionally blank

DRAFT

Southey Bowls Club

Southey Bowling Club, 559 Kingston Road, Raynes Park, SW20 8SF



| | |
|-------------------------------------|---|
| Site area | 0.54 ha |
| Site description | The site, whilst irregular in shape, is well proportioned. It is currently occupied by a bowling green with associated single storey timber structures to the east of the site. The western part of the site is occupied by an open hardstanding carpark for approximately 20 cars. A single storey brick clubhouse lies in the westernmost corner of the site. Vehicular access to the site is via a long narrow driveway entry from Lower Downs Road. The gardens of two storey residential terraces surround the site on all sides. |
| Strategic Planning Factors | The site has moderate accessibility to public transport services (PTAL 3). The site is occupied as a bowls club. The site is surrounded by residential properties. The bowling green is designated as open space and should not be built on. |
| Current use | Bowls club. |
| Use suggested / organisation | Residential and bowls club - Kossway Ltd on behalf of Southey Bowls Club. |
| Allocated use | Bowls club, residential and open space. |
| Delivery timescale | 2014 – 2019. |

Issues The site is occupied by a bowls club which has circa 200 members. Southey bowling club wish to redevelop part of the car park to fund a new clubhouse on the site, improve the bowling club facilities and secure the financial future of the club.

There should be no loss of sporting facilities for which there is demand.

Redevelopment proposals should protect the residential amenity of the surrounding occupiers, especially with regard to privacy.

Redevelopment proposals may need to consider secondary access to the site.

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

The area encompassing the bowling green is proposed to be designated as open space therefore any proposals for the whole site must be in accordance with planning policies relating to open space.

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

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

- Parking, traffic, access and congestion on the site and surrounding area
- Restrictive land covenants on the site preventing any use other than bowling or tennis
- Loss of open space, privacy, shadowing, residential amenity and overcrowding on adjoining landowners and occupiers
- Loss of the bowling/leisure activity
- Lack of supporting infrastructure in surrounding area, namely schools and doctors surgeries
- Potential impact on land values

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

Southey Bowls Club wish to develop the western portion of the site (car park and existing clubhouse) for residential use in order to deliver a new clubhouse on the site and to secure the survival of the club. The bowling green will remain as is. Southey Bowls Club anticipates a new clubhouse which can also be used for community purposes to be located centrally, adjacent the bowling green which will be retained.

Research carried out by the council shows that there is a covenant that exists for this site (and other sites in the area) that restrict their usage from being a nursery garden. Responses to the consultation have referred to other potential covenants relating to the use of the site for bowling / tennis and / or access restrictions. The council's research has not revealed the existence of other covenants for the site.

November 2012: The site was assessed in an external report commissioned by the London Borough of Merton for its suitability as a school but was rejected on grounds of restricted access and adjoining residential properties.

May 2013: The area containing the bowling green itself is proposed to be designated as open space in accordance with draft policies in the Sites and Policies DPD. This has been illustrated on the site map accordingly.

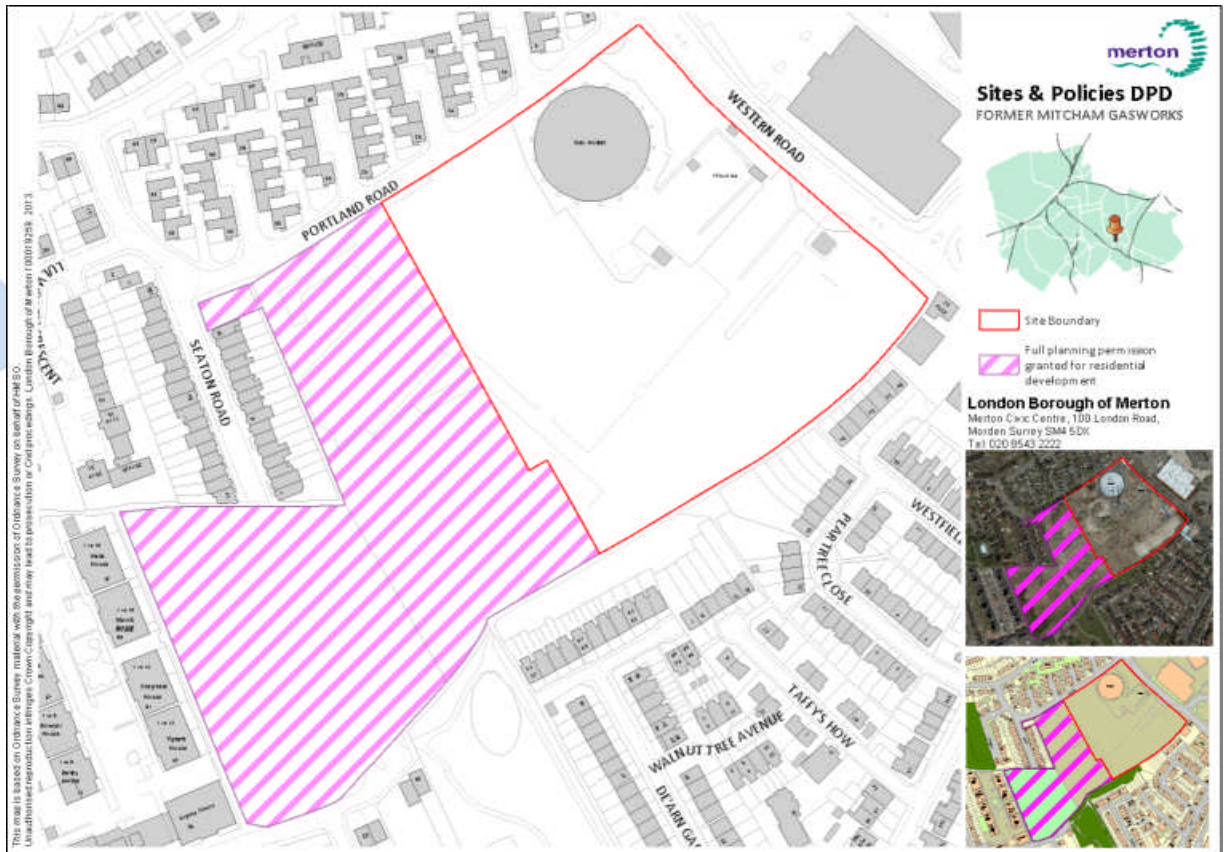
DRAFT

This page is intentionally blank

DRAFT

Former Mitcham Gasworks

49 Seagas House, Western Road, Mitcham, CR4 3ED



Site area 2.4 ha

Site description The site has been cleared with the exception of a large gas holder in the northern corner of the site.

Access to the site is via a driveway entrance from Western Road, a reasonably busy road which connects the site with Mitcham town centre.

To the north of the site is a recently completed supermarket, to the west and east are two storey residential dwellings, whilst to the south is the excluded part of the gasholder site beyond which are three storey residential apartment buildings and a medical centre.

Strategic Planning Factors The site had outline planning permission for a major residential and employment scheme. A reserved matters application was submitted for the residential component (indicated by the hatched area) was approved in November 2012.

The employment component of the permission (which extended onto the site surrounded by the red line, reaching Western Road) lapsed in July 2012 due to a lack of demand from occupiers for that use.

The site's potential uses and layout is currently constrained by the gasholder on the corner of Western Road and Portland Road.

Development within the vicinity of the gasholder is subject to restrictions set out in the Health and Safety Executive's land use planning methodology (PADHI), which limits the potential for residential-led mixed use development at present.

National Grid Property states that the gasholder is expected to be decommissioned within the next five years.

The site located on the opposite side of Western Road has been redeveloped to provide a large supermarket.

The site is within the Mitcham Archaeological Priority Zone. The site has moderate/good accessibility to public transport services (PTAL 3/4) and is approximately 100 m from the Mitcham town centre boundary.

Current use Vacant. Last used as regional offices for the National Grid. The adjacent site has full planning permission for a major residential scheme.

Use suggested / organisation Residential and retail (convenience) - Drivers Jonas Deloitte on behalf of National Grid.

Allocated use Residential led redevelopment with open space and some community use (e.g. crèche, healthcare).

If the gasholder is decommissioned, it is recommended that site redevelopment is taken forward through the preparation of a planning brief (supplementary planning document) to clarify the proposed uses, address the layout, design, essential infrastructure requirements (including school places) and deliverability taking into account the unique issues associated with this site.

Delivery timescale 2015 – 2021, however is dependant on decommissioning of the gasholder. Decommission is expected to take approximately 18 – 24 months.

Issues The site is currently constrained by the gasholder on the corner of Western Road and Portland Road. Development within the vicinity of the gasholder is subject to restrictions set out in the HSE's land use planning methodology (PADHI), which limits the potential for residential-led mixed use development at present.

National Grid Property states that the gasholder is expected to be decommissioned within the next 5 years.

If the gasholder is decommissioned and the site decontaminated and cleared, this will remove any HSE restriction on use, function and layout of the site.

Subject to the above, the site may be able to accommodate more residential development and may therefore need to consider how the needs for school places may be met on or off site.

Summary of consultation responses

(this section will be removed in the adopted document)

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

- Support for council's preferred use
- The site is suitable for residential use but lacks public transport infrastructure
- Potential impact on policing needs
- Due to the significant decommissioning costs of the existing gasholder, a residential and convenience retail scheme is required to ensure redevelopment is viable

Further research

(this section will be removed in the adopted document)

Council has met with representatives of the site owners. Council has requested more information regarding the viability of future uses on the site.

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 location, cost and time delays.

This page is intentionally blank

DRAFT



Site area 0.33 ha

Site description The site is long and narrow, with a single point of entry from Bushey Road.

The site contains a disused service station toward the Bushey Road entrance which is currently being utilised as a hand car wash. Behind the service station are smaller commercial units generally occupied by small vehicle repair related businesses.

The site is generally surrounded on both eastern and western boundaries by the rear gardens of two storey residential properties. To the north of the site is a long narrow warehouse utilised as an image processing and data storage facility accessed via Kingston Road. To the south of the site on the opposite side of Bushey Road is a place of worship, and a parade of retail shops with residential dwellings above.

Strategic Planning Factors The site has a 10 year planning history relating to its redevelopment for light industry. The site had planning permission for eleven light industrial units, granted on appeal, which lapsed in 2011.

Part of the southern section of the site is susceptible to surface water flooding.

The site has a poor access to public transport services (PTAL 2).

| | |
|-------------------------------------|---|
| Current use | Vehicle repair, maintenance, sales and valet. |
| Use suggested / organisation | Residential - Kingsley Nicholas & Ward on behalf of Rightway Corporation Limited. |
| Allocated use | Residential. |
| Delivery timescale | 2014 – 2019. |

Issues Site access arrangements require careful scrutiny/improvement.

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

Parts of the site are contaminated by its previous use as a petrol station and ongoing use for vehicle repairs. Development proposals will need to decontaminate the site.

Protecting the residential amenity of adjacent properties through sensitive design.

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with surface water flooding.

| | |
|---|---|
| Summary of consultation responses <i>(this section will be removed in the adopted document)</i> | <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"> • Issues with the loss of open space, privacy, overcrowding, sunlighting and noise on adjoining properties • Lack of infrastructure including parking, health services and schooling • The site is not a suitable size or shape for residential development • The site should be used for a school with secondary pedestrian access provided via the land between 424 and 448 Kingston Road (site 41) • Potential loss of vegetation on the site • Potential contamination issues |
|---|---|

Consultation was carried out in 2007 relating to a planning application for light industrial units on the site. The responses received to the planning application did not support light industrial uses on the site, generally for reasons of noise, smell and safety.

| | |
|--|--|
| Further research <i>(this section will be removed in the adopted document)</i> | 2003: The site was allocated in Merton's Unitary Development Plan 2003 as being suitable for light industrial uses, office, research and development. |
|--|--|

2004: Planning permission was sought for additional light industrial units. The planning application was refused on design grounds and an appeal was dismissed.

2006: A revised planning application was submitted for eleven light industrial units.

2007 (March): Council refuses planning permission for 11 light industrial units on the grounds of design and impact on local amenity.

2007 (November): The owner appealed the decision and the appeal was allowed.

The eleven industrial units were not built; the owner cited the recessionary environment from 2008 onwards as restricting available finance and potential for tenants.

Merton's Economic and Employment Land report 2010/11 and Merton's Economic Narrative 2012 do not support office development on this site.

The site is contaminated from its former use as a petrol filling station and its ongoing use for vehicle repairs. The petrol filling tanks remain in situ underground. The site would need to be decontaminated as part of any proposal.

The site is not currently deliverable in conjunction with site 41 (Kingston Road opposite Lower Downs) because there is an area of land in separate ownership situated between the two sites that is not sought for redevelopment.

November 2012: The site was assessed in an external report commissioned by the London Borough of Merton for its suitability as a school but was rejected on grounds of size, access and contamination issues.

This page is intentionally blank

DRAFT

191-193 Western Road

191-193 Western Road, Colliers Wood, SW19 2QD



Site area 0.51 ha

Site description The site is situated on the southern side of Western Road, which is a busy arterial thoroughfare. The site is currently occupied by a warehouse building and hardstanding parking area. Sole access to the site is achieved centrally along the Western Road frontage.

The site is surrounded by two storey residential properties to the south, east and west. To the north of the site on the opposite side of Western Road is a large industrial site occupied by Blackout, a blinds and rigging company situated within a Strategic Industrial Location.

Strategic Planning Factors The site is within Flood Zone 2 and the entire site is within a Critical Drainage Area.

The site is adjacent to the Western Road Allotments which are situated to the southeast of the site.

The site is in an area with moderate access to public transport services (PTAL 3) and is within the Colliers Wood Archaeological Protection Zone.

Current use Factory and open storage.

Use suggested / Residential – James Davis (owner).

organisation**Allocated use** Residential.**Delivery timescale** 2014 – 2019.**Issues** The frontage along Western Road is busy and adjoins residential properties.

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

Development proposals will need to incorporate suitable mitigation measures to minimise flood risk for future occupiers and the potential for water pollution from the site.

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

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

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

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

Various parties submitted representations during the consultation stage and are summarised generally as follows (abridged):

- Support for residential use but the site has poor public transport accessibility
- The site should be for mixed use residential, office and retail use
- Flood risk
- No reference to secured by design principles in the consultation documents
- Reference to the green corridor

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

Council has met with the owner of the site and their agent to discuss the sites inclusion in the DPD. Further information has been provided by the owner regarding the deliverability of the site to support their suggested use of solely residential.

Crusoe Road Industrial Buildings

45A and 45B, Crusoe Road, Mitcham, CR4 3LJ



Site area 0.12 ha

Site description The site is occupied by single storey commercial buildings, and has a small concrete forecourt which is informally utilised for parking and loading associated with the businesses.

The adjoining site to the west contains a two storey industrial building which is vacant on the ground floor and accommodates the Rhema Church Ministries on the first floor. The general character of the surrounding area is dominated by two storey residential terraces.

Strategic Planning Factors The site is in an area with moderate accessibility to public transport services (PTAL 3).

The site is within a Critical Drainage Area and the southern boundary of the site is susceptible to surface water flooding.

Current use Light Industrial.

Use suggested / organisation Residential – respective site owners of 45A and 45B.

Allocated use Residential (C3 Use Class).

Delivery timescale 2014 – 2019.

Issues Protecting the residential amenity of the adjoining properties.

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

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

Summary of consultation responses

(this section will be removed in the adopted document)

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

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

- The site should be retained for light industrial use
- Support for council's preferred use

Council has met with the site owners to discuss the deliverability of the site. The owners advised they are working together to deliver residential use on the site.

April 2013: The owner of 45A Crusoe Road has engaged the same architect as Site 18 (60 Pitcairn Road) to aide with delivery of the site.