

Borough Plan Advisory Committee

Date: 21 May 2012

Agenda item: 7

Subject: Redevelopment options for Hartfield Road (P3) and The Broadway, (P4) car parks, Wimbledon

Lead officer: Director of Environment and Regeneration, Chris Lee

Lead member: Cabinet Member for Environmental Sustainability and Regeneration, Councillor Andrew Judge

Forward Plan reference number:

Contact officer: Principal Planning Policy Officer - Strategic Policy and Research, Valerie Mowah

RECOMMENDATIONS:

That members of the Borough Plan Advisory Committee

1. Note the work in progress on preparing planning briefs for both Hartfield Road (P3) and The Broadway, Wimbledon (P4) car parks.
2. Note and consider the land use and spatial planning options for redevelopment of both Hartfield Road (P3) and The Broadway (P4) car parks, Wimbledon as set out in this report.

1. EXECUTIVE SUMMARY AND PURPOSE OF REPORT

- 1.1 This report considers the disposal and redevelopment of Hartfield Road Car Park (hereafter referred to as P3) and The Broadway, Wimbledon Car Park (hereafter referred to as P4), by setting out development options for consideration. Decisions relating to the disposal and redevelopment of the sites is contained in the Council's Asset Management Plan. This report looks at the supporting planning briefs, the current work in progress in establishing planning briefs for these sites.

2. DETAILS

P3 Site

- 2.1 The site comprises a public surface car park of 150 spaces, bus stops and layover area, and a pedestrian walkway linking the site to The Broadway. The site extends to approximately 0.57 hectares (1.4 acres) which is the site area if the bus station and walkway are included. Separately, the car park is 4132m², the bus station is 1170m² and the alley is 422m².

- 2.2 The site area is inclusive of land along Hartfield Road that would be required for footway widening and land adjacent to the boundary with Ashbourne Terrace that would be required to provide convenient pedestrian access between The Broadway and the bus stop area.
- 2.3 The site is located in Wimbledon Town Centre, 300m from Wimbledon Station between the rear of Ashbourne Terrace, The Morrison's food store and Hartfield Road.
- 2.5 The bus lay by, which is located at the north-eastern end of the site, is occupied by London Buses. There is no lease in place securing London Buses to this site. The council are keen to maintain a positive relationship with London Buses, and it is therefore recommended that any vacation of the site should be by mutual agreement and be dependent on relocation to a suitable and available alternative site.
- 2.6 The site is subject to an existing legal agreement dated 25th January 1999 between the Council and Friends Provident, which requires the owner of the P3 site to provide a public car park on the P3 site of no less than 150 spaces. Should the car park be redeveloped this requirement can be suspended for six months during which time 50 spaces should be provided. If this is not possible, then financial compensation (of an as yet undetermined amount) is likely to be incurred. This agreement expires on 25th January 2019.
- 2.7 The Council resolved to approve a scheme in 2008, subject to the approval of a planning agreement for the redevelopment of the site to provide 110 flats (28 affordable and 82 private), retail space of 27,846 sq ft on the ground floor plus 7,739 sq ft in the basement and three basement levels of public car parking comprising, 245 spaces. No planning agreement has been approved therefore no planning approval has been issued by the Council for this proposal. As part of this approval, the council entered into a contract to sell the site to the applicant. However due to difficulties concerning viability of the proposed scheme, the contract was not taken further forward and has since lapsed, and the site is now wholly within council control.

P4 site.

- 2.8 The P4 site extends to approximately 0.22 ha (0.54 acres) and comprises a public surface car park of 70 spaces. The site is located in Wimbledon Town Centre, 500m from Wimbledon Station, between Palmerston Road and Russell Road with a frontage on The Broadway. The site is also adjacent to Wimbledon Theatre which is a Grade II listed building.
- 2.9 There is a licence to allow use by the tenant of 105 – 109 The Broadway of a strip of the car park for fire escape purposes. This licence can be ended at any time but this action could render the property at 105 - 109 The Broadway unusable. It is therefore anticipated this requirement will be physically accommodated as part of any new development.
- 2.10 The site has no specific planning permission for redevelopment. Any redevelopment should reflect the prominence of the site as a focal point and gateway to the town centre from the east, and that it adjoins Wimbledon Theatre, a Grade II listed building.

3. DEVELOPMENT OPTIONS FOR CONSIDERATION

- 3.1 Preparatory planning brief work for the P3 and P4 sites has involved identifying and exploring a range of conceivable development options. Identification of development options for both sites has been largely informed by planning policy, design considerations and development viability assessment work.
- 3.2 All conceivable development options were further assessed at two project team workshop sessions held in April 2012 and a series of officer led meetings which resulted in refining the development options to take forward for further consideration to the following:

Table 1: P3 development options

Option	Description	Height	Car parking Yes /no	No. of Car parking spaces
A	Large retail unit at ground and first floor with residential on all upper floors	Six floors	No	n/a
B	Large retail unit at ground floor with residential on all upper floors	Seven floors	No	n/a
C	Four retail units (bus station alley) at ground floor and two retail units (facing Hartfield Road) with residential on part ground floor and all upper floors	Seven floors	No	n/a
Options A, B, and C have additionally been tested for: 1 basement level of underground parking (93 spaces) 2 basement levels of underground parking (212 spaces) 3 basement levels of underground parking (331 spaces)				
D1	Ground floor LBM uses with residential on all upper floors	Seven floors	Yes	93
D2	Ground floor LBM uses with residential on all upper floors	Seven floors	Yes	212
D3	Ground floor LBM uses with residential on all upper floors	Seven floors	Yes	150

Table 2: P4 development options

Option	Description	Height	Car parking Yes /no	No. of Car parking spaces
A	Large retail units and office foyer at ground floor and office uses on all upper floors	6 floors	Yes	70
A2	Large retail units and office foyer at ground floor and office uses on all upper floors	6 floors	No	n/a
B	Large retail unit at ground floor and residential on all upper floors	6 floors	Yes	70
B2	Large retail unit at ground floor and residential on all upper floors	6 floors	No	n/a

- 3.3 Detailed indicative plans showing massing, floorspace layouts and quantum, and modelling work for options P3 Options A to C and P4 options A and D are contained in Appendix 1.

Planning considerations

- 3.4 The planning policy considerations relevant to both sites are contained in The National Planning Policy Framework (2012) which sets out planning policies and protections in a streamlined form, The London Plan (2011) Merton's adopted Unitary Development Plan (2003) and Core Planning Strategy (2011) and the emerging Sites and Policies Development Plan Document 2012 which will gain more relevance and weight as it moves through the various stages of preparation towards adoption upon which it will replace the UDP.
- 3.5 Both sites are located within the Wimbledon Town Centre Boundary which has a very good level of accessibility to public transport services. A wide range of uses are considered suitable for both sites including town centre uses (e.g. retail, offices leisure, entertainment, cultural and community), and residential.
- 3.6 Part of the P3 site's UDP designation, to the north is located within the Wimbledon Broadway Conservation Area. However this part would not be subject to any redevelopment.
- 3.7 The P4 site is located within Wimbledon's Secondary Shopping Frontage.
- 3.8 Small portions of both sites are located within Critical Drainage Areas.

Design considerations

- 3.9 A number of design considerations and constraints have been explored to help inform on design advice that could be contained in the proposed planning briefs for potential developers. These range from developing and testing workable access and parking options, to guidance on building form and site planning, to identifying contextual constraints and good urban design principles.

Parking & Servicing

- 3.10 Indicative parking and servicing layout plans have been prepared to practically identify what arrangements could be achieved for both sites. This sets the scene for technically feasible development of the sites – something that was previously not fully explored for the P3 site. This work has in turn informed estimates concerning the quantum of developable floorspace for particular uses that could be achieved on the P3 and P4 sites. For both sites, this work has been based on options to retain existing car parking on-site and providing off-street servicing for 16.5m articulated delivery vehicles.
- 3.11 For the P4 site this allows for existing on-street servicing for the theatre to be moved off-street and combined with servicing for P4. This also allows for an underground car park on two levels, replacing the 70 spaces of the existing car park.
- 3.12 For the P3 site, the 2008 scheme which was subject to a resolution to approve planning permission proposed access arrangements for parking from the creation of a 'soft-spot' in the retaining wall of the service yard ramp to the current Morrisons supermarket (and cinema/gym above) and the provision of a servicing area on Hartfield Road. However further research has established that for various physical and legal reasons the proposed 'soft spot' access arrangement is not feasible.
- 3.13 For P3 an alternative practical, self contained and commercially attractive solution to parking and servicing has therefore been explored. Research has shown that the most practical and space efficient solution is based on a single point of access from Hartfield Road, adjacent to the existing Morrisons service yard ramp. This then directly splits in two – to a ramp down to an underground car park (to re provide the existing level of car parking) and to a ground level service yard for one 16.5m articulated vehicle.

Land Uses

- 3.14 Development options put forward for P3 and P4 are aimed at securing land uses suitable for these town centre locations that make efficient use of the sites. This includes providing active ground floor uses and attractive frontages with good natural surveillance and vibrant activity that enhances the attractiveness of the town centre and the streetscene.
- 3.15 The P3 development options set out for consideration at section 3 of this report include options for the ground floor level of site to be for a dedicated multifunctional space for Council / community use (please refer to Table 1 D1 – D3 options). Under this scenario the ground floor space would largely be non-commercial and therefore be returned at nil-rent to the Council.

Density

- 3.16 Both sites are considered in the London Plan as 'central' locations. For P3, the close proximity of Ashbourne Terrace and for P4, the adjacent Grade II listed Wimbledon Theatre and, to a lesser extent, the residential gardens to the south would be key considerations in determining appropriate density levels and massing for both sites.

Site Planning

- 3.17 Development options explored for P3 and P4 aim at achieving a layout, height, scale, form, bulk and massing that is appropriate to the location and context, taking into account relevant planning policy and the proximity and importance of nearby buildings and views and vistas.
- 3.18 For P3 the height of the Morrisons/Cinema building and flats and offices opposite on Hartfield Road and for P4, the new Chorus building provide height reference points. However this will need to be balanced against the need to respect the scale, setting and amenities of surrounding buildings. This approach is consistent with the Core Strategy tall buildings policy and background paper which adopts an 'infill' approach to taller buildings in Wimbledon (i.e. not substantially larger than surrounding buildings)

Viability assessment

- 3.19 Financial appraisals of conceivable development options were undertaken for both sites taking into account factors including deliverability, indicative capital receipt levels and market demand and supply. These appraisals are regarded as 'high level' in that they do not reflect the detail of a specific scheme, rather the broad development parameters attributable to different development options based on a light touch review of the physical parameters of the P3 and P4 sites. As such they allow comparison between options, rather than specific valuations of each scenario. Further more detailed due diligence and design work will be required to underpin more accurate appraisals and/or formal valuations of each site as scheme proposals progress.

4. ALTERNATIVE OPTIONS

Do nothing

- 4.1 This option would entail maintaining the existing income generating public car parks. Retaining the existing car parks would maintain an income stream for the Council. This income could be increased by introducing decking to provide extra spaces subject to this being cost effective in the long term to justify capital investment in a deck. Disposal for redevelopment would be postponed for future consideration.
- 4.2 The option to do nothing would need to be considered against development options set out for consideration at section 3 of this report that include retaining the existing level of car parking and the Council's maintaining full receipt of generated income. Disposal of the sites may additionally provide the Council with capital receipts.

Car parking

- 4.3 A variation of the 'do nothing' option could involve increasing the existing public car parking use by redeveloping the sites as a multi-storey car park. This option may increase the income generated, but would need to be assessed against the costs of undertaking this development and the likely duration by which the Council could expect a return. Results of the financial viability assessments indicates that this option will result in a negative capital receipt value for the Council.
- 4.4 This option would also need to be considered against the objectives of both the Mayor's London Plan and Merton's Core Planning Strategy to encourage sustainable modes of transport.
- 4.5 A number of car parks additional to those provided at P3 and P4 exist in Wimbledon Town Centre. These include St. George's Road 113 spaces, Wimbledon Bridge House (Fridge), 173 spaces and Centre Court (750 spaces). This option would also therefore need to include an exploration of the level of parking demand in Wimbledon Town Centre to identify the justification for additional car parking spaces and the extent to which these will address parking demand. The Council is currently commissioning a parking demand survey to ascertain the level of usage and occupancy of car parks in Wimbledon Town Centre, Morden Town Centre and Wimbledon Controlled Parking Zones. The results of this proposed Study are expected in mid-July 2012.

Redevelopment of bus stops and layover area currently located on P3

- 4.6 The bus stops and layover space is largely bound by Ashbourne Terrace and Sir Cyril Black Way. The site occupies 28% of the whole P3 site area (inclusive of alley). The feasibility of redeveloping this area is dependent on both site planning constraints and the ability to successfully relocate the bus stops elsewhere.
- 4.7 The narrow and irregular shape of this area, together with its proximity to the two-storey terraced housing on Ashbourne Terrace and busy one-way road poses severe planning, environmental and access constraints to any development opportunities it could offer.
- 4.8 It is not considered that this area realistically provides any developable space. Furthermore, exploration of alternative site(s) to relocate the bus stops and layover area were explored as part of the previous planning application for the site, with unsuccessful results. Any further exploration would need to entail investigating layover arrangements at a borough-wide level, which is beyond the scope of developing this single site. This would not further progress the difficulty of relocating the stops themselves. Thus the lack of availability of appropriate alternative sites remains unchanged.
- 4.9 For the above reasons it is proposed that the bus stops and layover area should be excluded from the planning brief site boundary for the P3 site.

School development

4.10 The P3 site meets the minimum size requirement for either a small size school of a 210 place primary school or the next size up which is a 420 place primary school. The P4 site meets the minimum size requirement for a 210 place primary school. Pursuing this option on either site would require addressing matters concerning:

- Deliverability – The viability assessment results indicate that the costs of providing a new school on either site would be unviable for the Council.
- Viability – Concerns levels of potential capital receipt the Council could receive for disposing of the site for a designated school use compared to other land uses and the cost of providing a new school at these sites compared to alternative sites within the borough. The viability assessment work indicates that this option would result in a negative values being returned to the Council.
- Appropriateness of a town centre location for a school in terms of traffic noise and pollution.
- Whether, in the case of the P4 site, expansion of the nearby St. Mary's RC Primary School, located on Russell Road may provide a more viable alternative option to addressing identified need in this area.

Auditorium / Civic Hall

4.11 Cultural arts and tourism development creates economic and social benefits by attracting residents, business visitors and tourists. An additional auditorium or civic hall will help to build upon the borough's strength in creative and cultural information, particularly proposals that enhance Merton's existing offer.

4.12 Wimbledon Town Centre is currently served by three theatres, all of which are available for rents which are The Polka Theatre, Wimbledon Theatre and Wimbledon College of Arts. There are also a number of community centres and assembly halls which are available for hire within the borough, including Merton Civic Centre (which includes the Council Chamber) and The Baitul Futuh Mosque, Morden.

4.13 As part of the Council's 'Call for Sites' consultation held in 2011, both sites were put forward by proposers for a range of uses including community and public hall and a "cultural development with appropriate supporting and community uses". No available means of delivering these suggested uses currently exist and no commercial interests have expressed an interest in funding these uses for either site.

4.14 Whilst not proposing a wholly dedicated cultural or tourism facility, options D1 to D3 set out in Table 1, for the P3 site could, in relation to the inclusion of a ground floor exhibition space contribute in part to providing a cultural arts facility for the borough.

Hotel

- 4.15 Merton's Core Strategy (2011), Economic Development Strategy (2011) and Competitiveness Study for Wimbledon (2007) support the need for a luxury/high quality hotel with conferencing facilities in Wimbledon Town Centre to support business visitors as well as provide additional space for local functions.
- 4.16 No commercial interest has expressed an interest to the Council to deliver a quality hotel option. However feedback from viability consultants indicates that there may be interest in the P3 site from operators such as Premier Inn who cater for the business and mid-level tourism market. The results of the viability assessment work for a three star hotel option such as Premier Inn on the P3 or P4 sites indicates that this would be an unviable option.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The sites are currently operating as public car parks which generate income for the Council.
- 5.2 A range of options for P3 and P4 are set out at Section 3 in this report for consideration.
- 5.3 A number of the development options (please refer to tables 1 and 2 in Section 3 and Appendix 1) propose retaining the existing number of car parking spaces, and therefore are unlikely to result in a loss of income, subject to the Council continuing to retain receipt of any income stream generation resulting from these spaces on disposal of the sites. In addition to the income received by the Council, disposal of these sites could result in generating capital receipts for the Council. However consideration of capital receipts resulting from site disposal or income receipts from car parking revenue, would need to be assessed against any likely maintenance and management costs incurred for underground car parking provision, details of which are currently unknown.
- 5.4 A number of the development options proposed for consideration indicate that these may result in the absence of a capital receipt being received by the Council on disposal.

6.0 LEGAL IMPLICATIONS AND STATUTORY PROVISION

- 6.1 None for the purposes of this report as no decision is being sought

7.0 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 7.1 Not applicable for the content of this report

8.0 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 8.1 Not applicable for the content of this report

9.0 CONSULTATION UNDERTAKEN

- 9.1 Consultation has been undertaken with the Parking Services, Property Management and Legal Services Teams.
- 9.2 The proposed timetable for the production of the planning briefs for P3 and P4 is as follows:
- May 2012 : BPAC Meeting
 - June 2012 : Corporate Integrated Property Team (IPT) / Regeneration Board
 - Late Summer / Autumn 2012 : 8 week consultation on draft planning briefs
 - Late 2012 / Early 2013: Cabinet approval

10.0 APPENDICES

- Appendix 1: Massing and Floorspace analysis work for P3 and P4

11.0 BACKGROUND PAPERS

- Asset Management Strategy 2010/11
- Core Strategy 2011
- Draft Sites and Policies Development plan Document and Draft Proposals Map 2012
- Regeneration Delivery Plan 2010

APPENDIX 1

P3 and P4 report

Borough Plan Advisory Committee, 21 May 2012

OPTION A

P3 - HARTFIELD ROAD CAR PARK SITE

Massing and floorspace analysis for potential redevelopment for retail and residential use
Option A: One large retail unit at ground and first floor with residential on upper floors

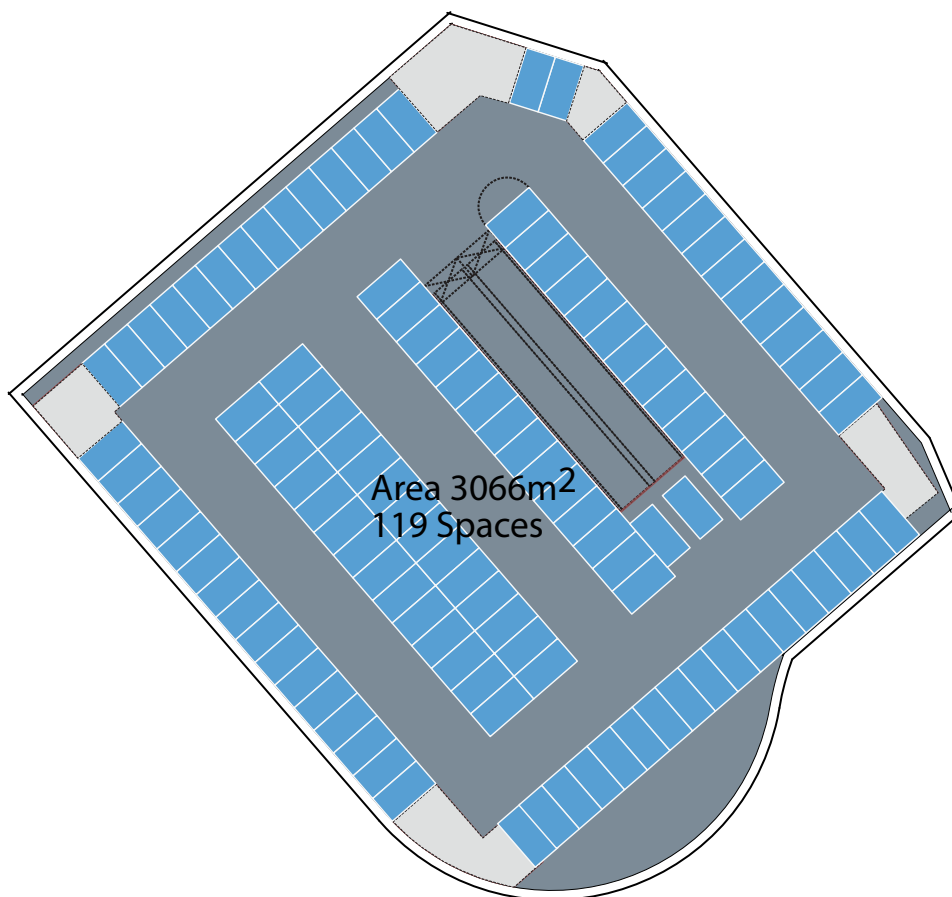
	Retail	Resi	Car Park Ramp	Service Yard	Carpark
Level -3	---	---	---	---	3,070
Level -2	---	---	---	---	3,070
Level -1	---	---	---	---	3,070
Ground	2,290	---	220	560	---
First	2,990	---	---	---	---
Second	---	1,980	---	---	---
Third	---	1,870	---	---	---
Fourth	---	1,870	---	---	---
Fifth	---	970	---	---	---
Total m ²	5,280	6,690	220	560	9,210
Total ft ²	56,833	72,010	2,368	6,027	99,135






Notes

1. Site area = 4,132m² (44,476ft²) -excludes bus stops and layover
2. All figures are Gross External Areas (G.E.A)
3. All figures in table are m² unless otherwise stated
4. Total area includes circulation cores from underground carpark levels to fifth floor

OPTION A

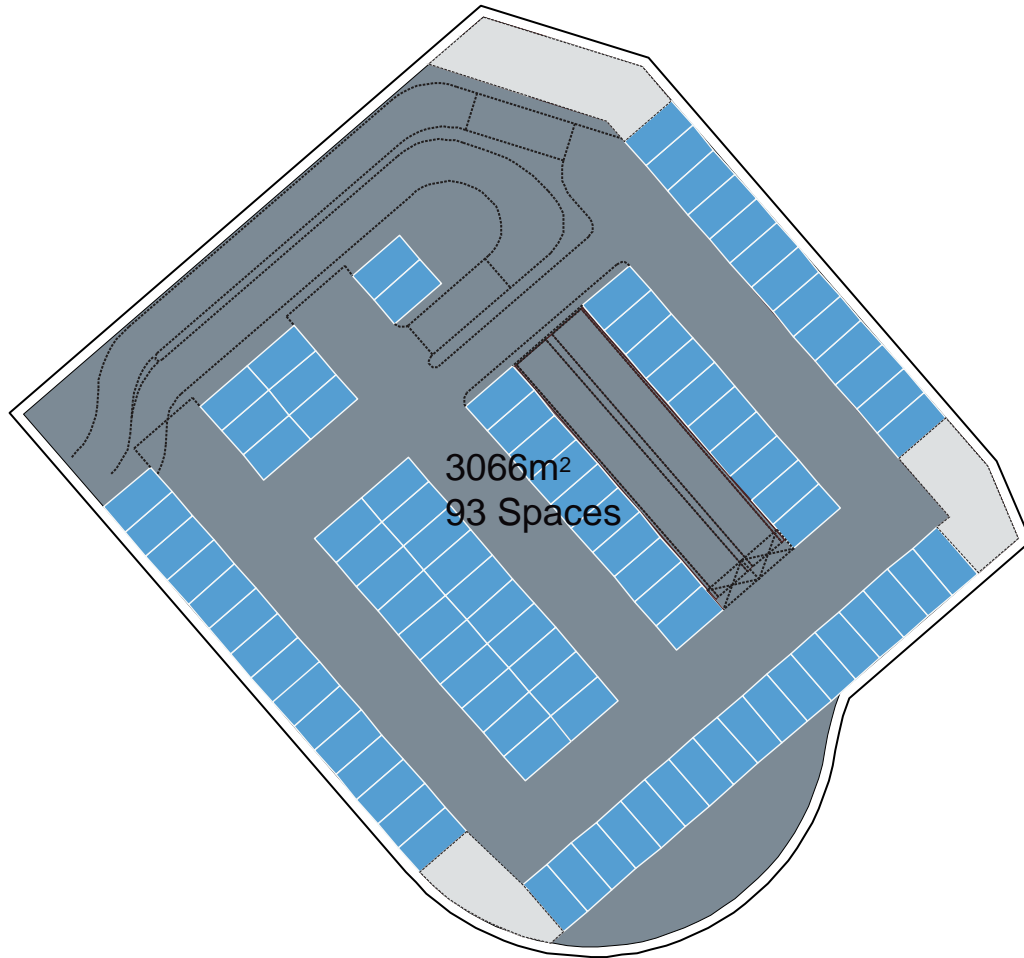
UNDERGROUND CAR PARK - Level 2-3








-  CAR SPACE (2.5m x 5m)
-  HARDSTANDING
-  RAMP STRUCTURE
-  SITE BOUNDARY
-  CIRCULATION CORE

OPTION A

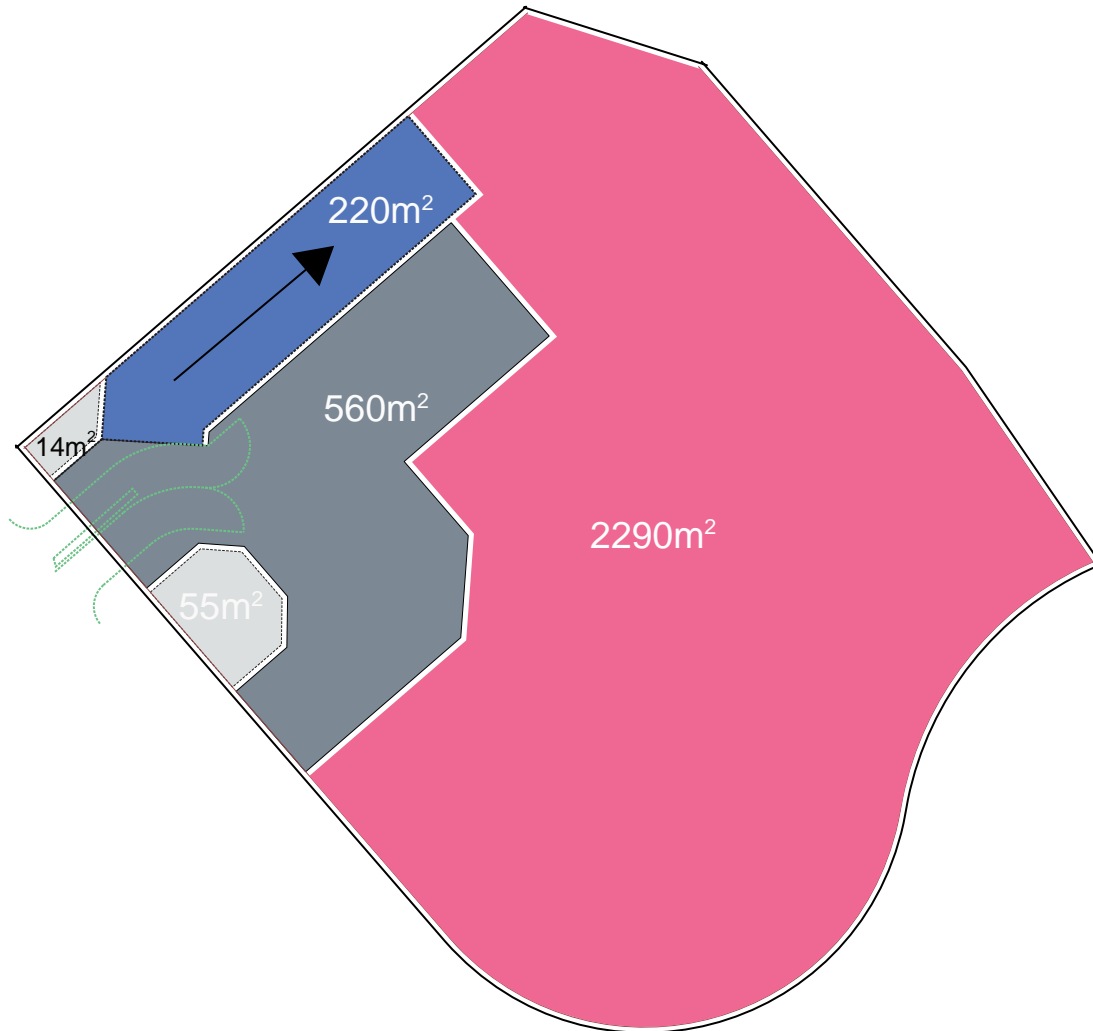
UNDERGROUND CAR PARK - Level -1









-  CAR SPACE (2.5m x 5m)
-  HARDSTANDING
-  RAMP STRUCTURE
-  SITE BOUNDARY
-  CIRCULATION CORE

OPTION A

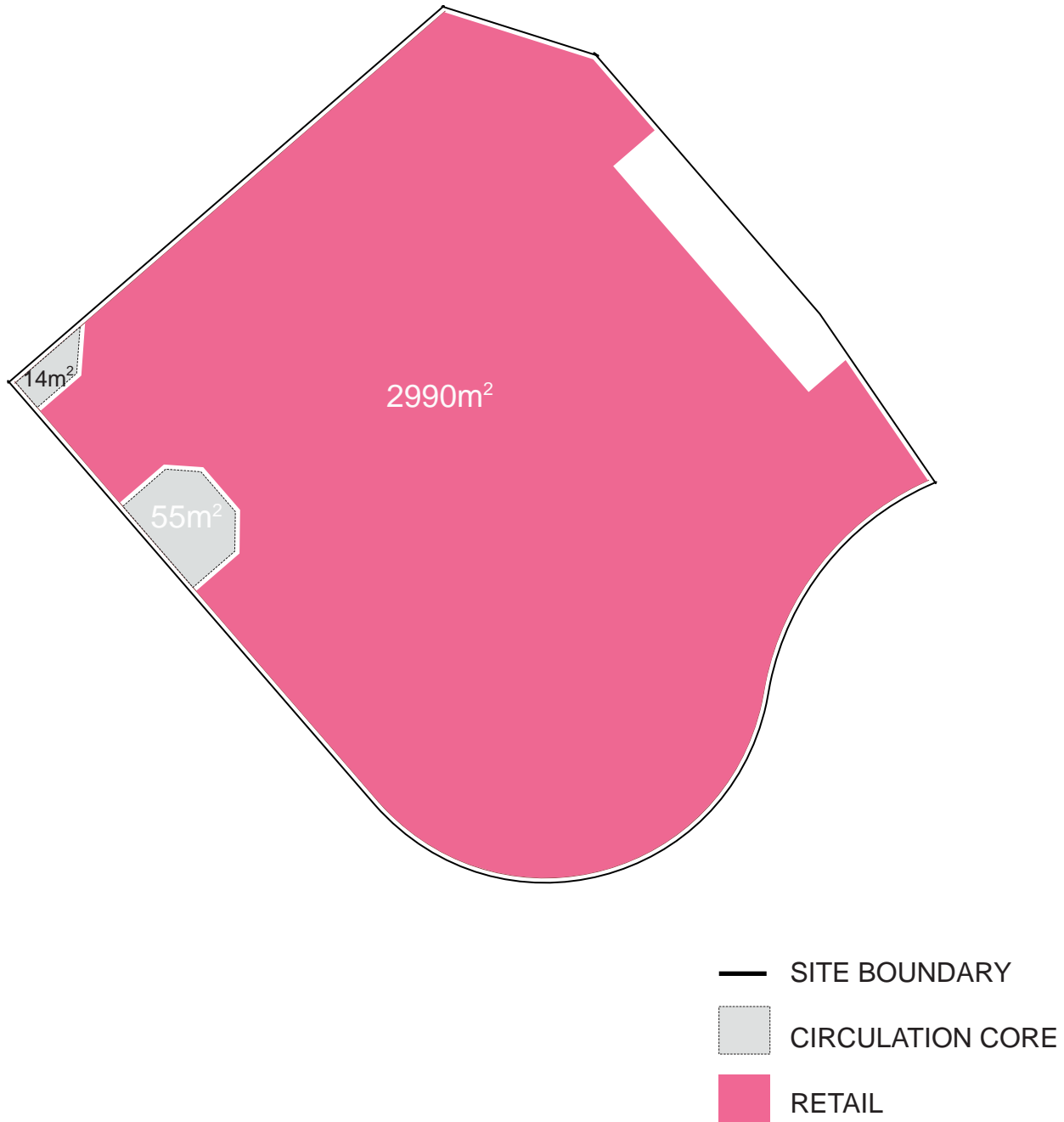
Ground Floor



-  SERVICE YARD
-  RAMP STRUCTURE
-  SITE BOUNDARY
-  CIRCULATION CORE
-  RETAIL
-  SERVICE VEHICLE ROUTE

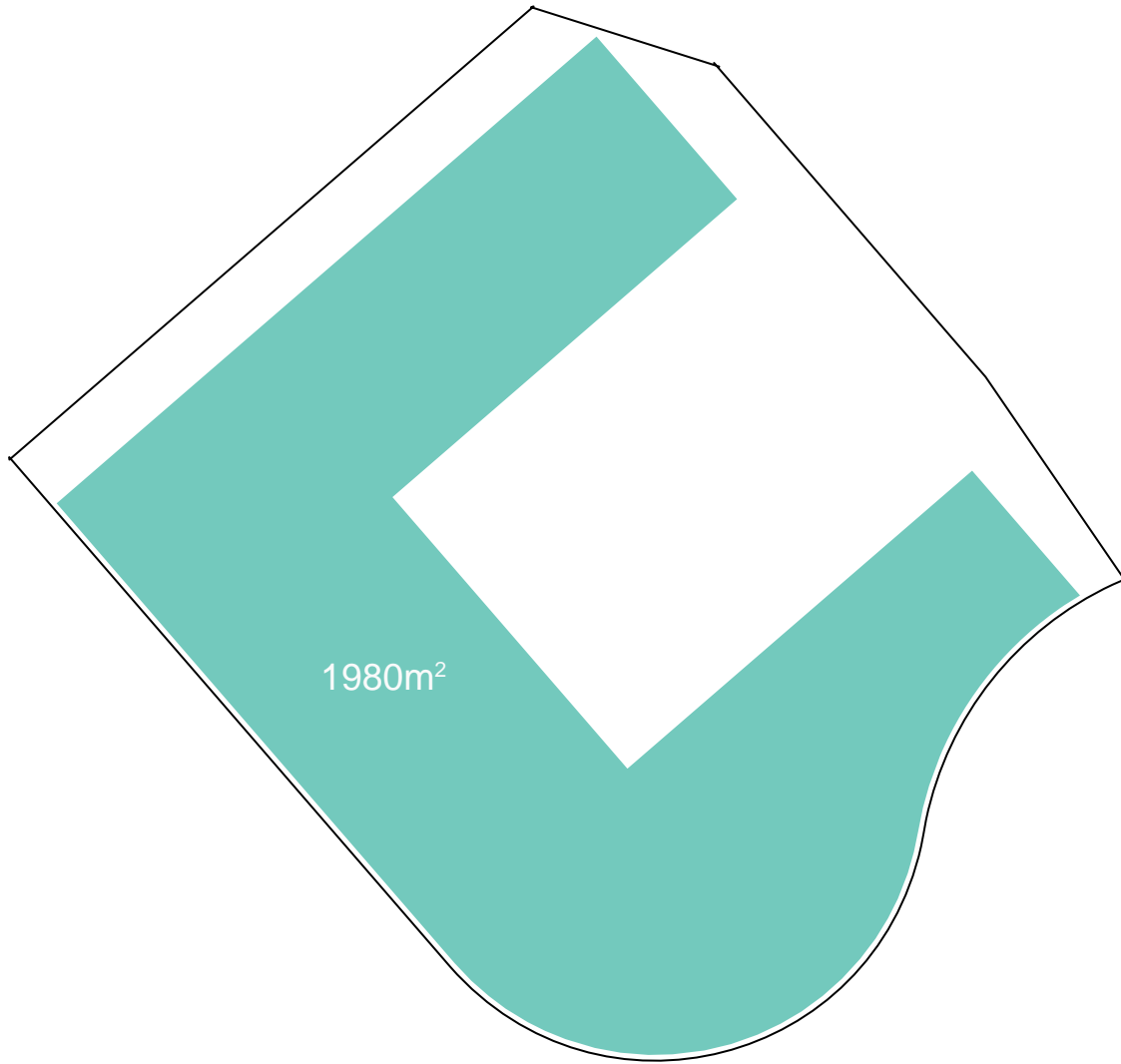
OPTION A

First Floor



OPTION A

Second Floor

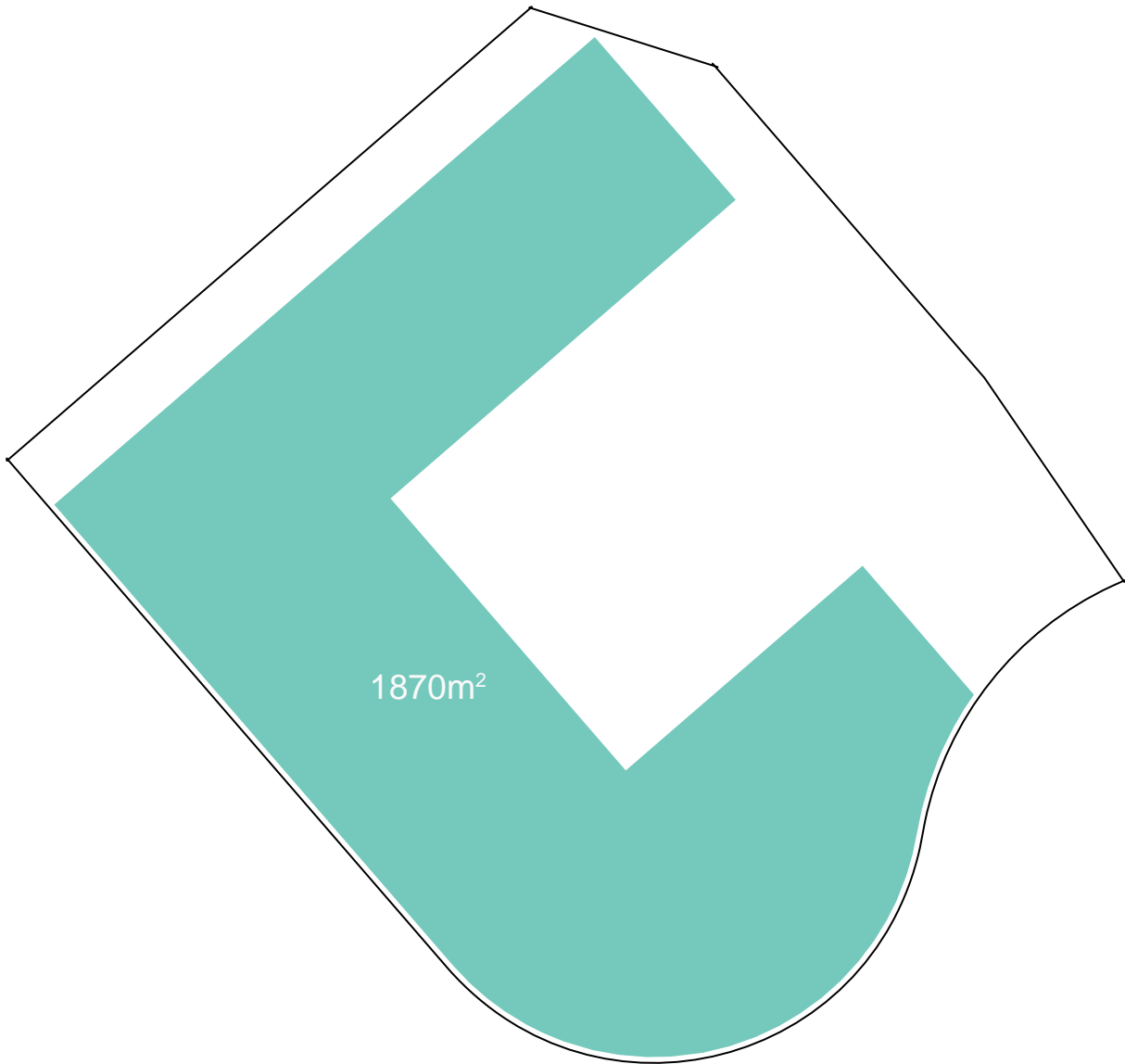


— SITE BOUNDARY

■ RESIDENTIAL

OPTION A

Third Floor

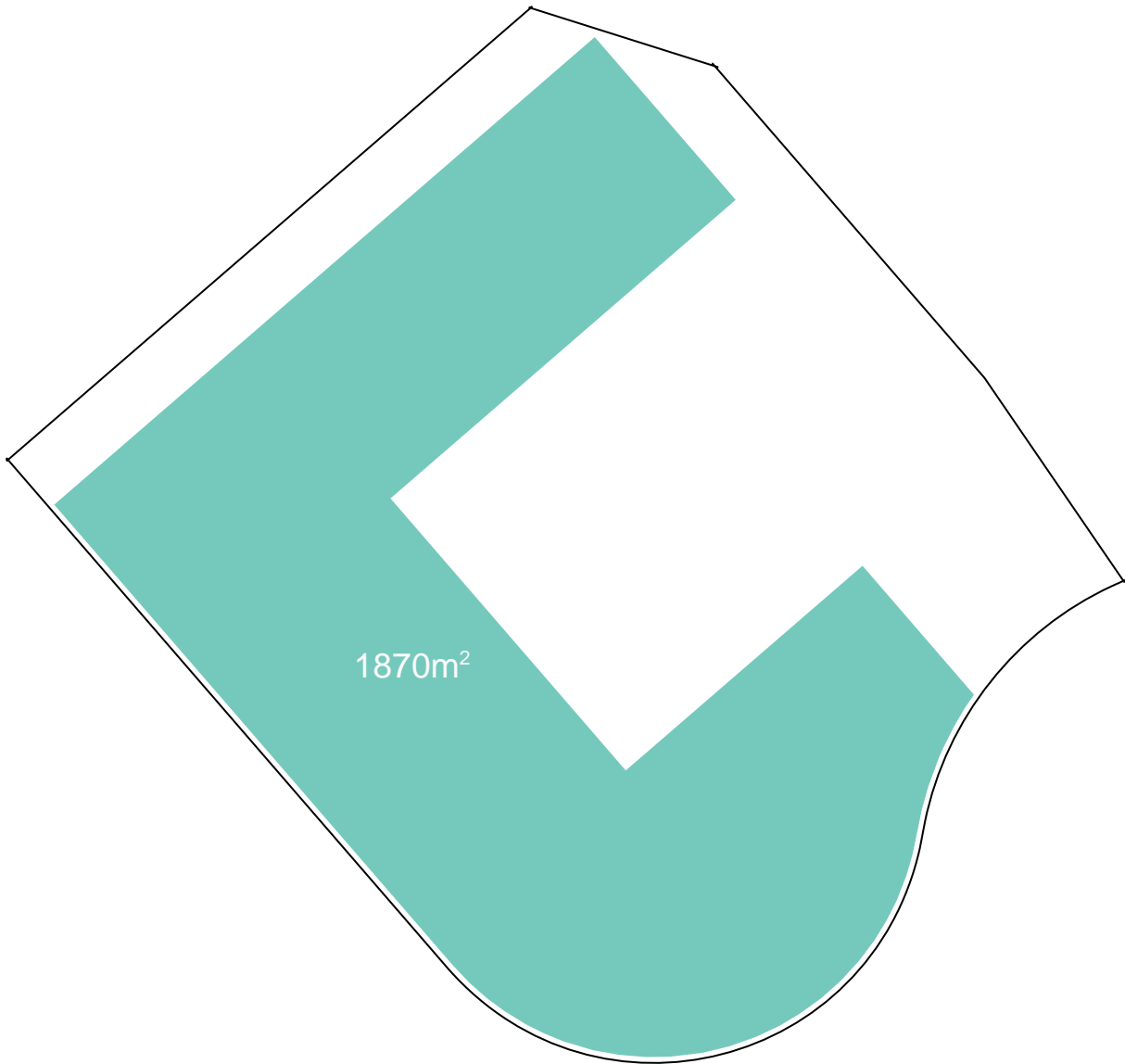


— SITE BOUNDARY

■ RESIDENTIAL

OPTION A

Fourth Floor

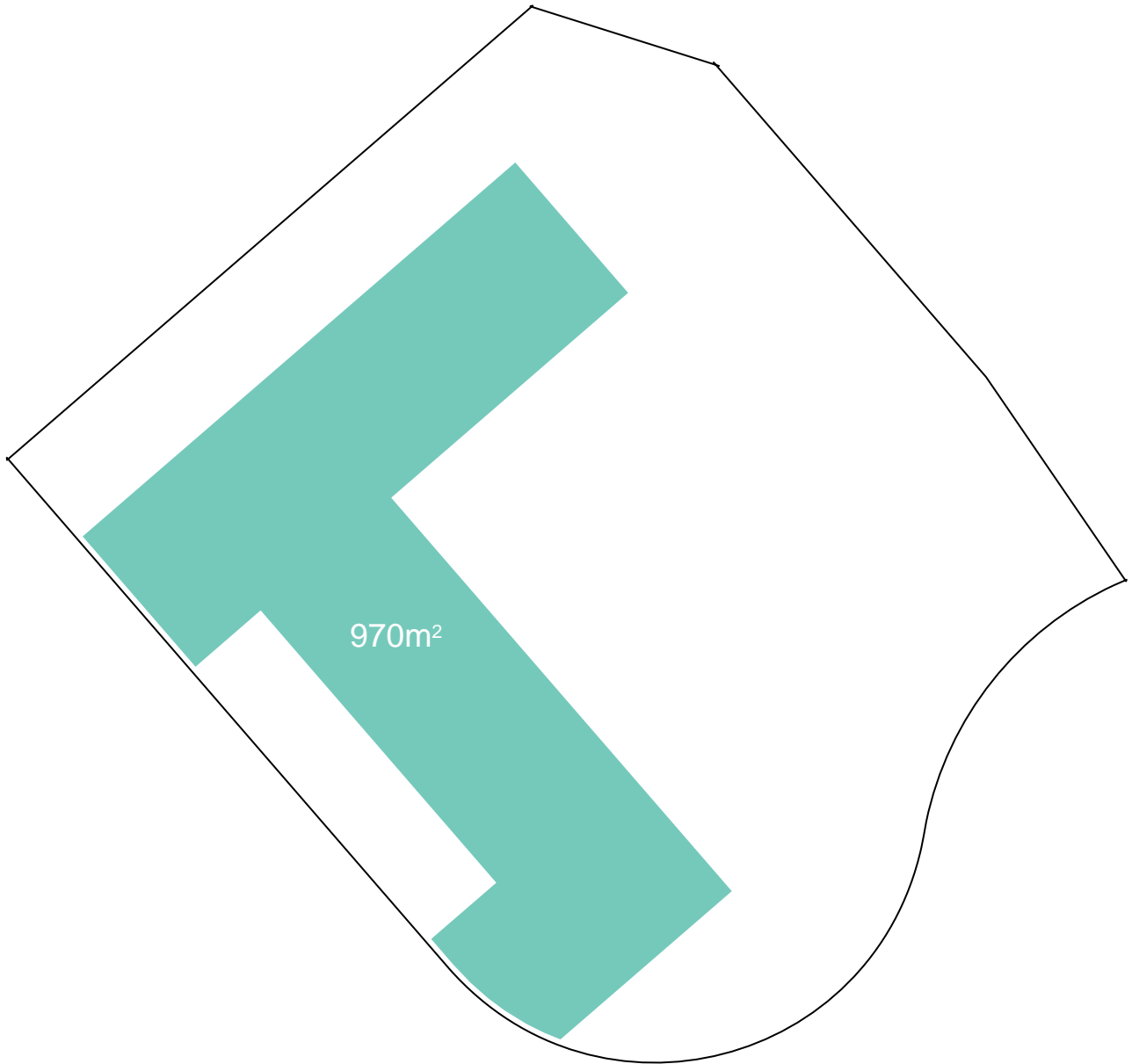


— SITE BOUNDARY

■ RESIDENTIAL

OPTION A

Fifth Floor

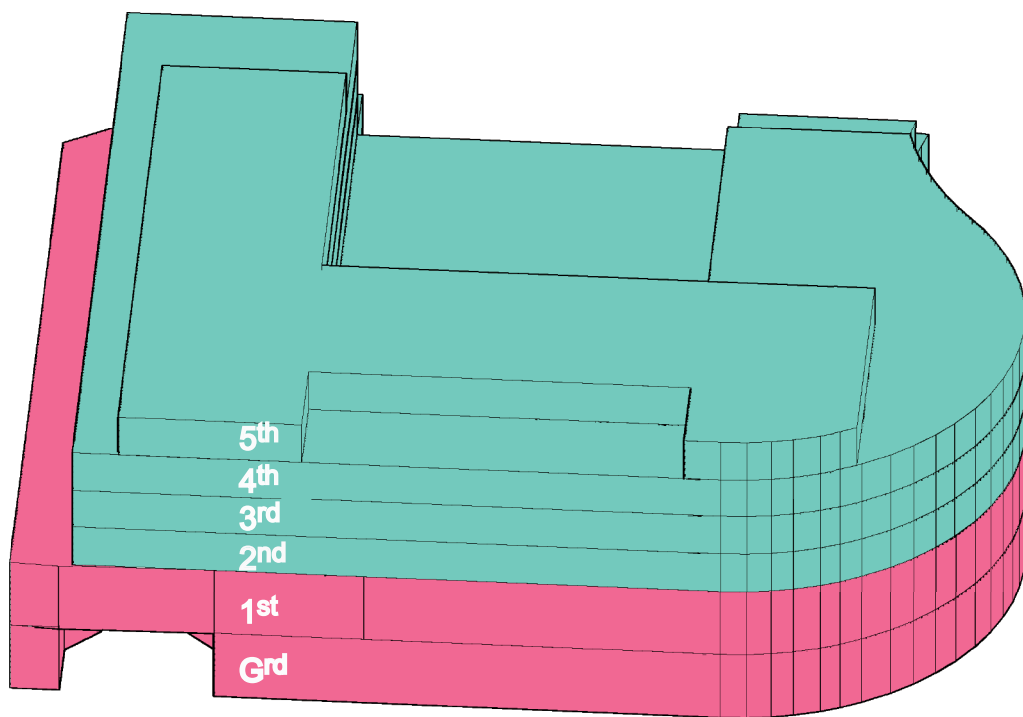


— SITE BOUNDARY

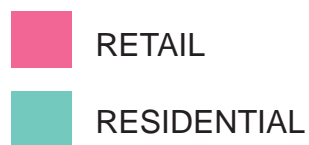
■ RESIDENTIAL

OPTION A

SW MASSING VIEW

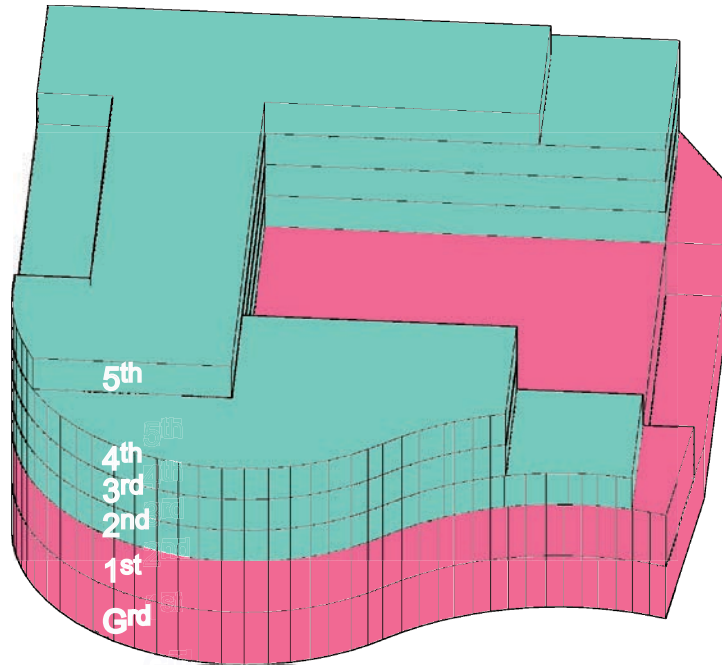


Hartfield Road

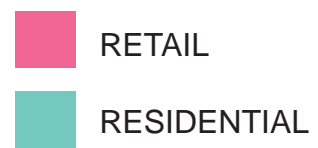


OPTION A

SE MASSING VIEW

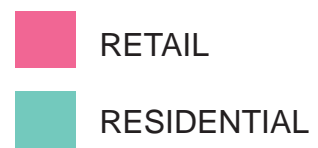
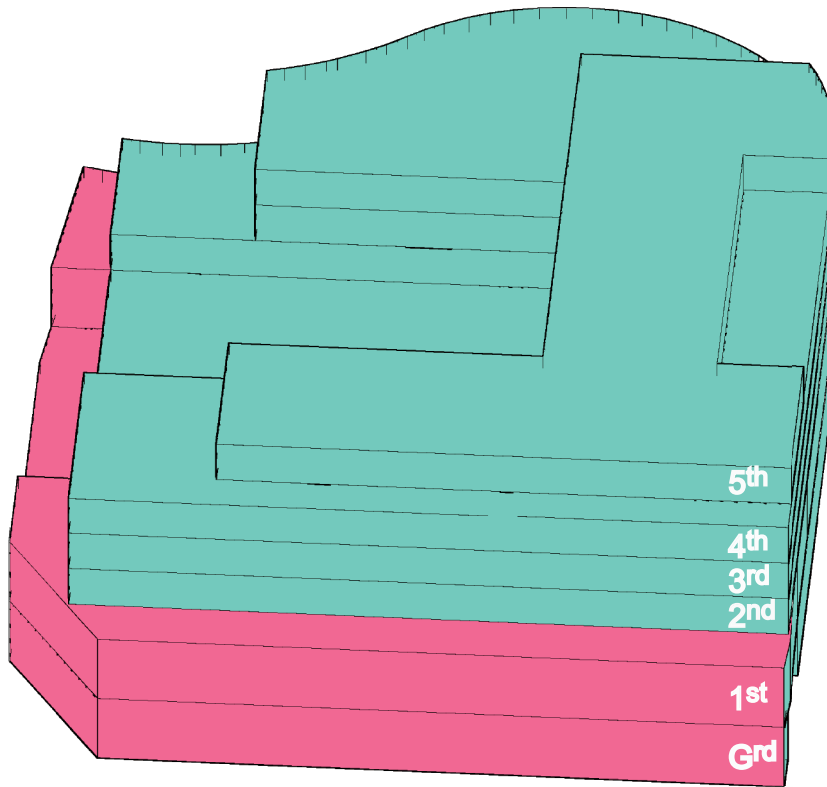


Sir Cyril Black Way



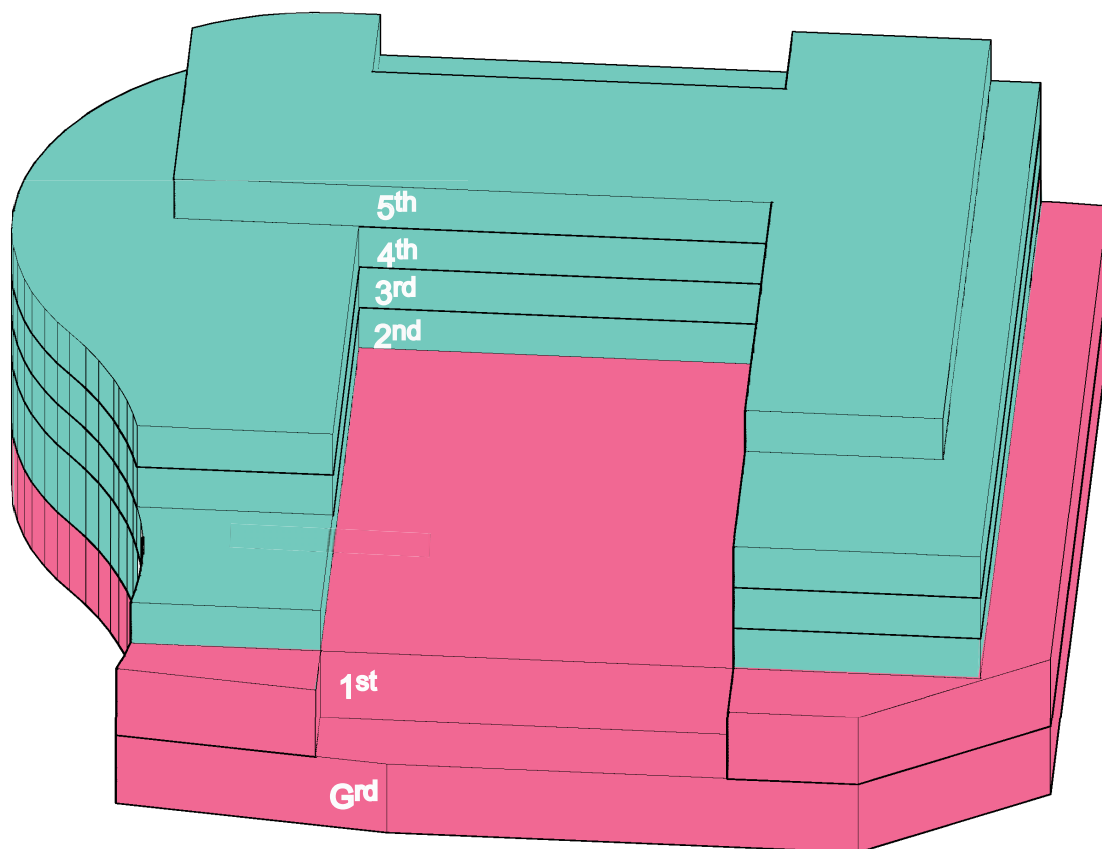
OPTION A

NW MASSING VIEW

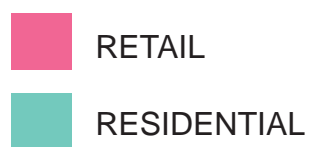


OPTION A

NE MASSING VIEW

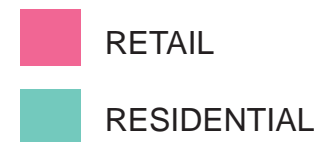
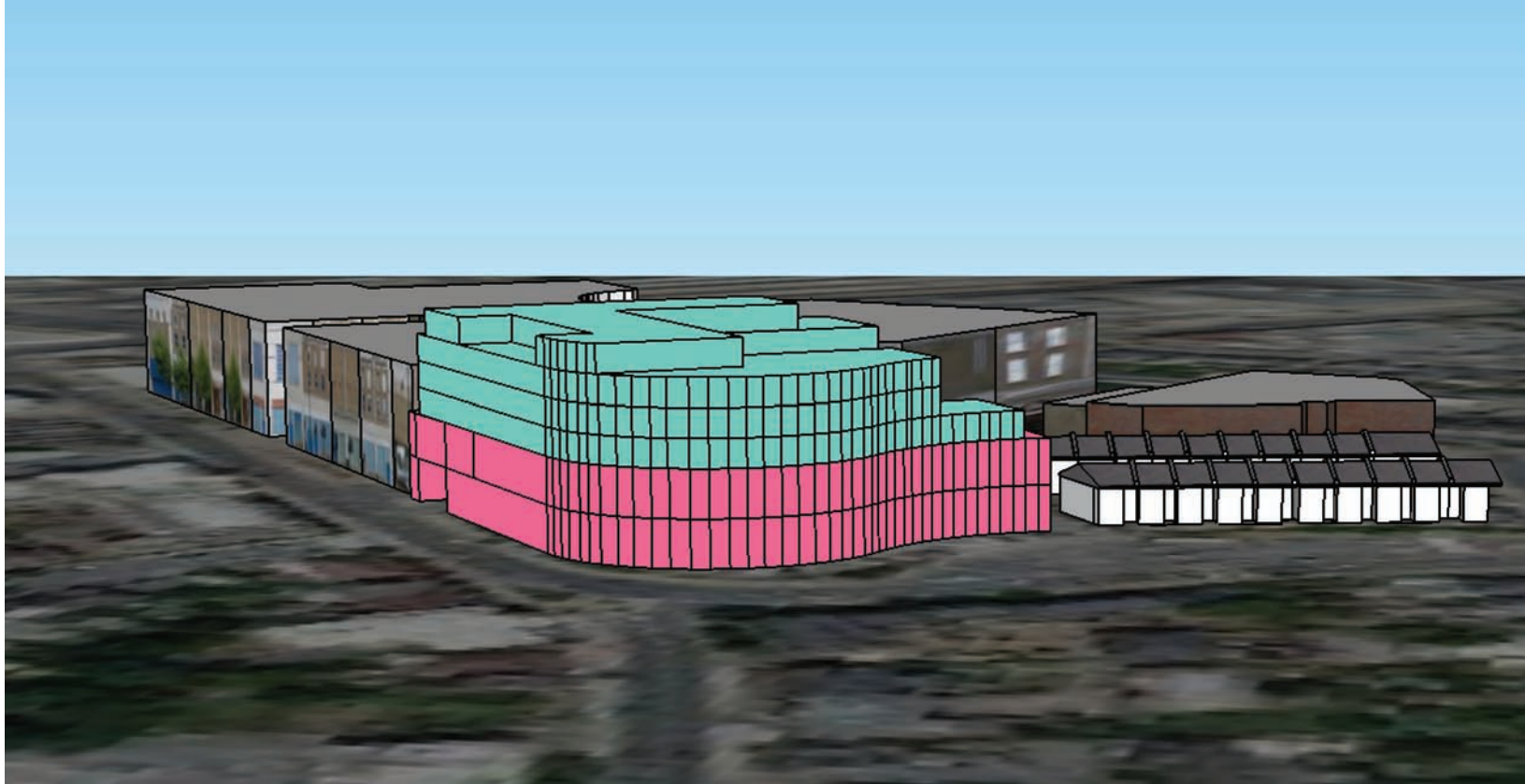


Ashbourne Terrace



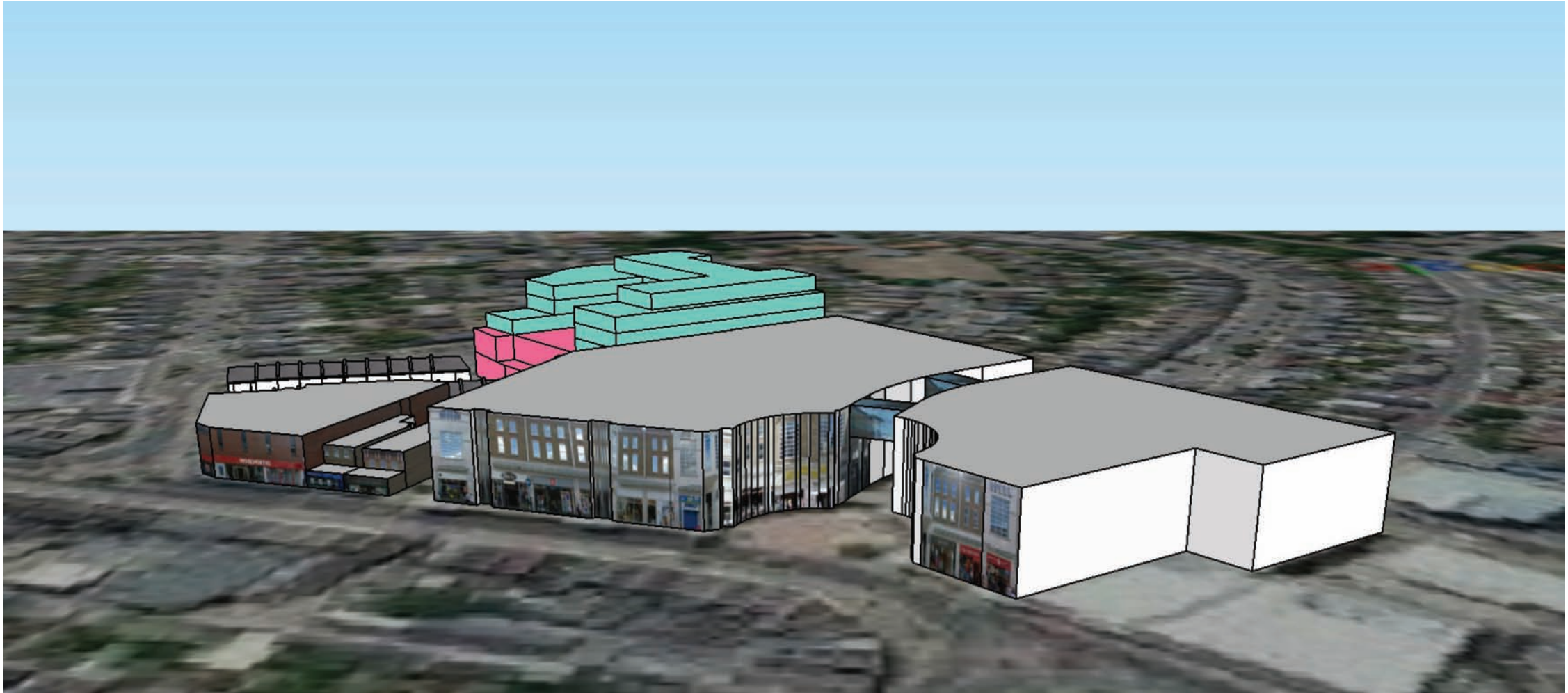
OPTION A



P3 - HARTFIELD ROAD CAR PARK SITE - 3D VIEW 1



OPTION A

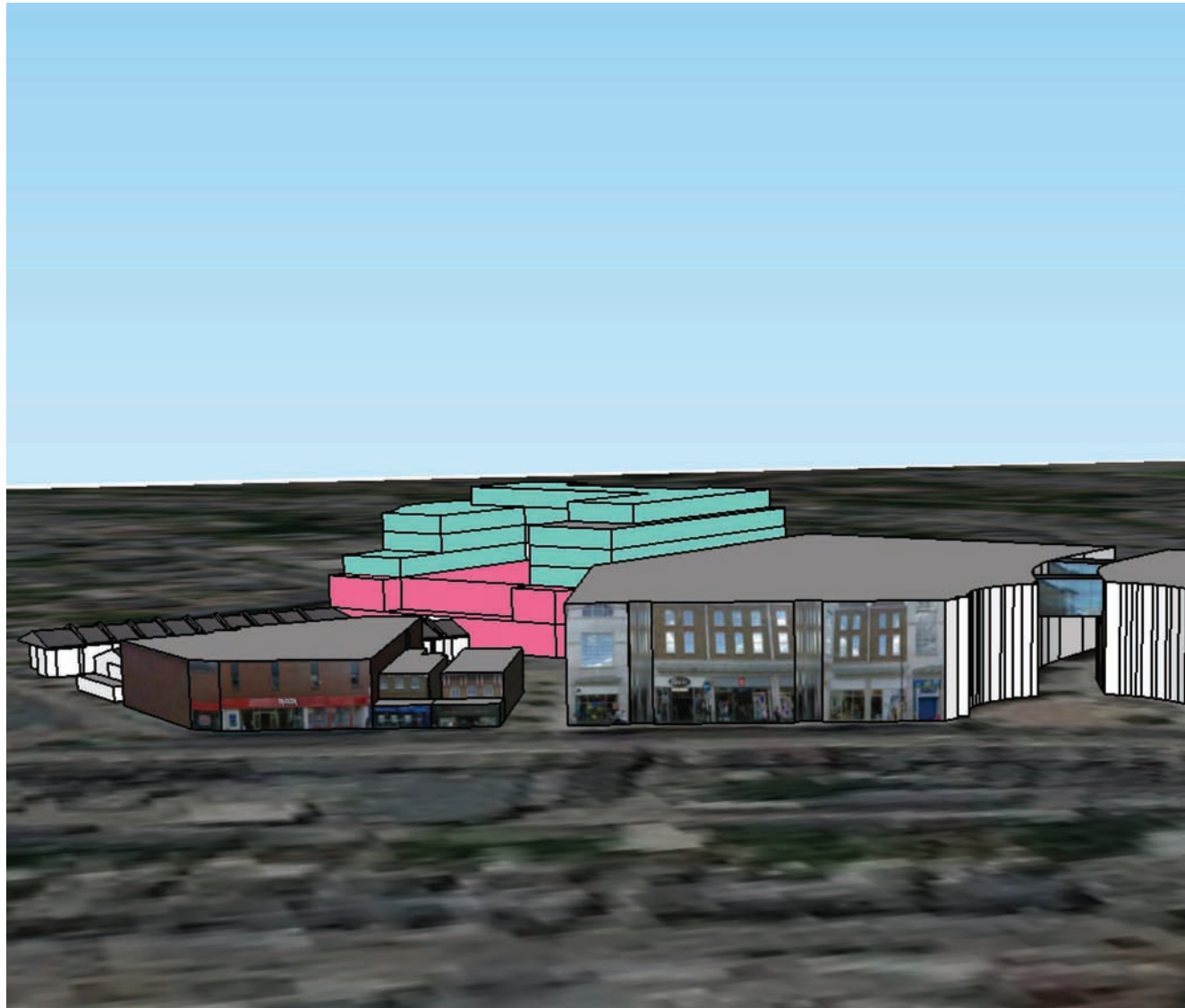
P3 - HARTFIELD ROAD CAR PARK SITE - 3D VIEW 2



-  RETAIL
-  RESIDENTIAL

OPTION A

P3 - HARTFIELD ROAD CAR PARK SITE - 3D VIEW 3



 RETAIL

 RESIDENTIAL

OPTION A

P3 - HARTFIELD ROAD CAR PARK SITE - 3D VIEW 4



- RETAIL
- RESIDENTIAL

OPTION B

P3 - HARTFIELD ROAD CAR PARK SITE

Massing and floorspace analysis for potential redevelopment for retail and residential use
Option B: One large retail unit at ground floor with residential on upper floors

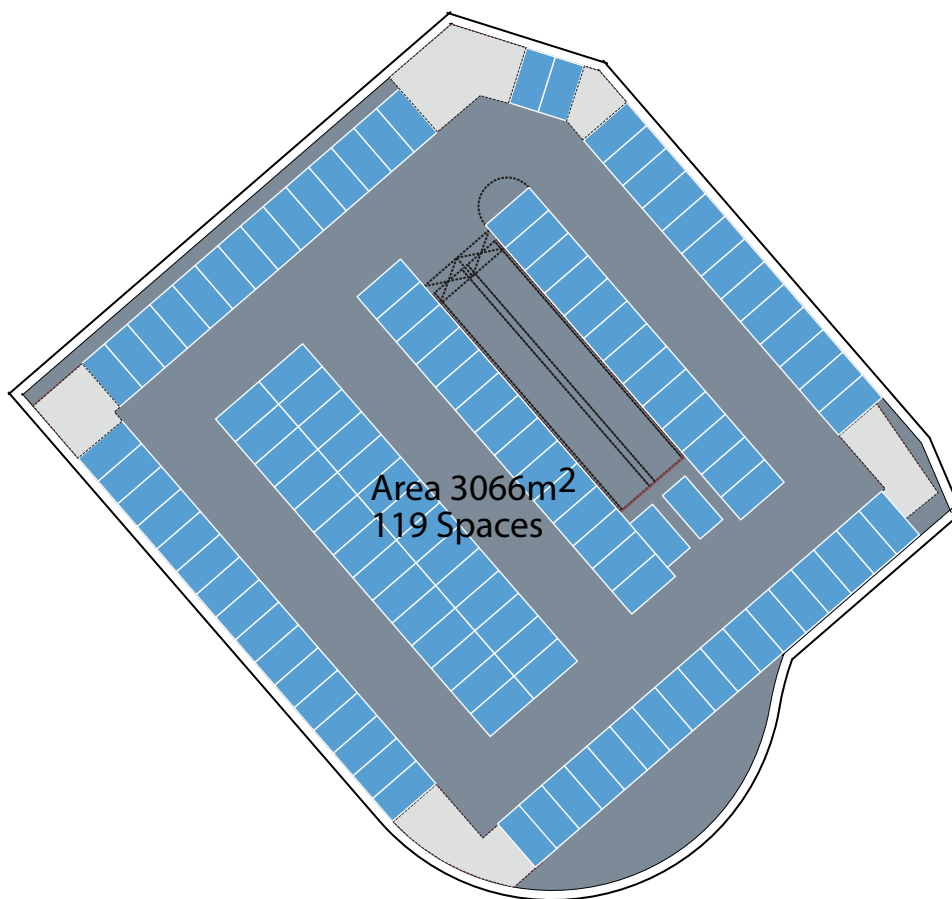
	Retail	Resi	Car Park Ramp	Service Yard	Carpark
Level -3	---	---	---	---	3,070
Level -2	---	---	---	---	3,070
Level -1	---	---	---	---	3,070
Ground	2,290	---	220	560	---
First	---	1,980	---	---	---
Second	---	1,980	---	---	---
Third	---	1,980	---	---	---
Fourth	---	1,870	---	---	---
Fifth	---	1,870	---	---	---
Sixth	---	970	---	---	---
Total m ²	2,290	10,650	220	560	9,210
Total ft ²	24,649	114,635	2,368	6,027	99,135





Notes

1. Site area = 4,132m² (44,476ft²) -excludes bus stops and layover
2. All figures are Gross External Areas (G.E.A)
3. All figures in table are m² unless otherwise stated
4. Total area includes circulation cores from underground carpark levels to sixth floor

OPTION B

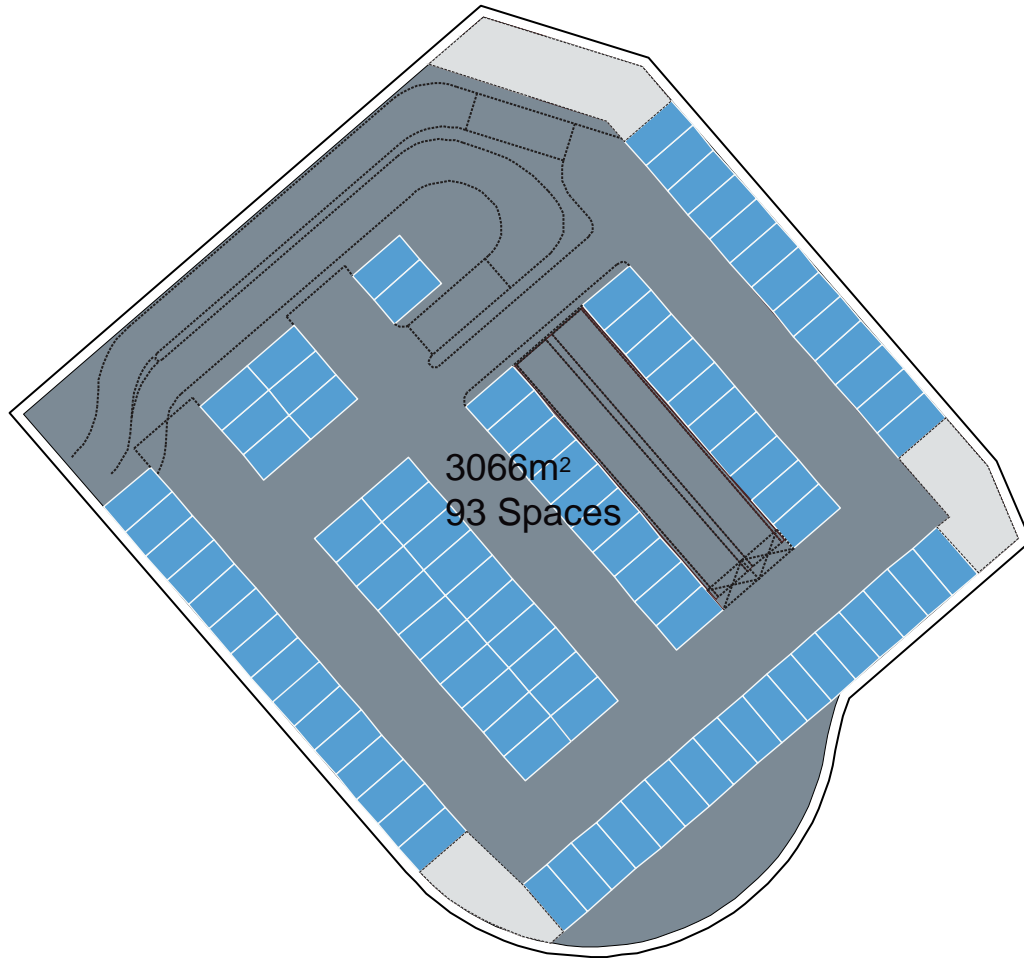
UNDERGROUND CAR PARK - Level 2-3








-  CAR SPACE (2.5m x 5m)
-  HARDSTANDING
-  RAMP STRUCTURE
- SITE BOUNDARY
-  CIRCULATION CORE

OPTION B

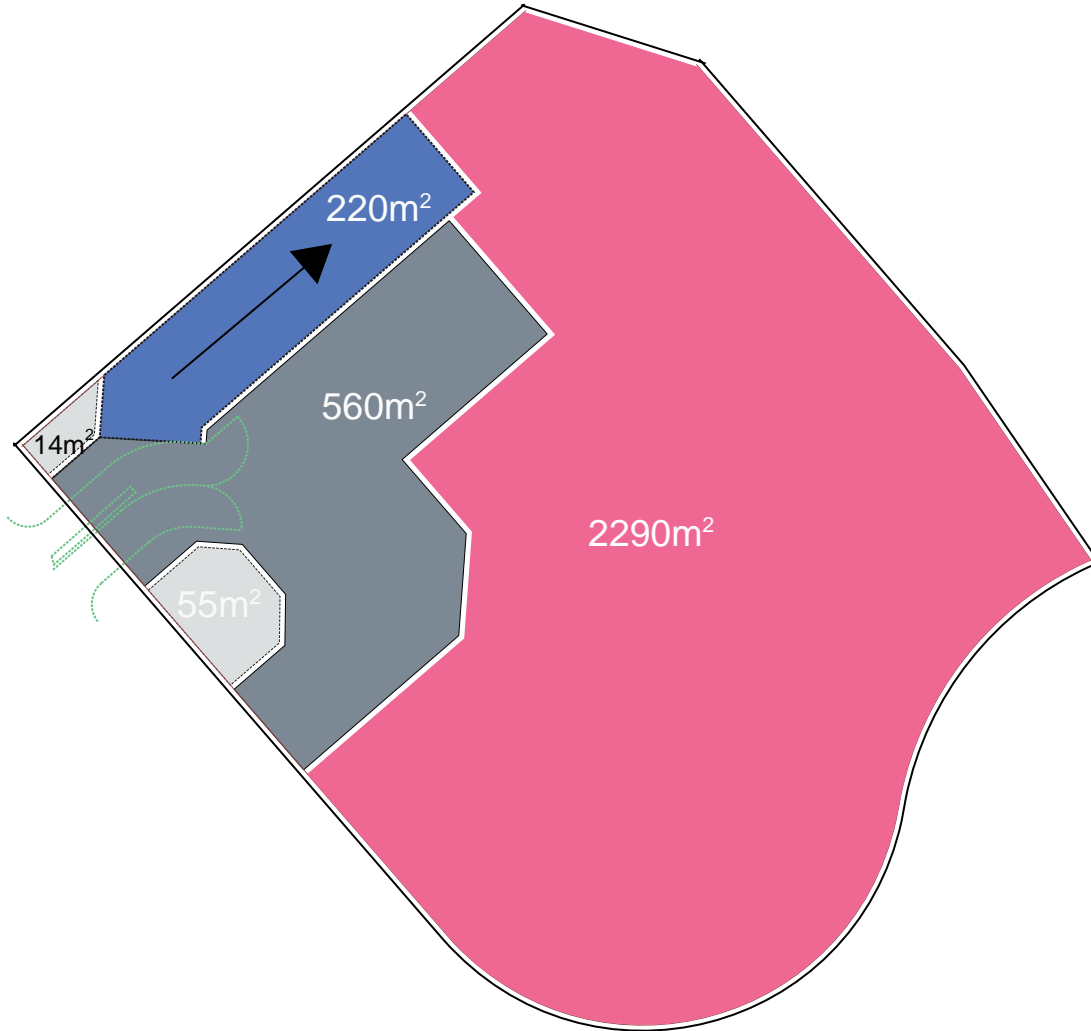
UNDERGROUND CAR PARK - Level -1









-  CAR SPACE (2.5m x 5m)
-  HARDSTANDING
-  RAMP STRUCTURE
-  SITE BOUNDARY
-  CIRCULATION CORE

OPTION B

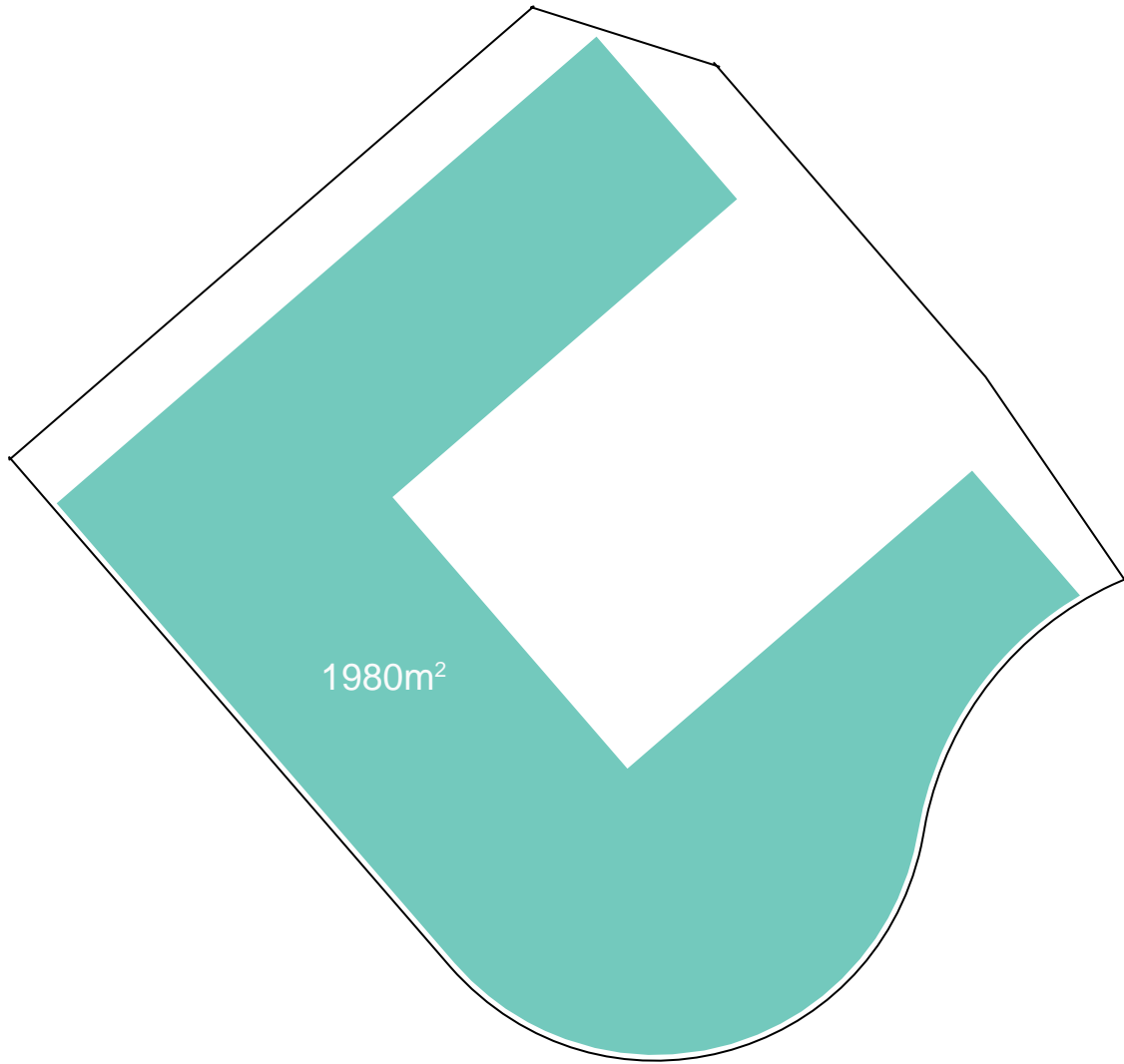
Ground Floor



-  SERVICE YARD
-  RAMP STRUCTURE
-  SITE BOUNDARY
-  CIRCULATION CORE
-  RETAIL
-  SERVICE VEHICLE ROUTE

OPTION B

First Floor

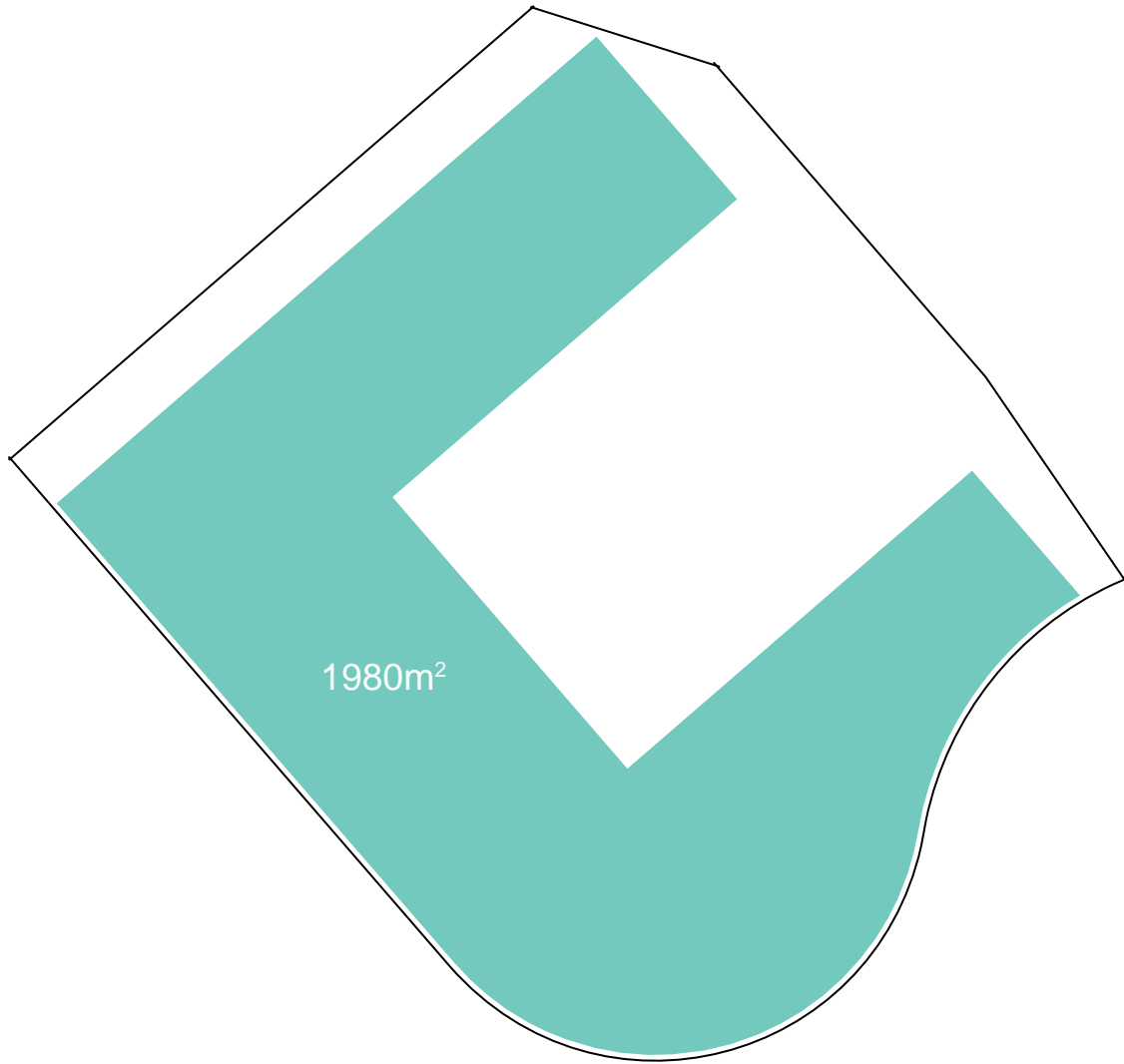


— SITE BOUNDARY

■ RESIDENTIAL

OPTION B

Second Floor

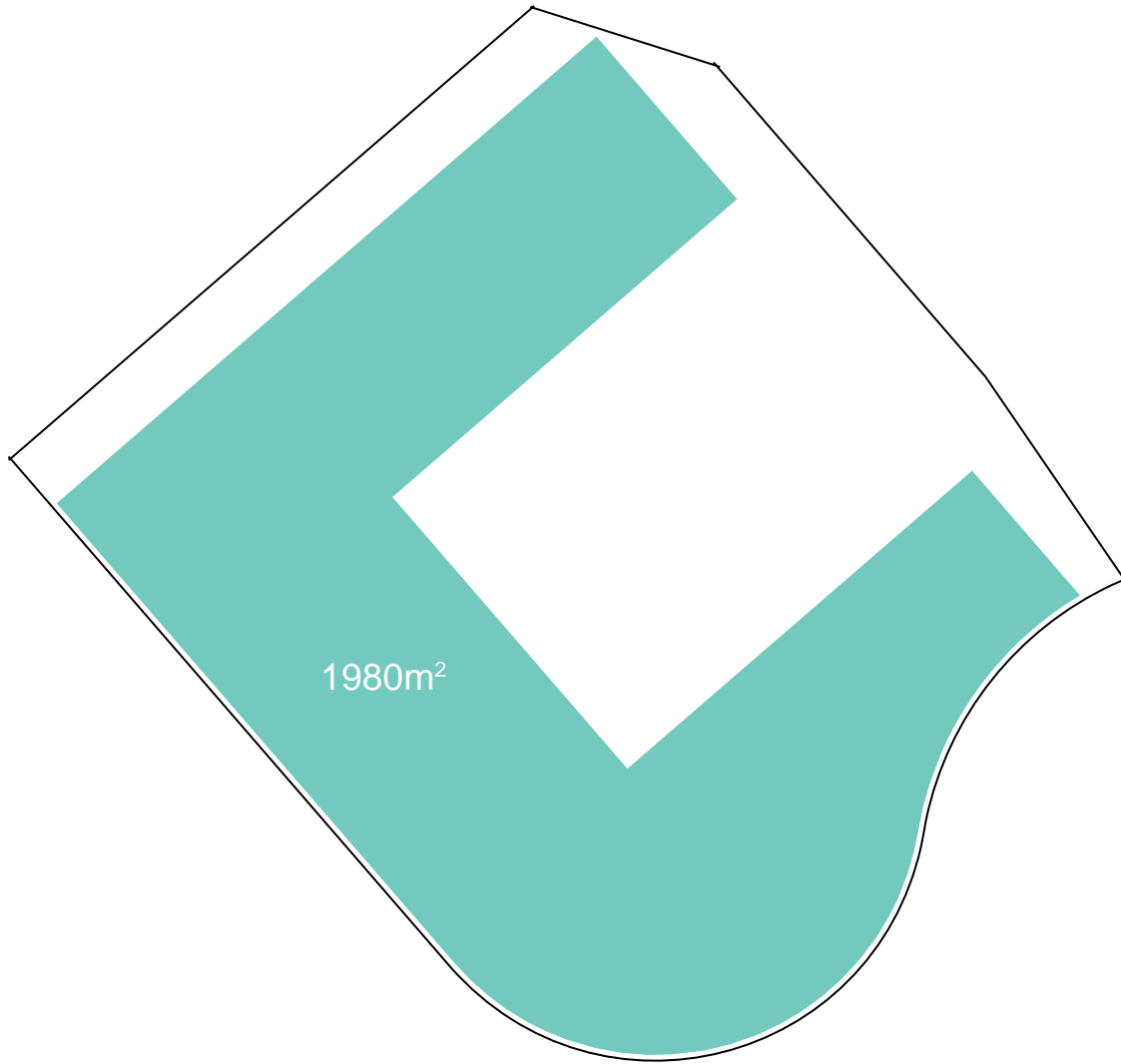


— SITE BOUNDARY

■ RESIDENTIAL

OPTION B

Third Floor

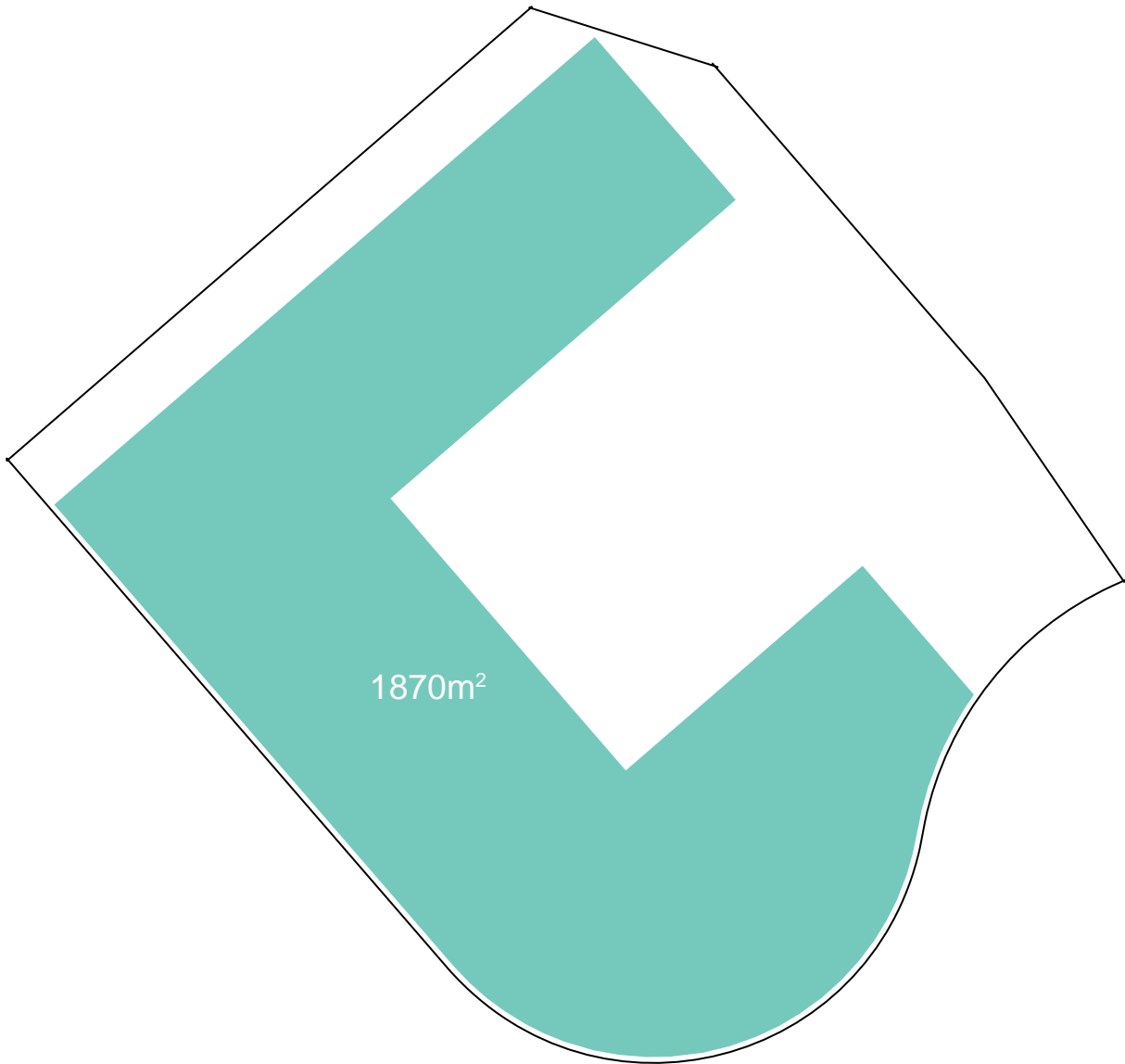


— SITE BOUNDARY

■ RESIDENTIAL

OPTION B

Fourth Floor

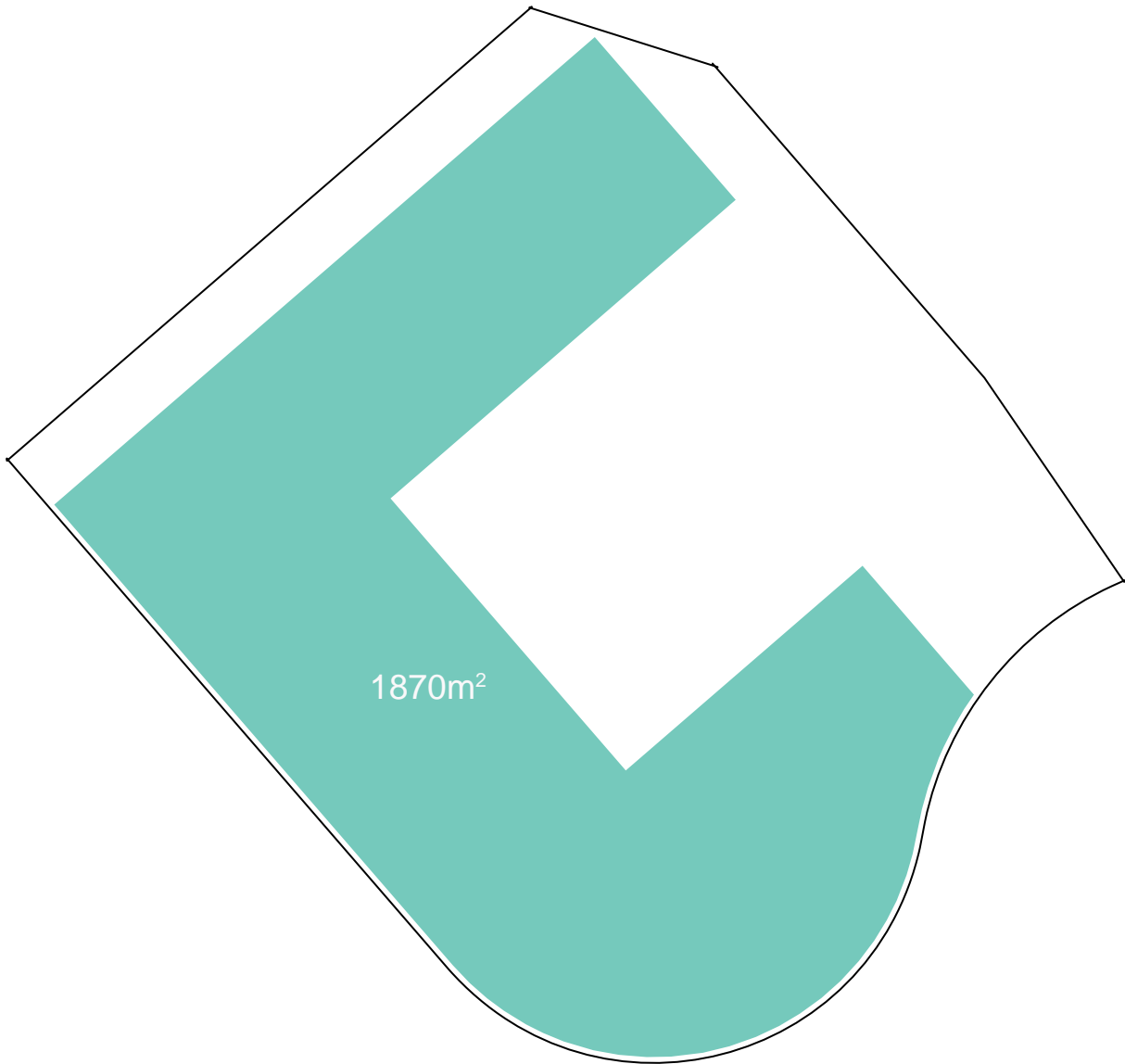


— SITE BOUNDARY

■ RESIDENTIAL

OPTION B

Fifth Floor

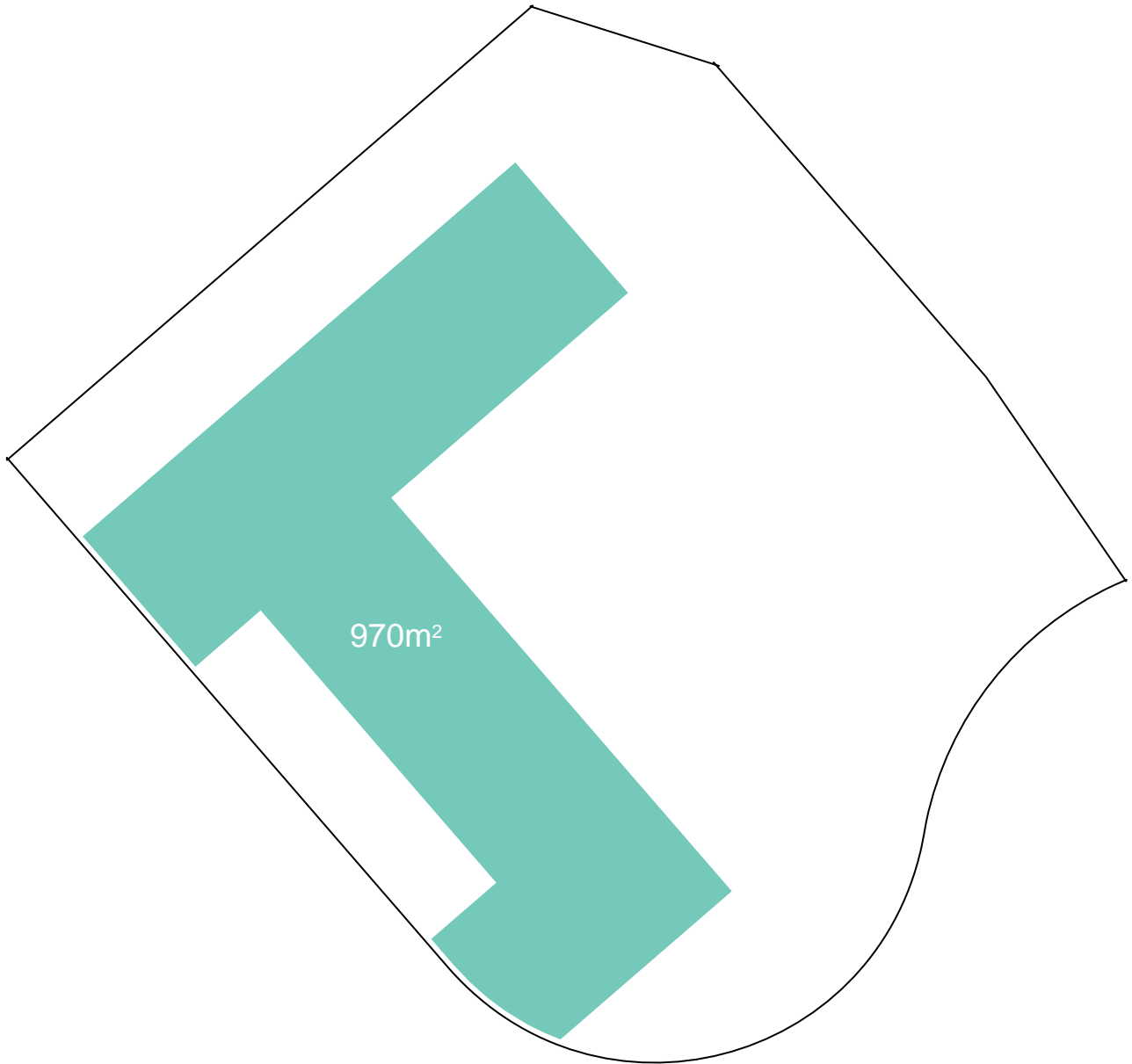


— SITE BOUNDARY

■ RESIDENTIAL

OPTION B

Sixth Floor

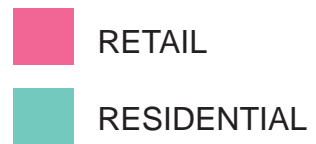
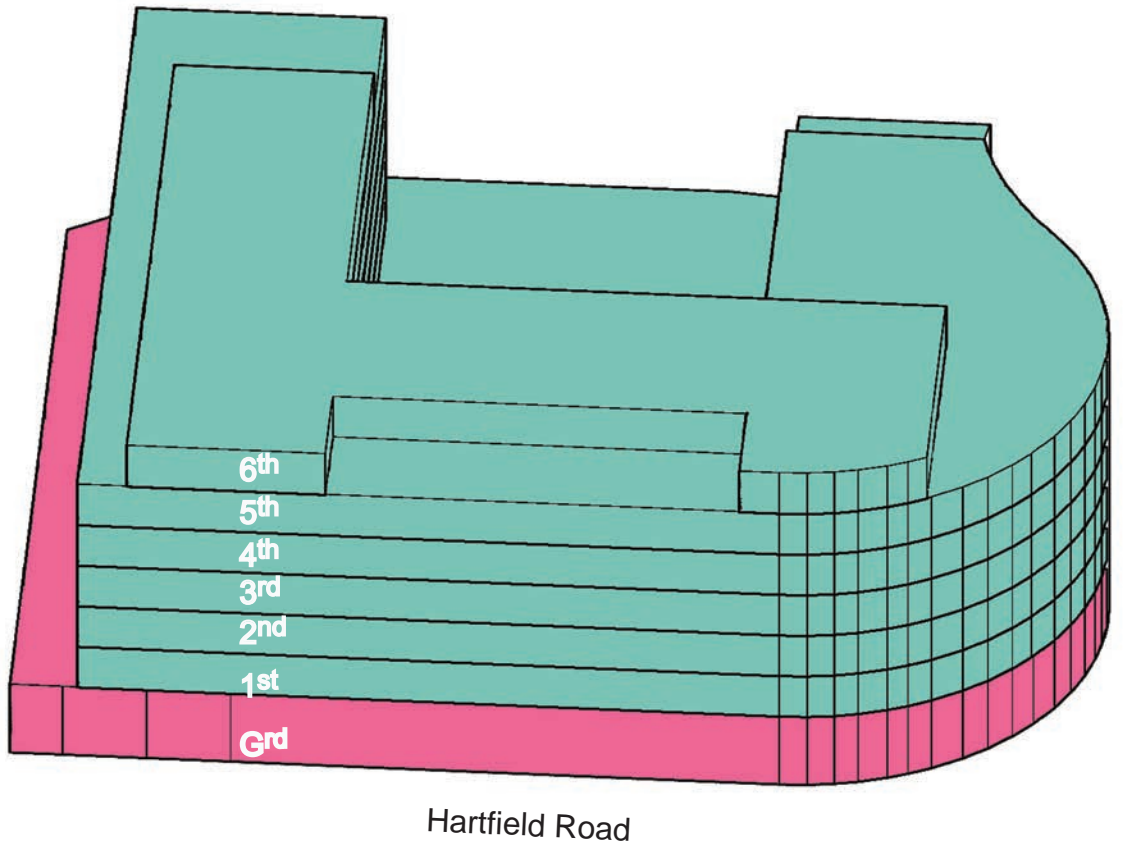


— SITE BOUNDARY

■ RESIDENTIAL

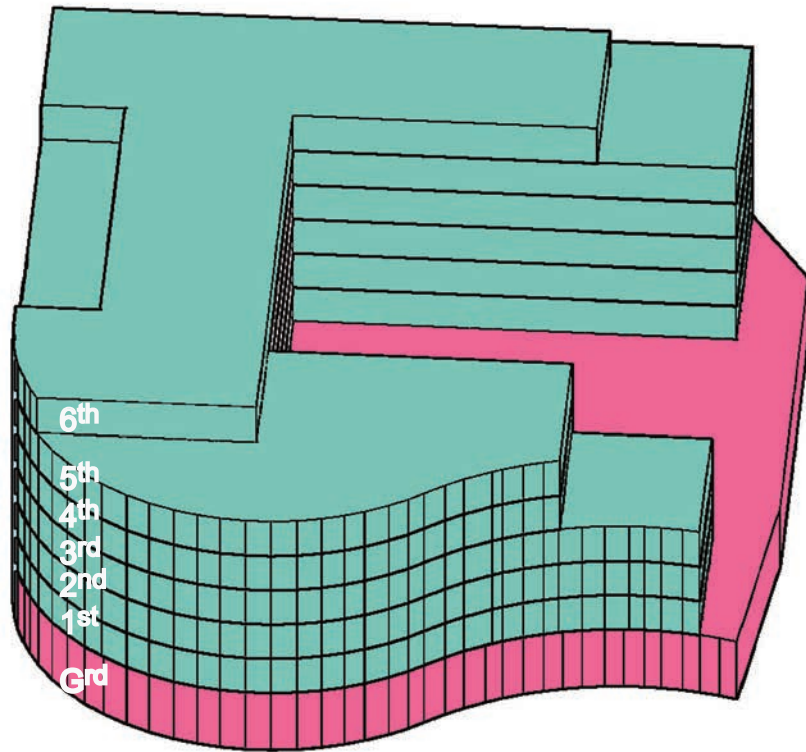
OPTION B

SW MASSING VIEW

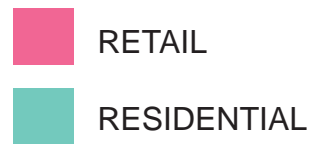


OPTION B

SE MASSING VIEW

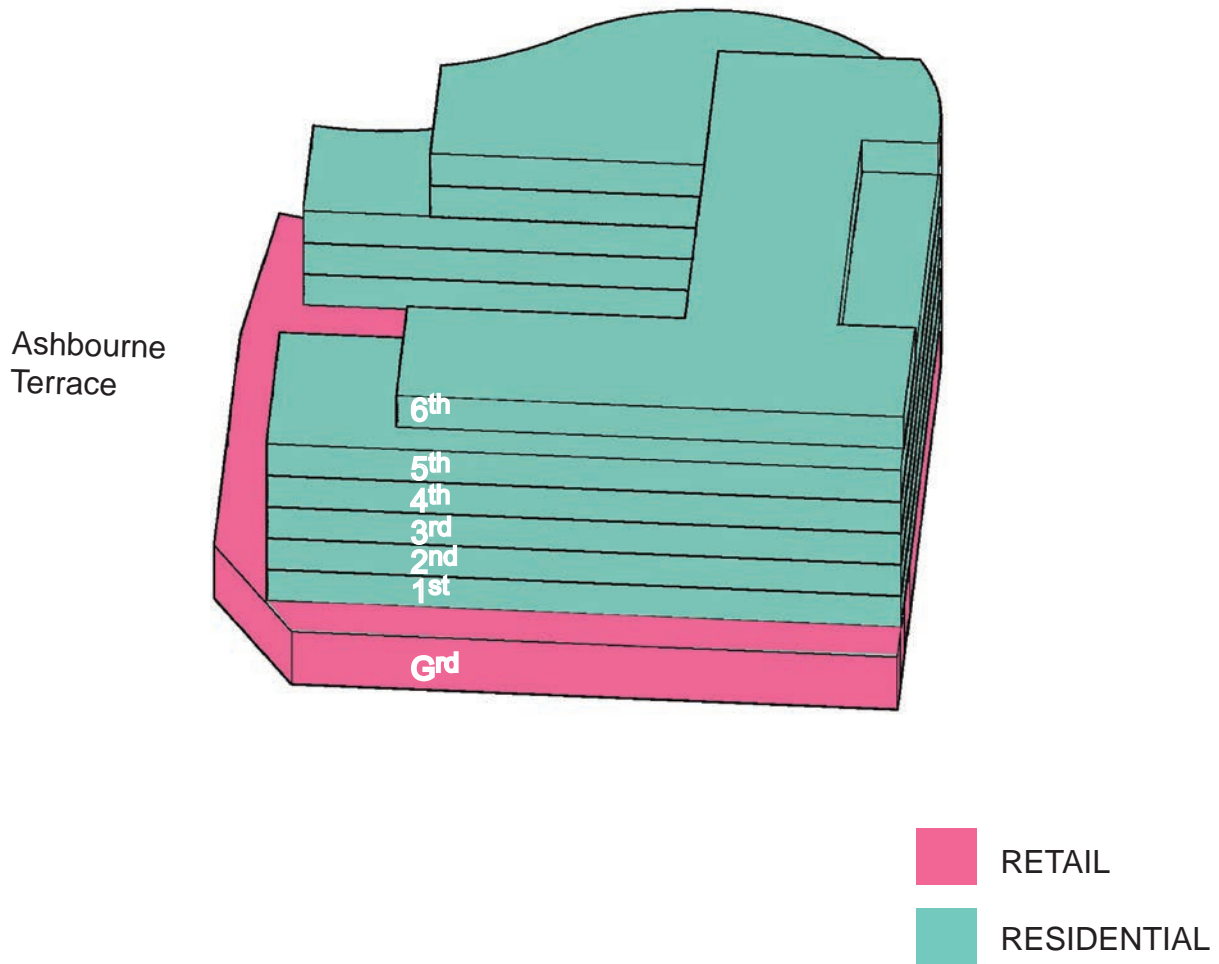


Sir Cyril Black Way



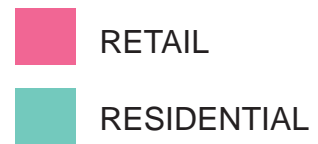
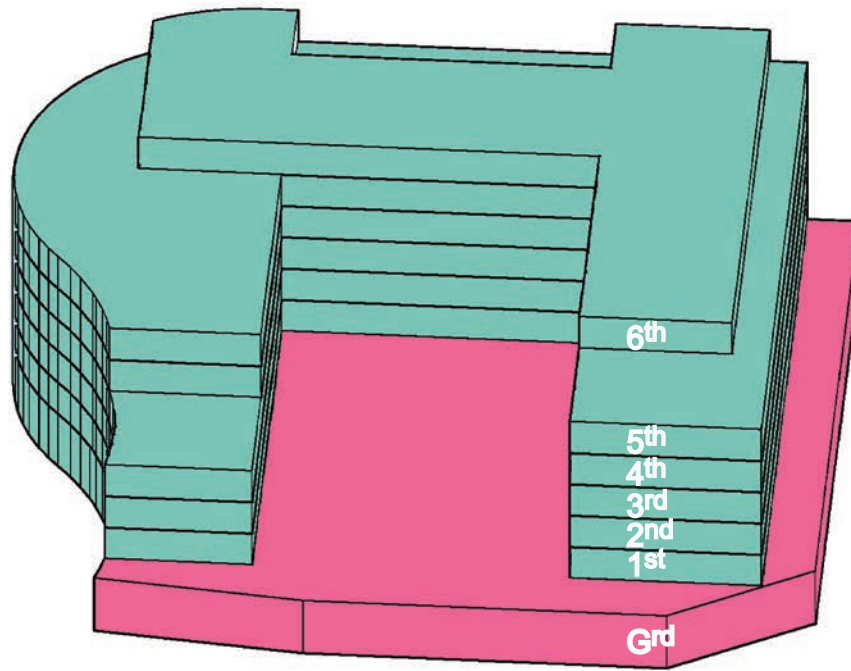
OPTION B

NW MASSING VIEW



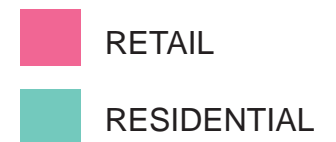
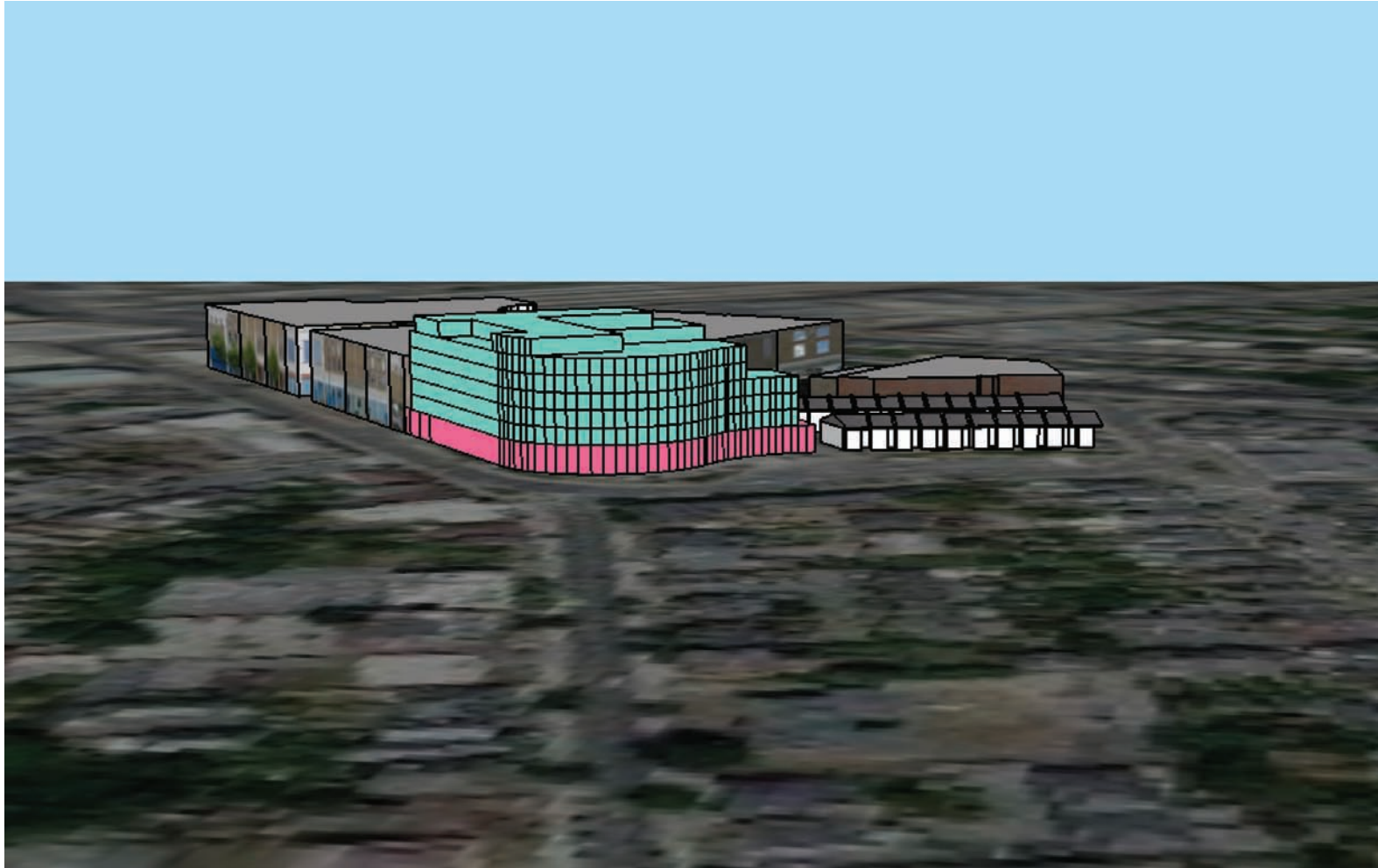
OPTION B

NE MASSING VIEW



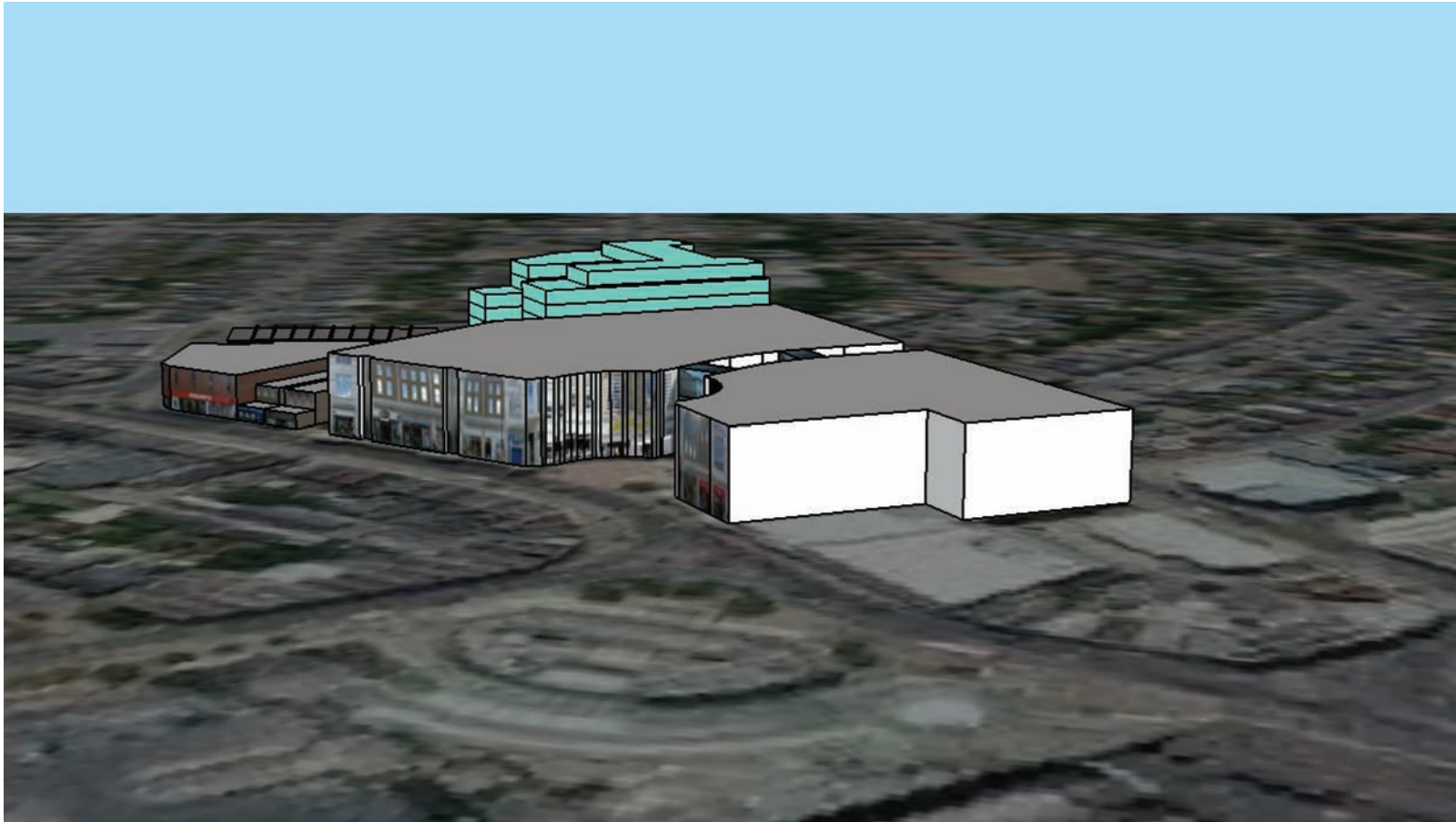
OPTION B

P3 - HARTFIELD ROAD CAR PARK SITE - 3D VIEW 1



OPTION B

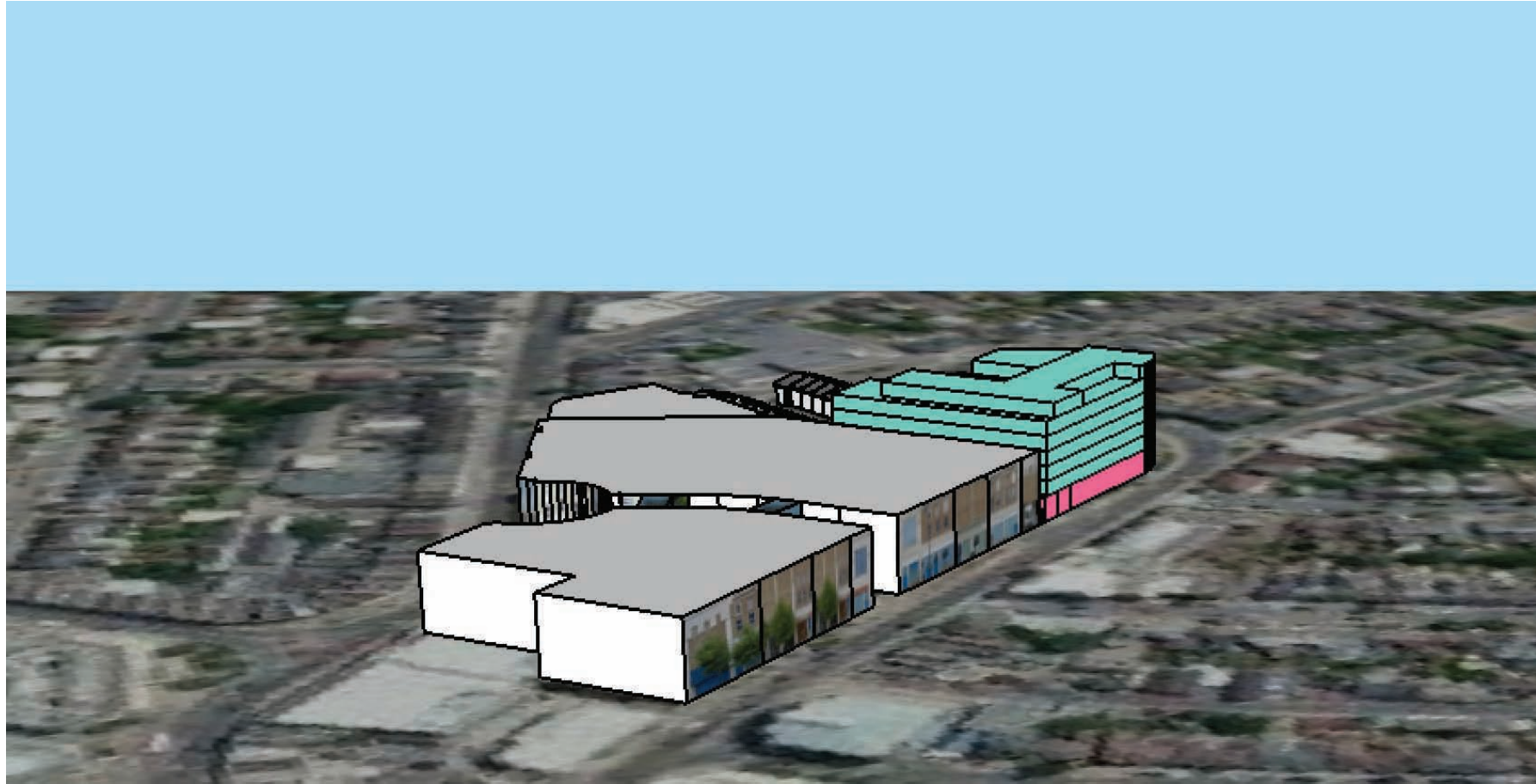
P3 - HARTFIELD ROAD CAR PARK SITE - 3D VIEW 2





- RETAIL
- RESIDENTIAL

OPTION B

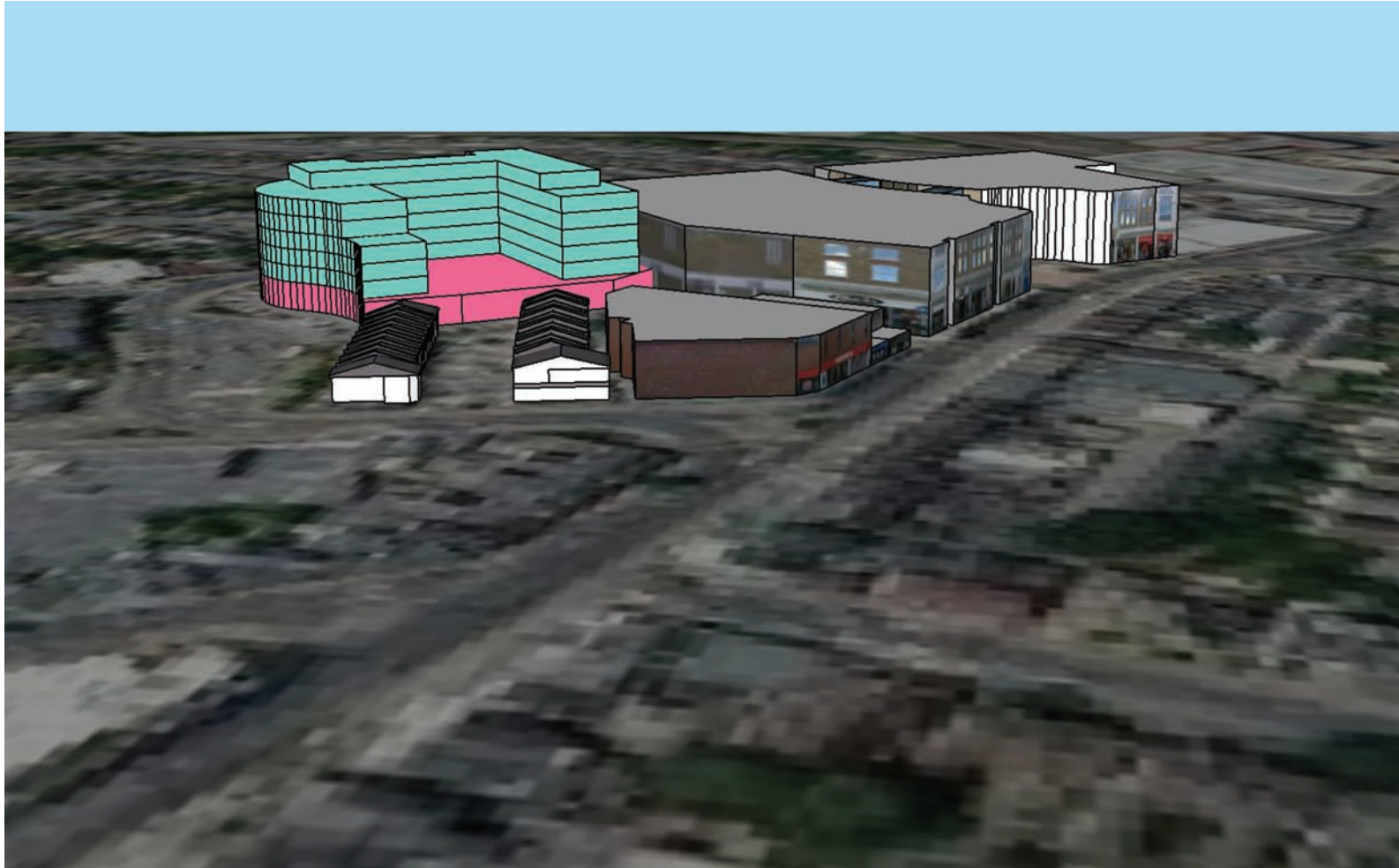
P3 - HARTFIELD ROAD CAR PARK SITE - 3D VIEW 3



-  RETAIL
-  RESIDENTIAL

OPTION B

P3 - HARTFIELD ROAD CAR PARK SITE - 3D VIEW 4



 RETAIL

 RESIDENTIAL

OPTION C

P3 - HARTFIELD ROAD CAR PARK SITE

Massing and floorspace analysis for potential redevelopment for retail and residential use
Option C: Four retail unit (Bus station alley) at ground floor plus two additional with units of retail / office (facing Hartfield Road) with residential on upper floors

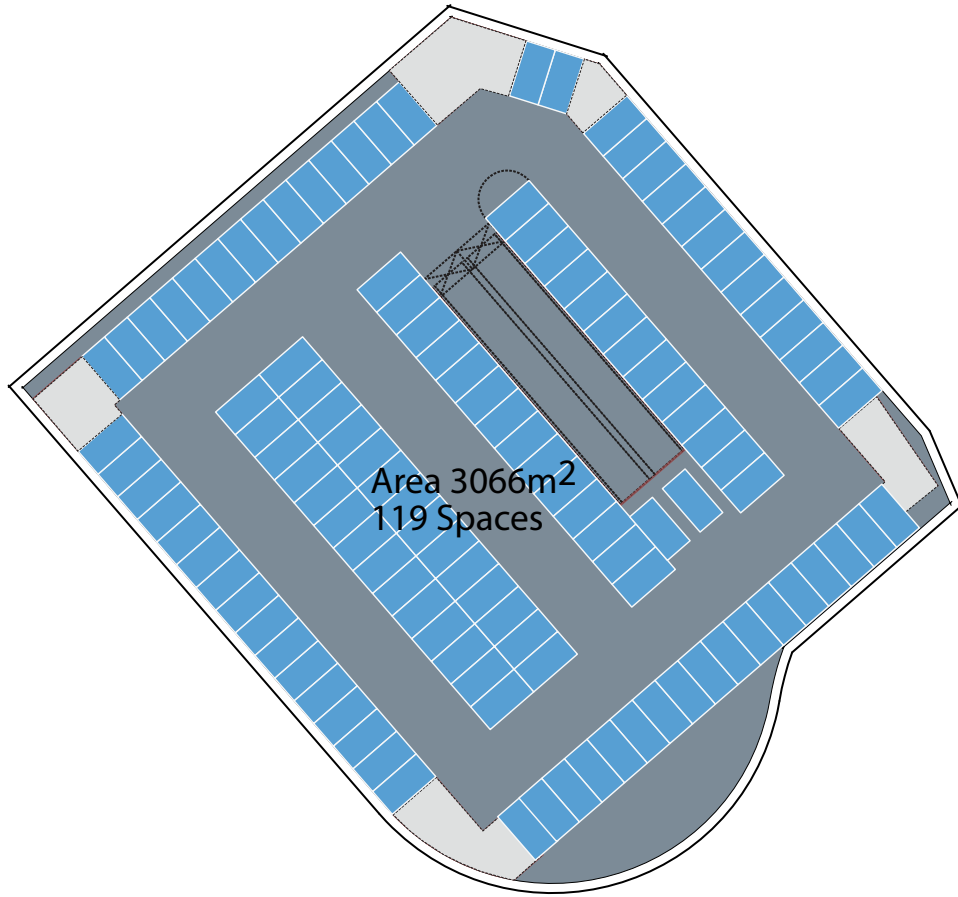
	Retail	Resi	Car Park Ramp	Service Yard	Carpark
Level -3	---	---	---	---	3,070
Level -2	---	---	---	---	3,070
Level -1	---	---	---	---	3,070
Ground	1,100	468	220	500	---
First	---	1,980	---	---	---
Second	---	1,980	---	---	---
Third	---	1,980	---	---	---
Fourth	---	1,870	---	---	---
Fifth	---	1,870	---	---	---
Sixth	---	970	---	---	---
Total m ²	1,100*	11,118	220	500	9,210
Total ft ²	11,840*	119,673	2,368	5,381	99,135






Notes

1. Site area = 4,132m² (44,476ft²) -excludes bus stops and layover
2. All figures are Gross External Areas (G.E.A)
3. All figures in table are m² unless otherwise stated
4. Residential area includes circulation cores
- 5.* Retail total area includes Unit 1 (308m²), Unit 2 (237m²), Unit 3 (225m²), Unit 4 (214m²) and two units of office/retail (55m²)

OPTION C

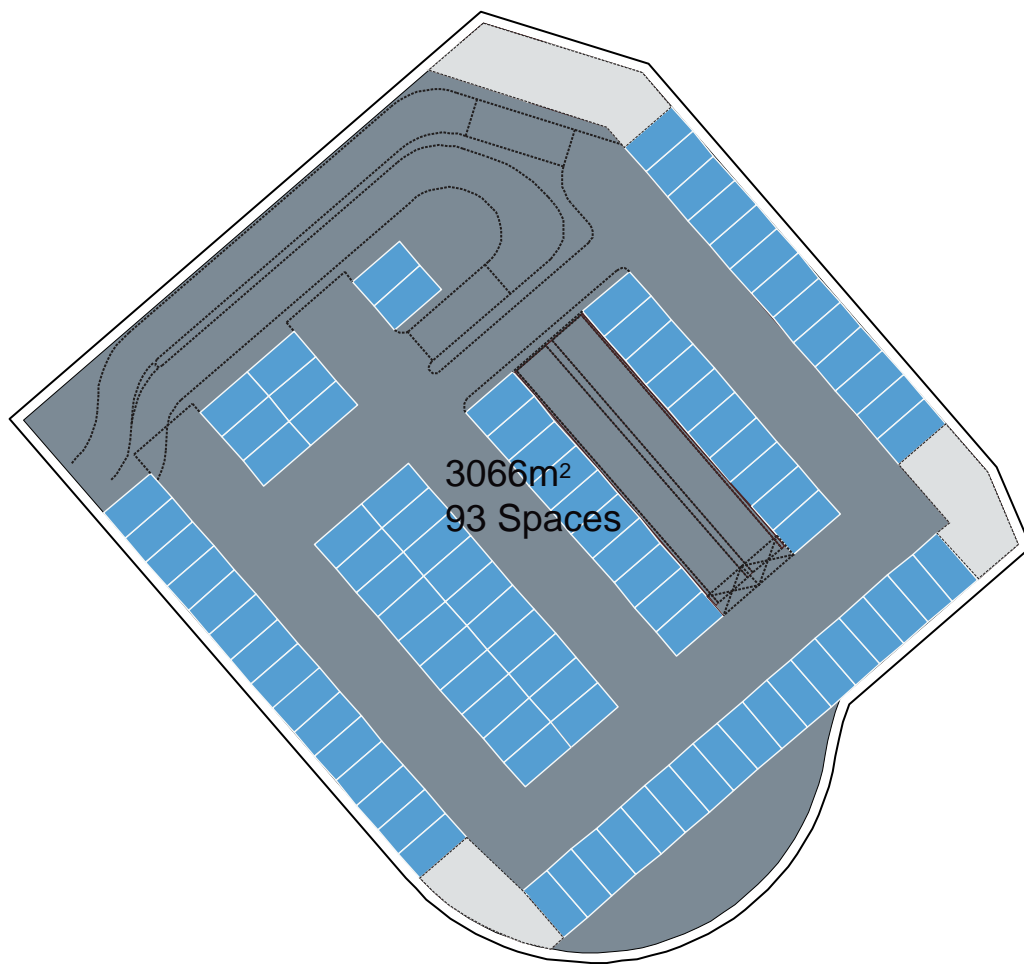
UNDERGROUND CAR PARK - Level 2-3








-  CAR SPACE (2.5m x 5m)
-  HARDSTANDING
-  RAMP STRUCTURE
-  SITE BOUNDARY
-  CIRCULATION CORE

OPTION C

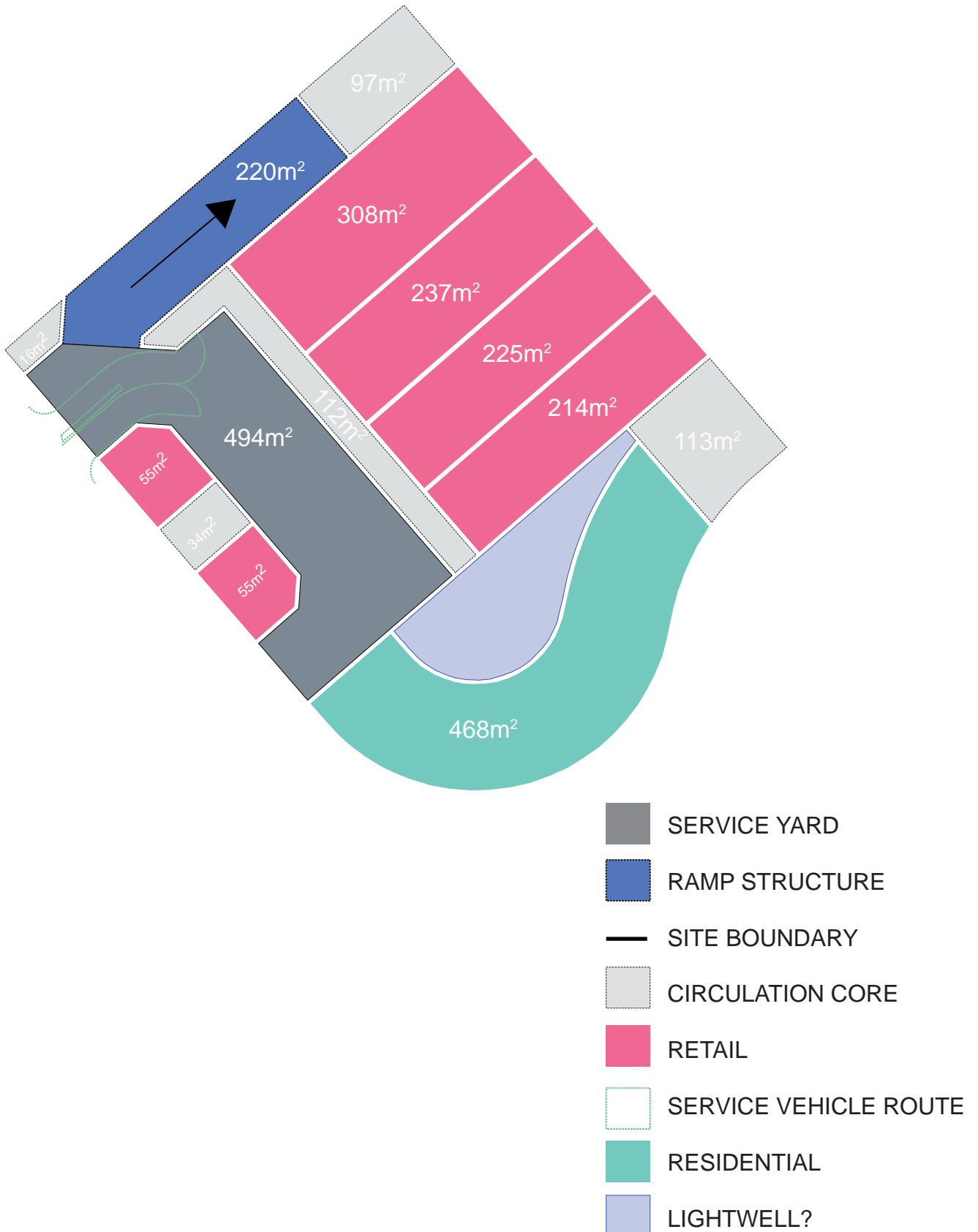
UNDERGROUND CAR PARK - Level -1



-  CAR SPACE (2.5m x 5m)
-  HARDSTANDING
-  RAMP STRUCTURE
-  SITE BOUNDARY
-  CIRCULATION CORE

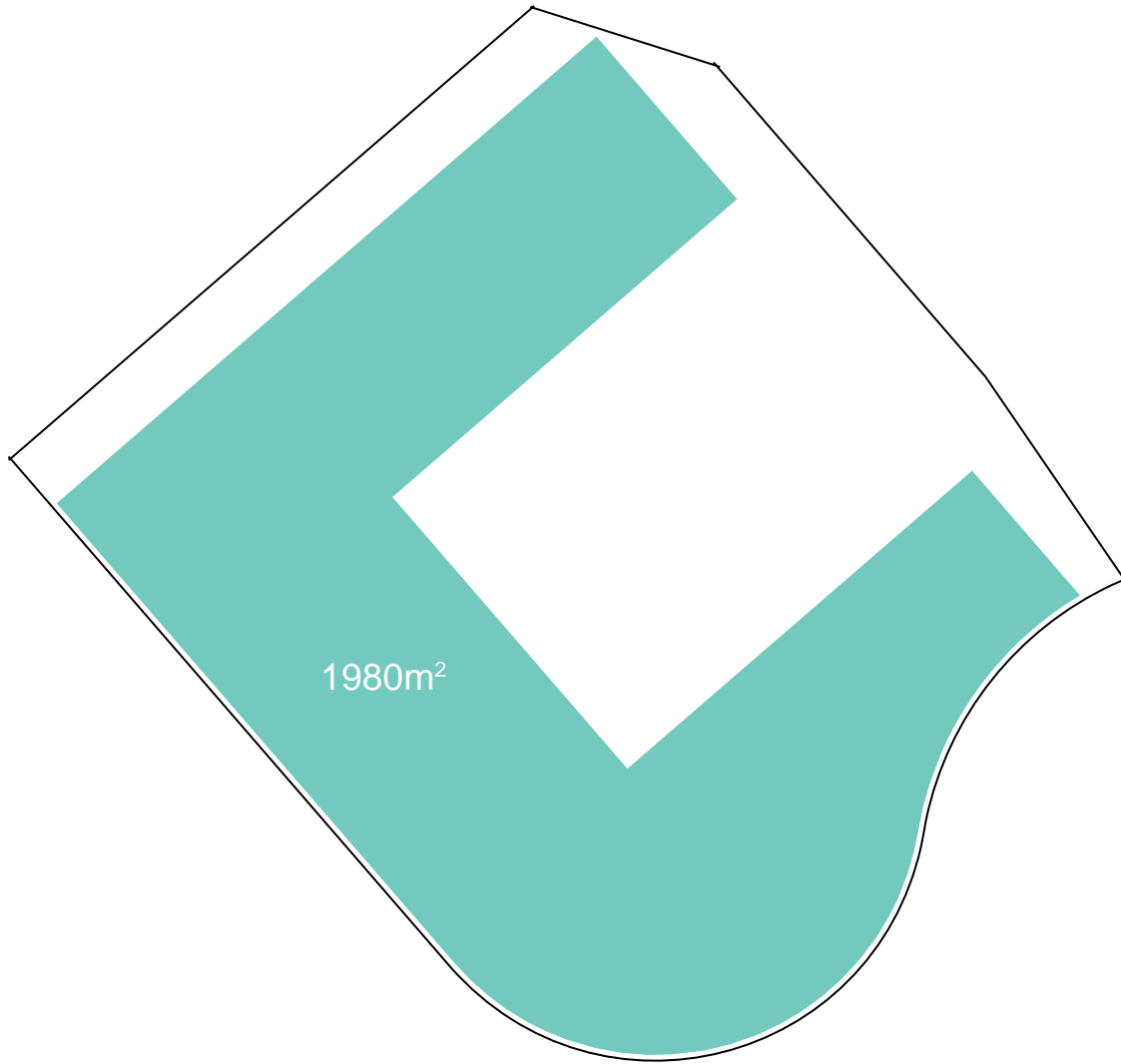
OPTION C

Ground Floor



OPTION C

First Floor

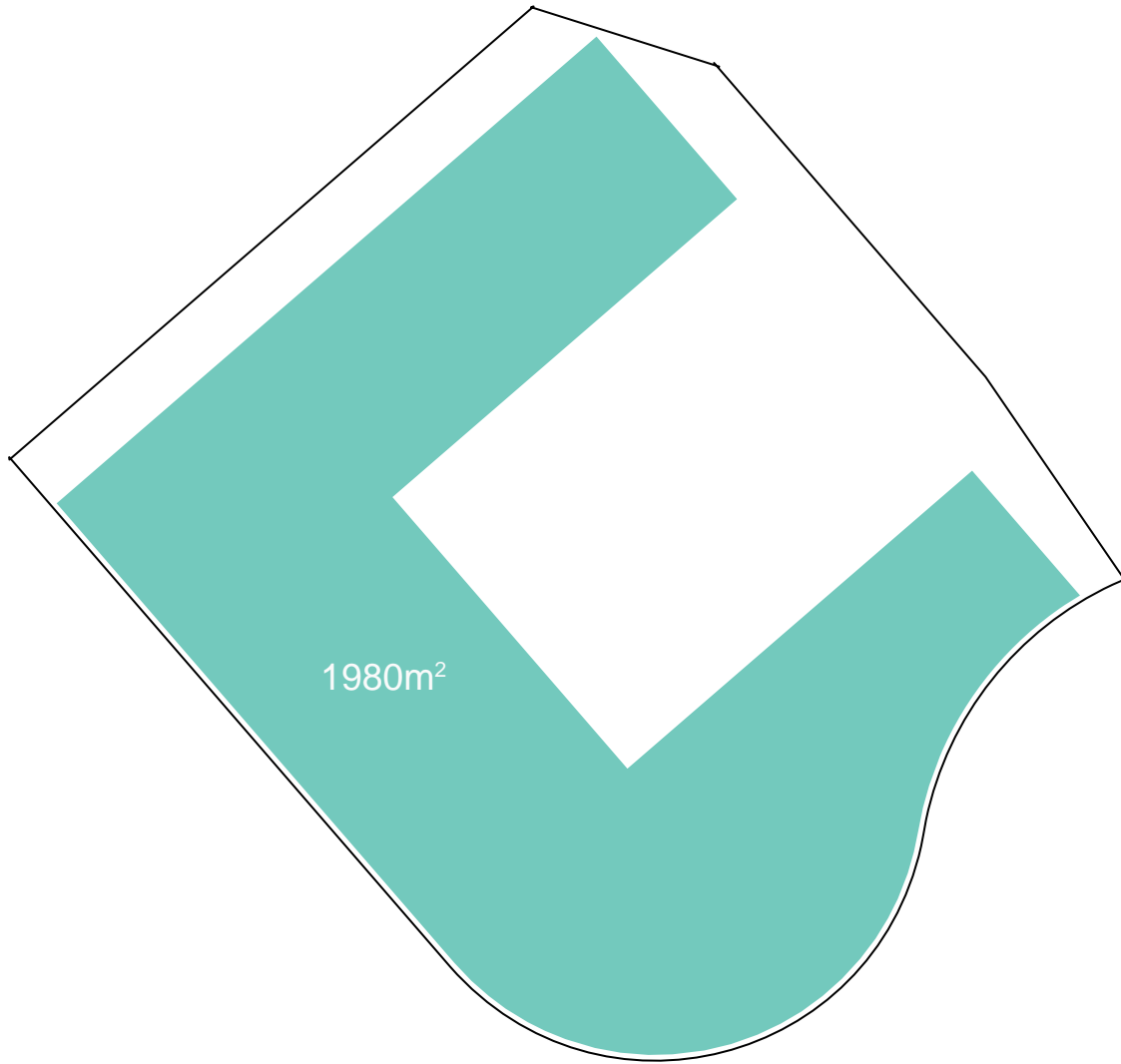


— SITE BOUNDARY

■ RESIDENTIAL

OPTION C

Second Floor

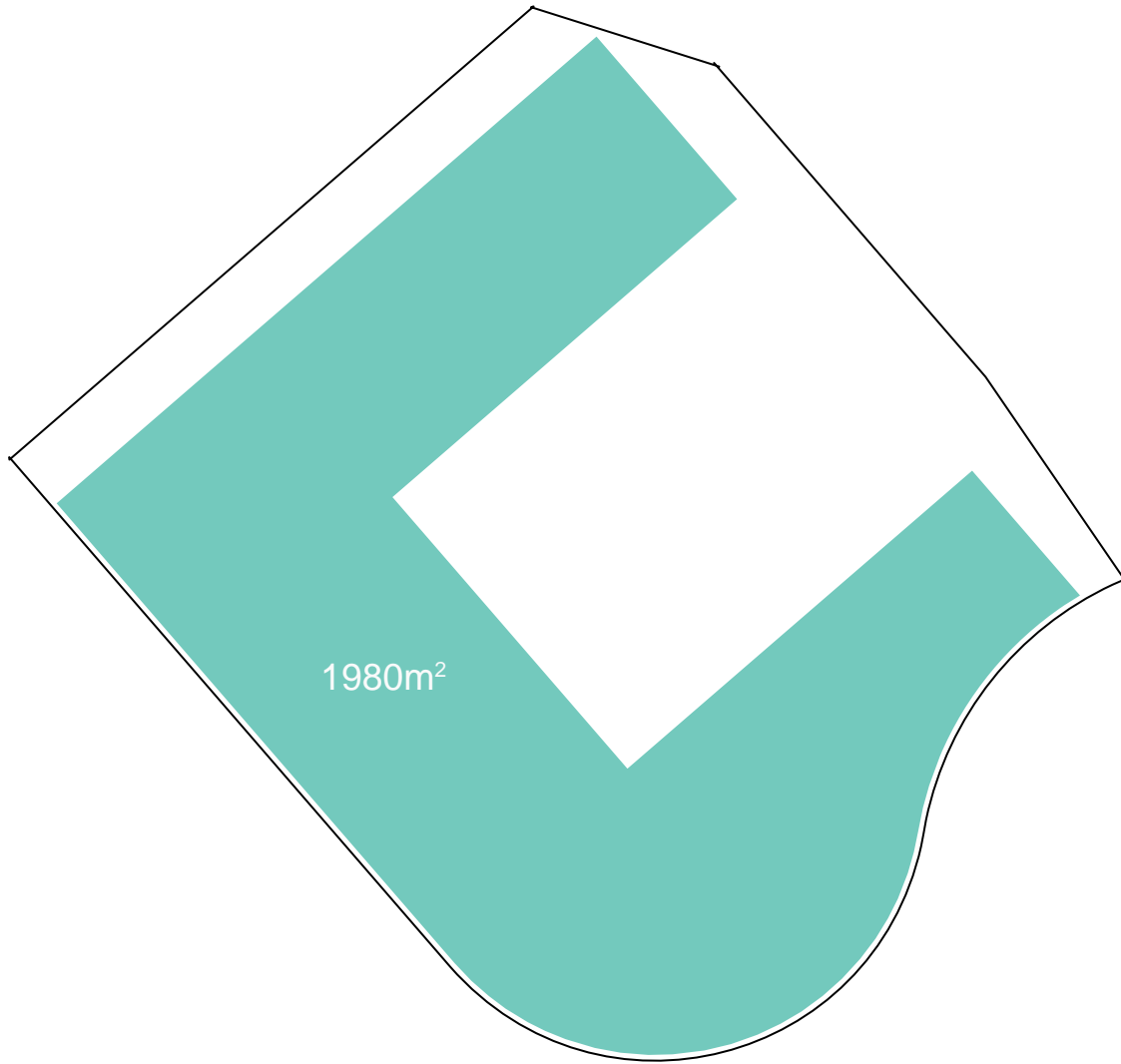


— SITE BOUNDARY

■ RESIDENTIAL

OPTION C

Third Floor

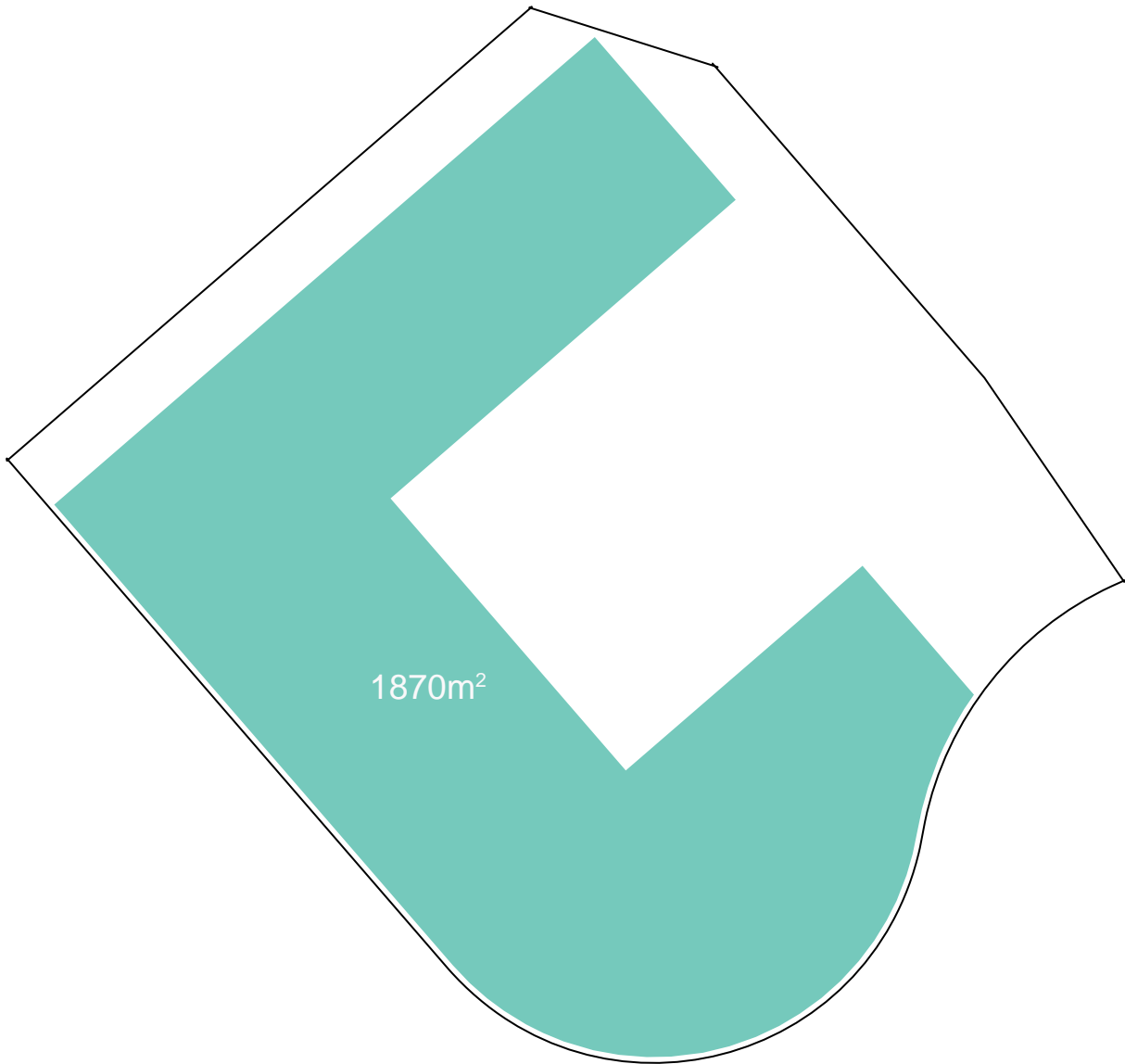


— SITE BOUNDARY

■ RESIDENTIAL

OPTION C

Fourth Floor

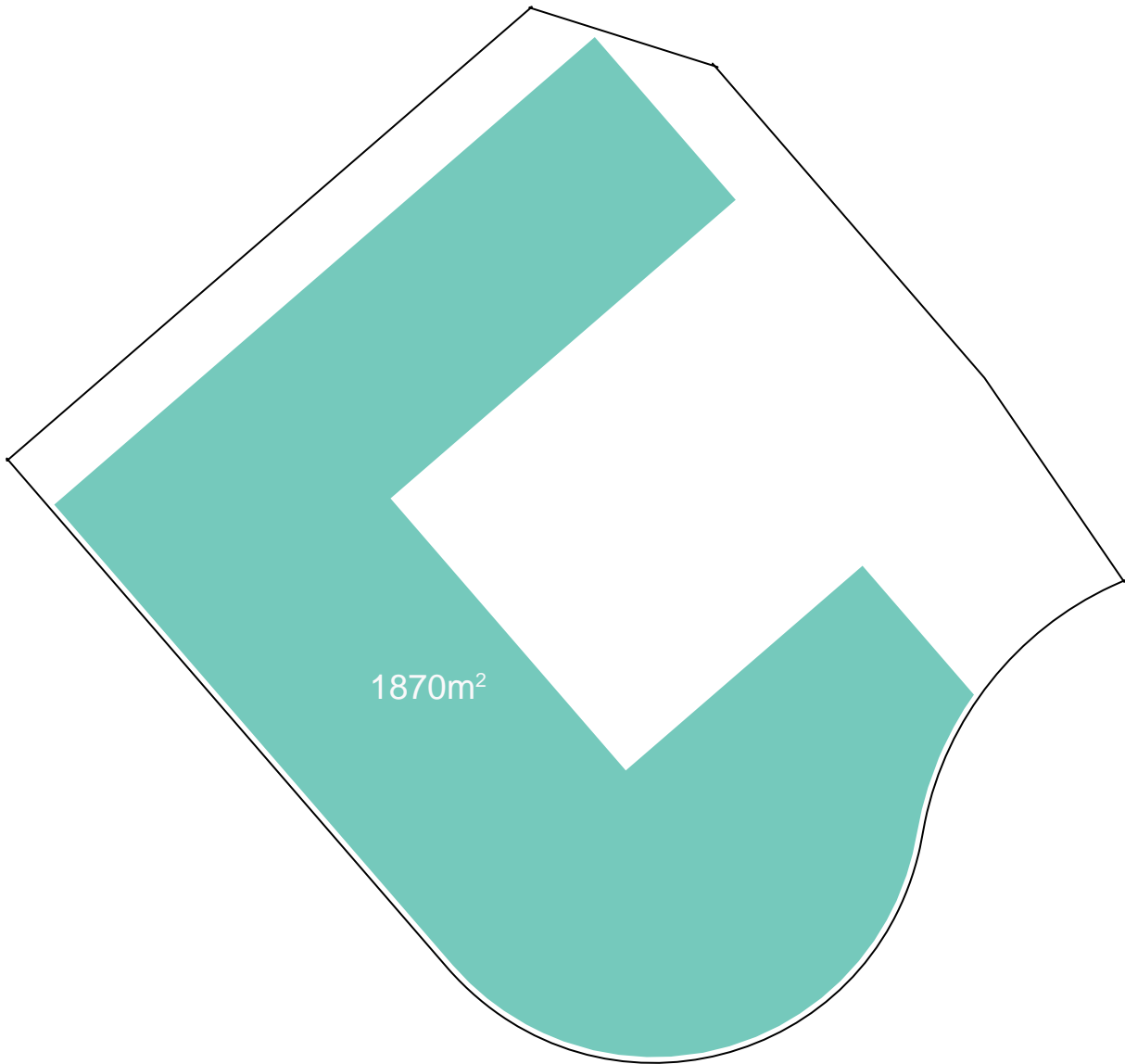


— SITE BOUNDARY

■ RESIDENTIAL

OPTION C

Fifth Floor

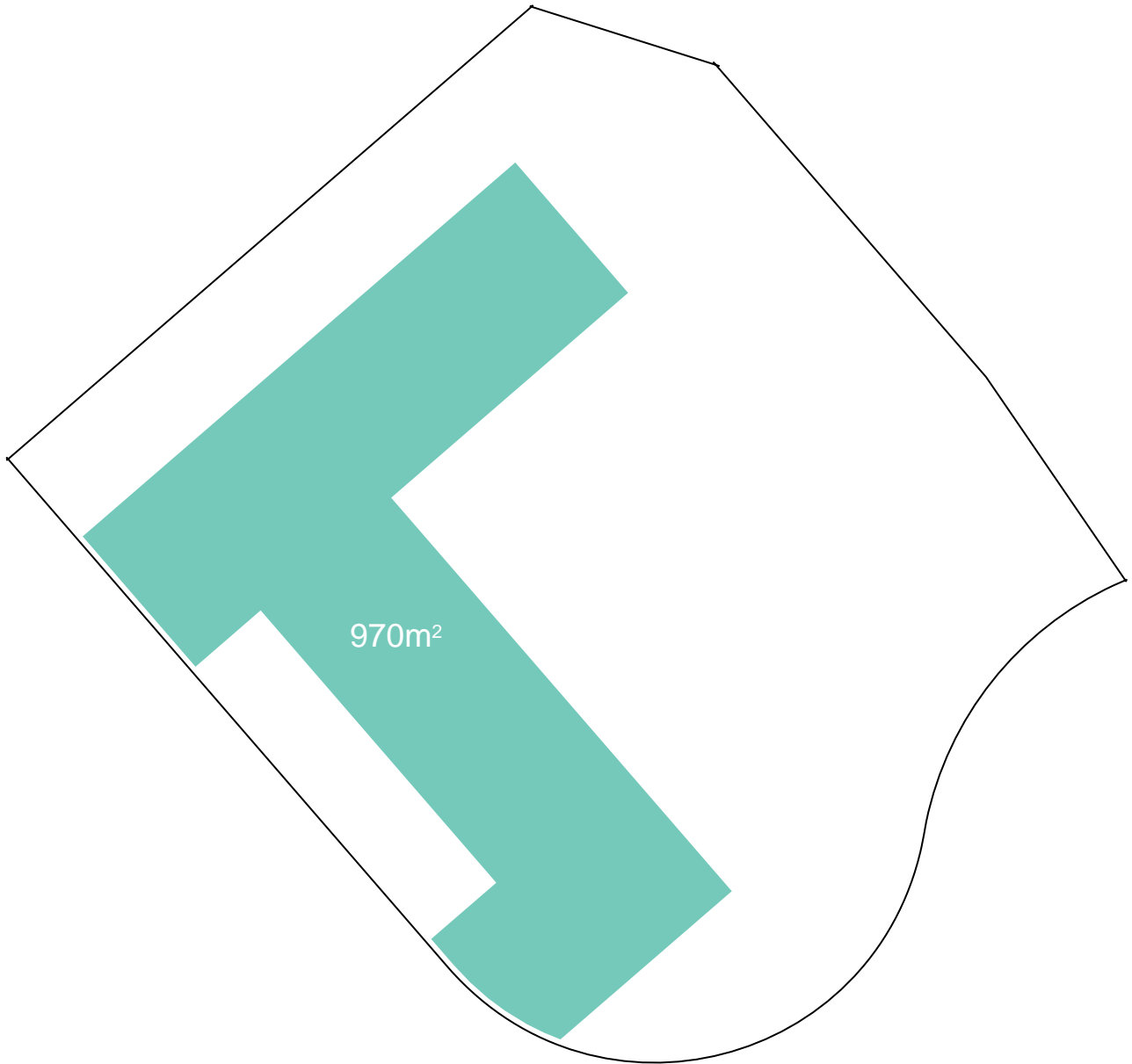


— SITE BOUNDARY

■ RESIDENTIAL

OPTION C

Sixth Floor

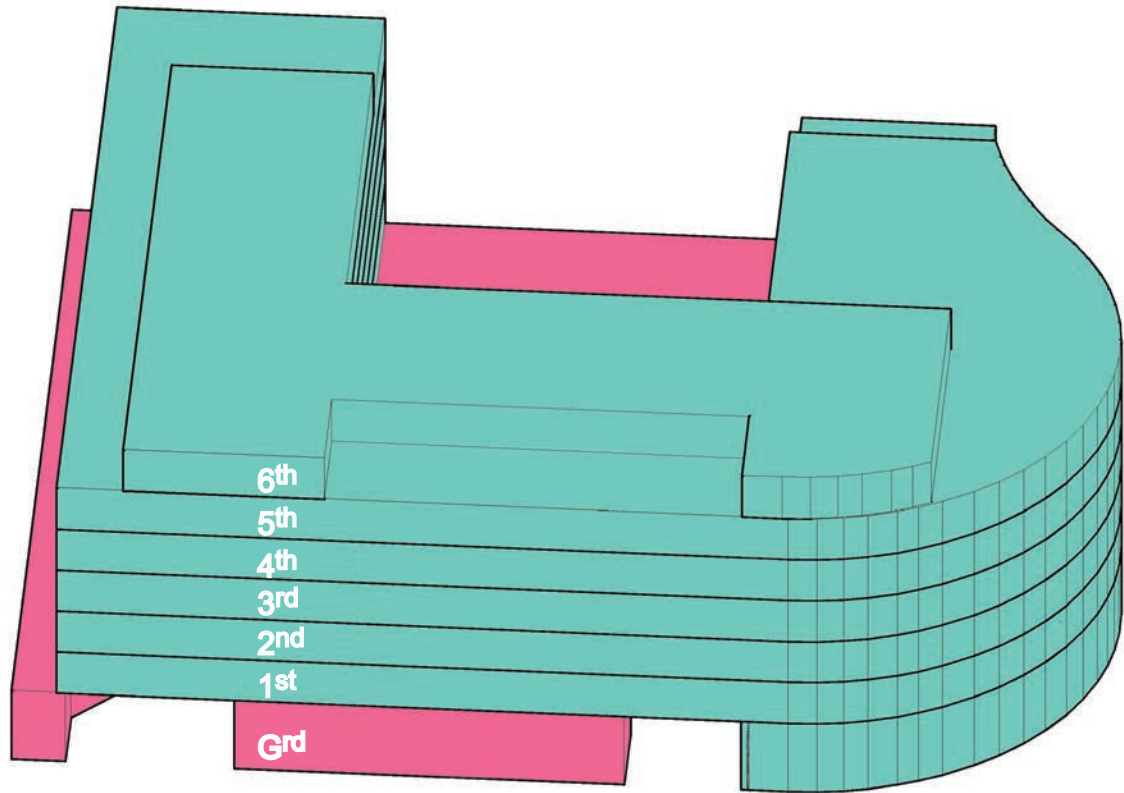


— SITE BOUNDARY

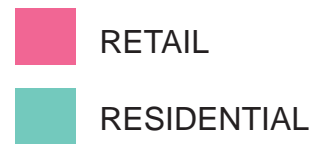
■ RESIDENTIAL

OPTION C

SW MASSING VIEW

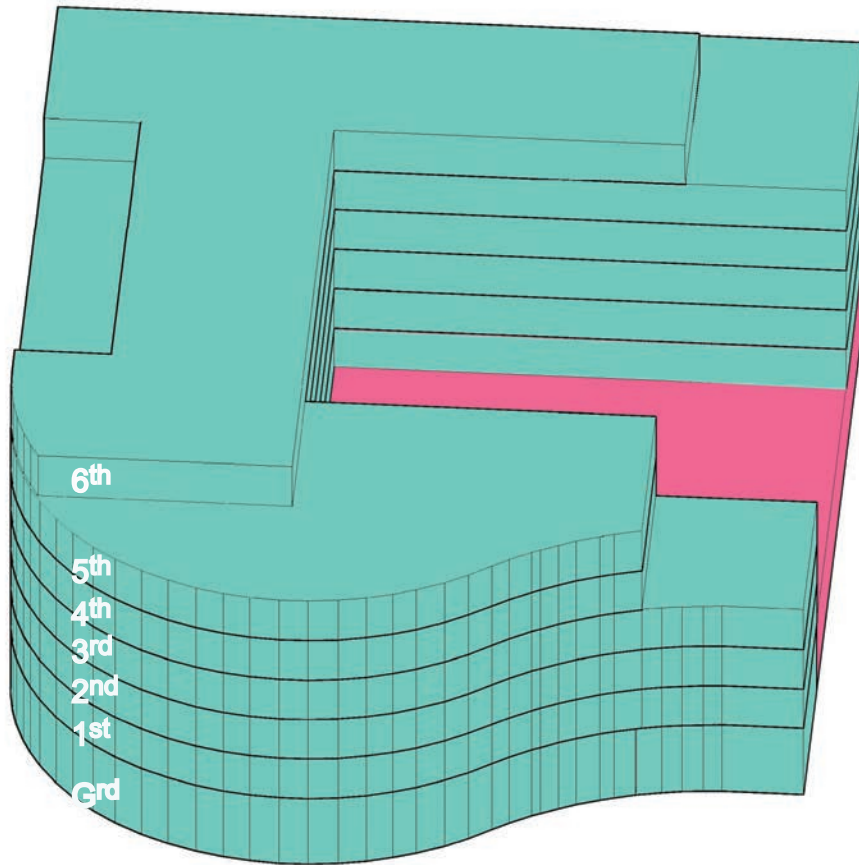


Hartfield Road



OPTION C

SE MASSING VIEW



Sir Cyril Black Way

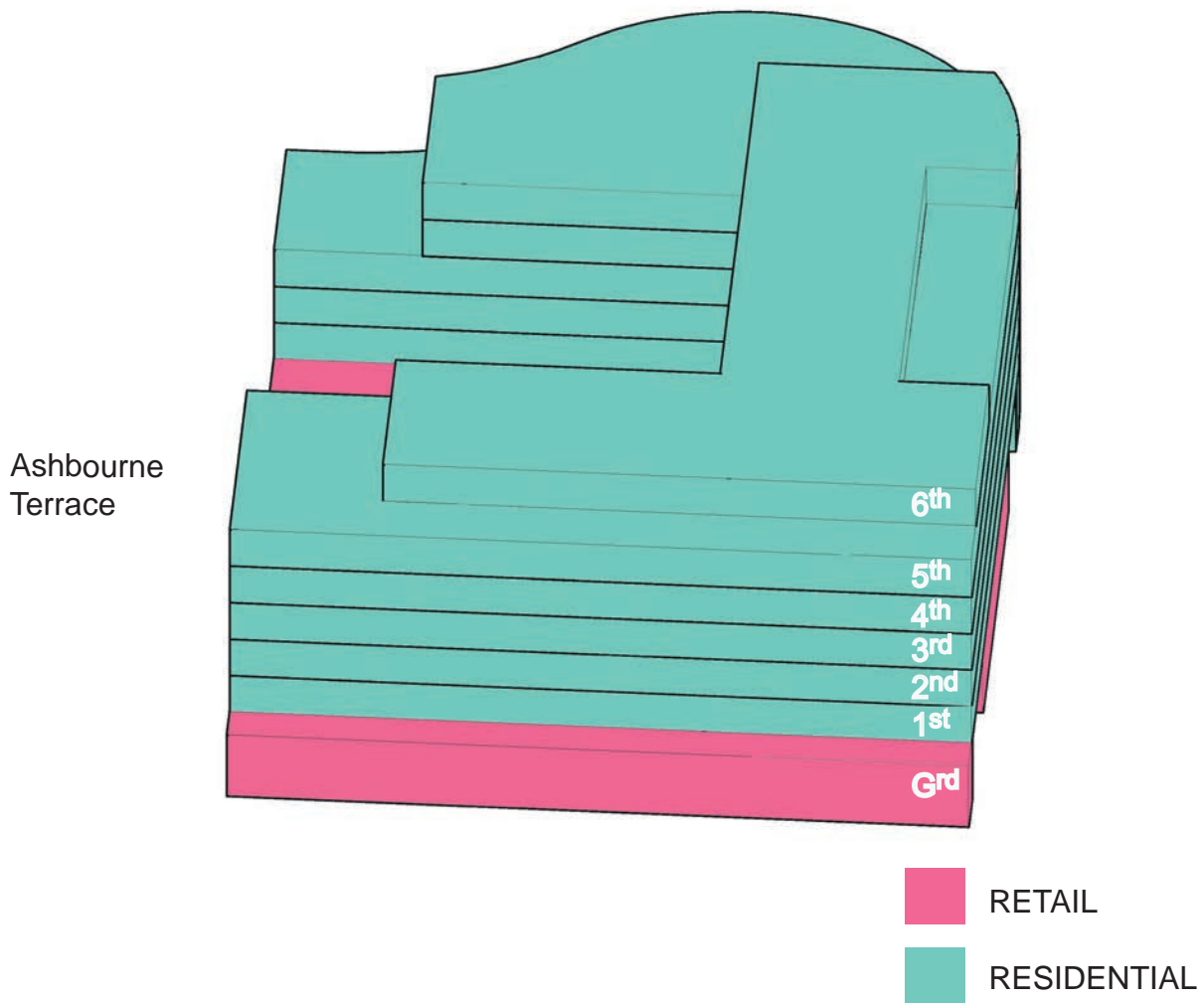


RETAIL

RESIDENTIAL

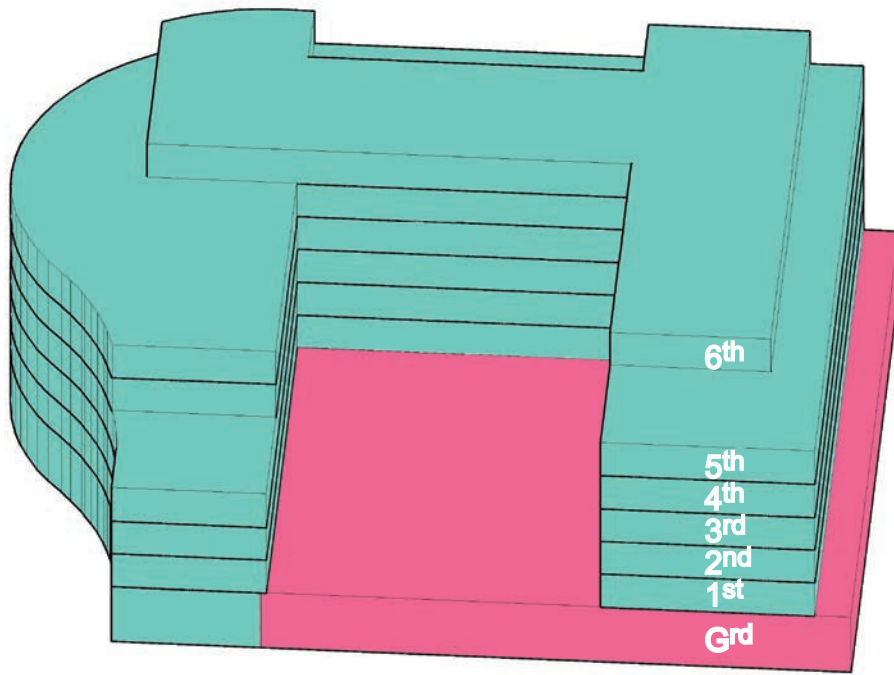
OPTION C

NW MASSING VIEW



OPTION C

NE MASSING VIEW

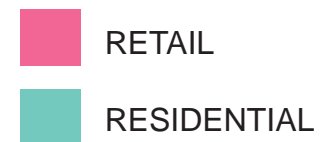
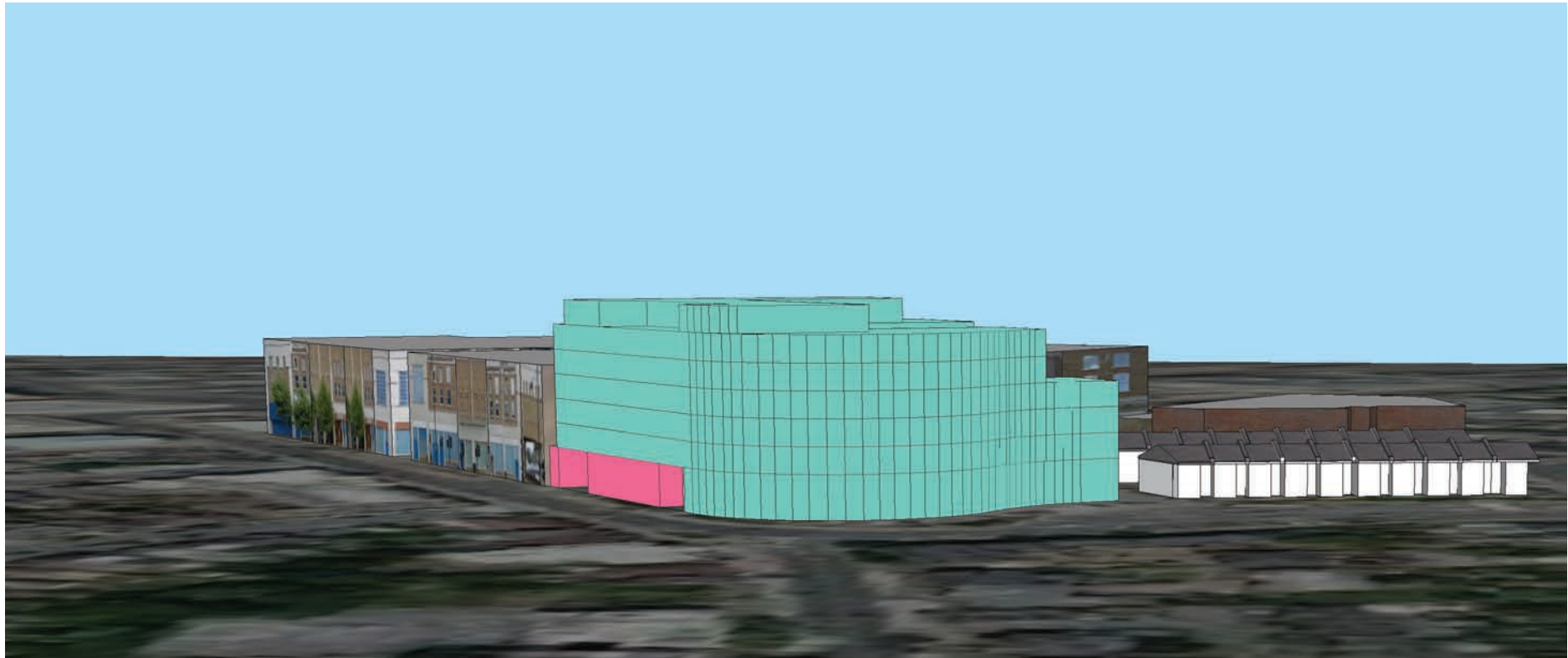


Ashbourne Terrace

- RETAIL
- RESIDENTIAL

OPTION C

P3 - HARTFIELD ROAD CAR PARK SITE - 3D VIEW 1



OPTION C

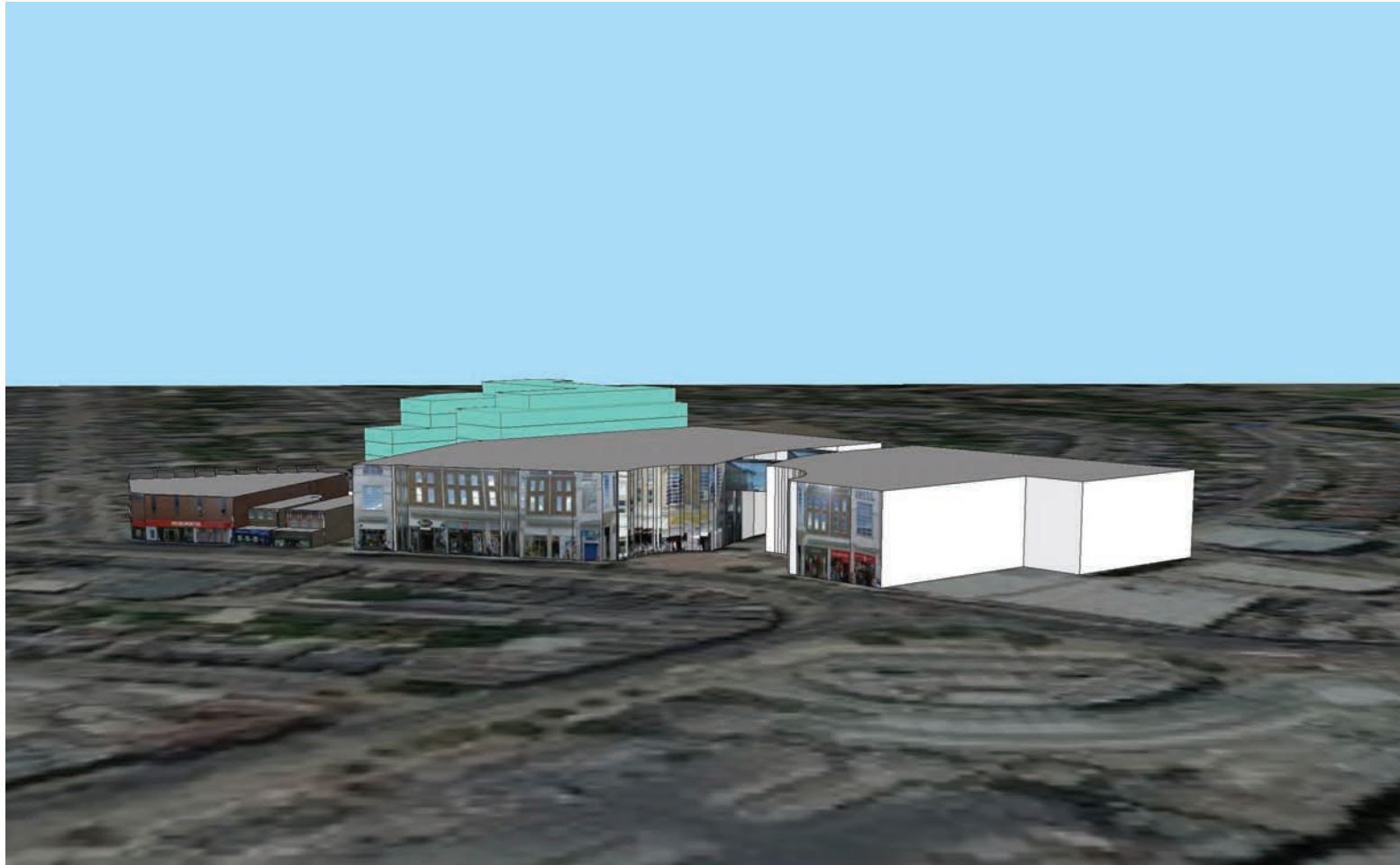
P3 - HARTFIELD ROAD CAR PARK SITE - 3D VIEW 2



- RETAIL
- RESIDENTIAL

OPTION C

P3 - HARTFIELD ROAD CAR PARK SITE - 3D VIEW 3



- RETAIL
- RESIDENTIAL

OPTION C

P3 - HARTFIELD ROAD CAR PARK SITE - 3D VIEW 4



 RETAIL

 RESIDENTIAL

OPTION A

P4 - WIMBLEDON THEATRE (BROADWAY) CAR PARK SITE

Massing and floorspace analysis for potential redevelopment for retail and office use

Option A: One large retail unit, office foyer at ground floor and office space on upper floors

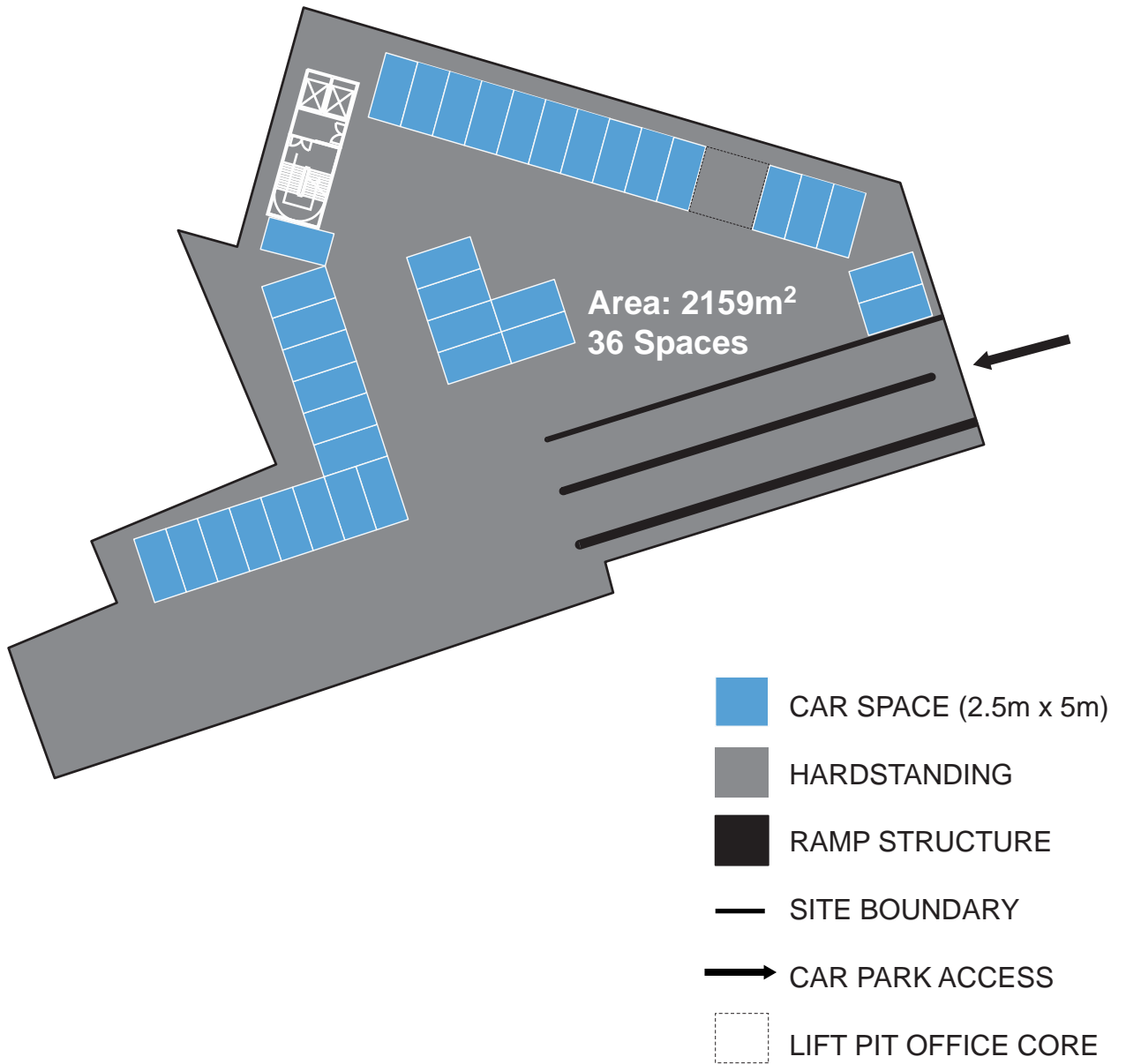
	Retail	Office	Car Park Core	Service Bay	Car Park Ramp	Service Yard	Car Park	Roof Garden (optional)
Carpark	---	---	---	---	---	---	2,159*	---
Ground	772	260*	137	129	338	391*	---	---
First	---	1,553	---	---	---	---	---	129
Second	---	1,357	---	---	---	---	---	196
Third	---	1,357	---	---	---	---	---	---
Fourth	---	1,134	---	---	---	---	---	223
Fifth	---	---	---	---	---	---	---	---
Total m ²	772	5,661	137	129	338	391	2,159	548
Total ft ²	8,309	60,934	1,474	1,388	3,638	4,208	23,239	5,898

Notes

1. Site area = 2,159m² (23,239ft²)
2. All figures are Gross External Areas (G.E.A)
3. All figures in table are m² unless otherwise stated
3. *Ground floor office area includes access corridor into service bay
5. * Service yard area includes relocated substation
6. * Car park area includes car park core
7. Fifth floor floorspace excluded from calculation (landmark feature -not commercial space)

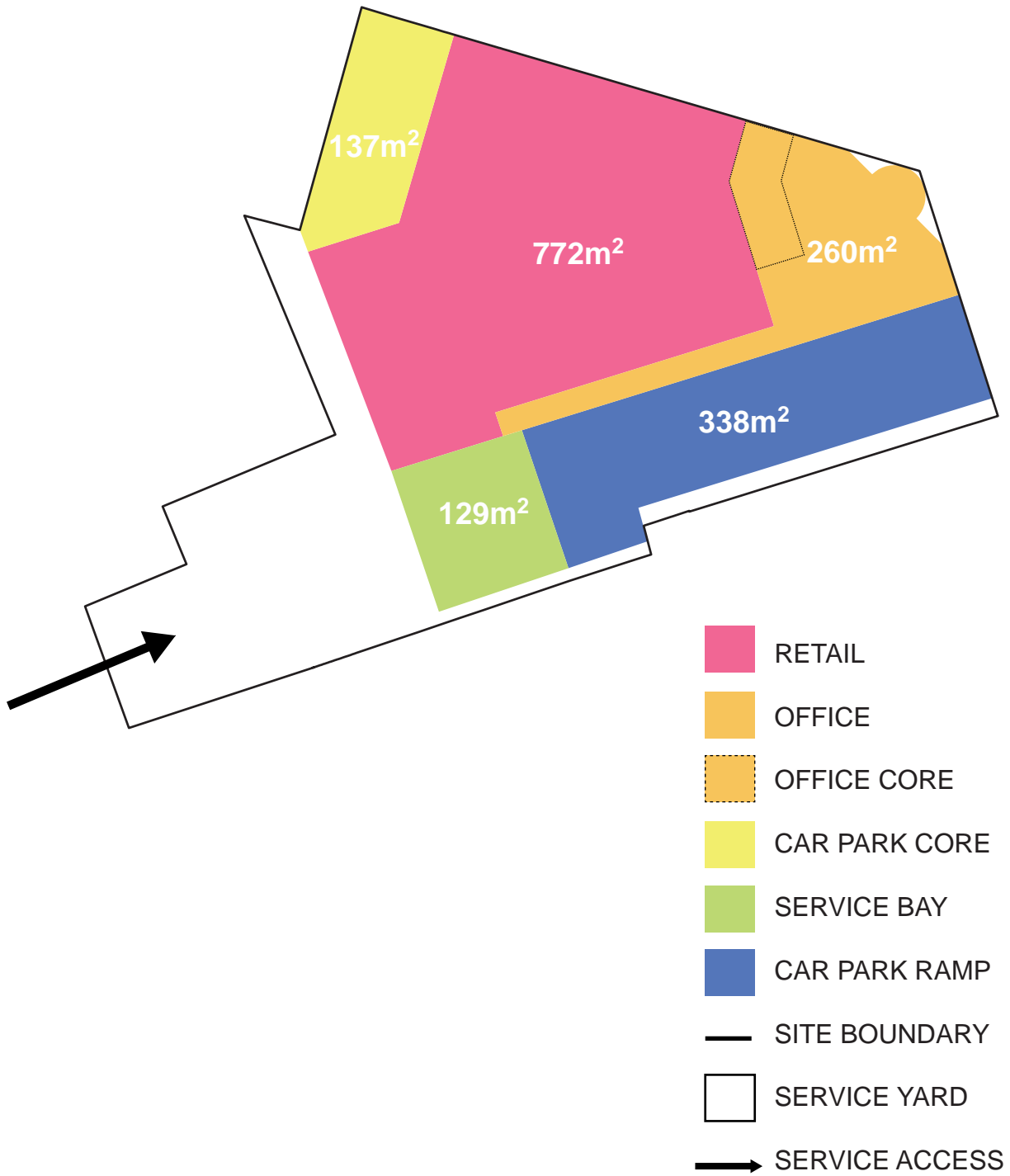
OPTION A

UNDERGROUND CAR PARK - Level 1



OPTION A

GROUND FLOOR

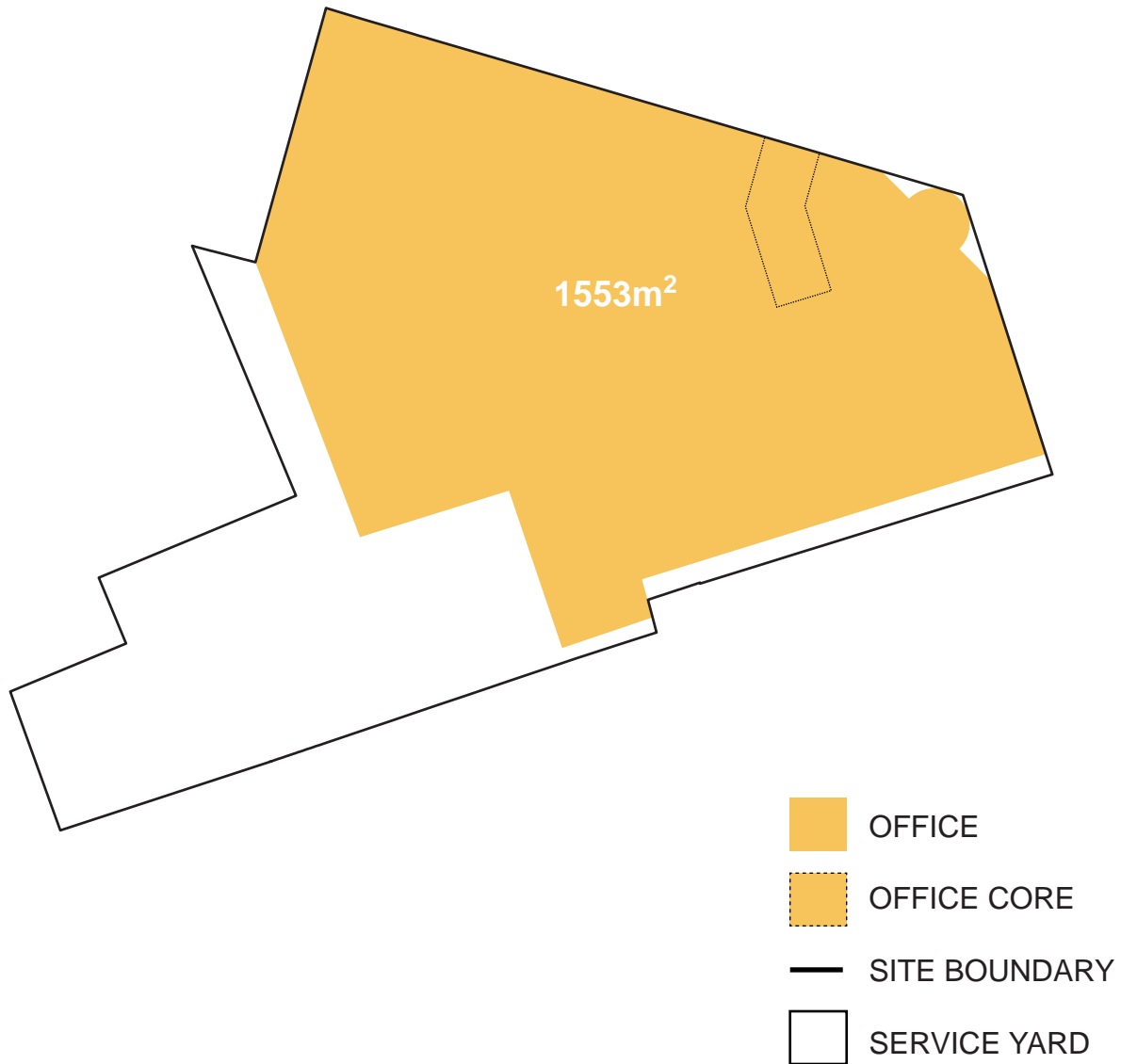


Site area: 2159m²

* office area includes office core

OPTION A

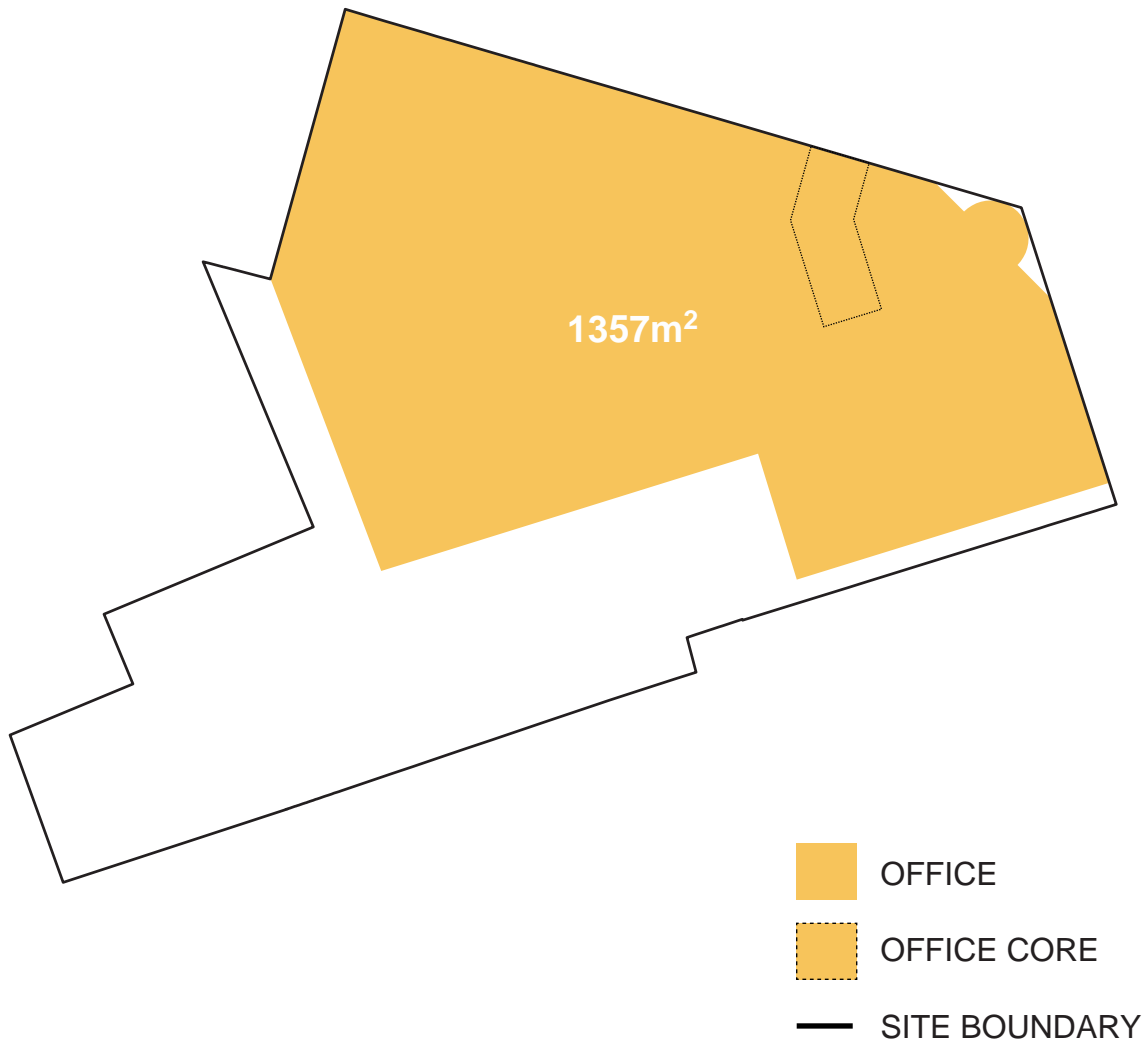
FIRST FLOOR



* office area includes office core

OPTION A

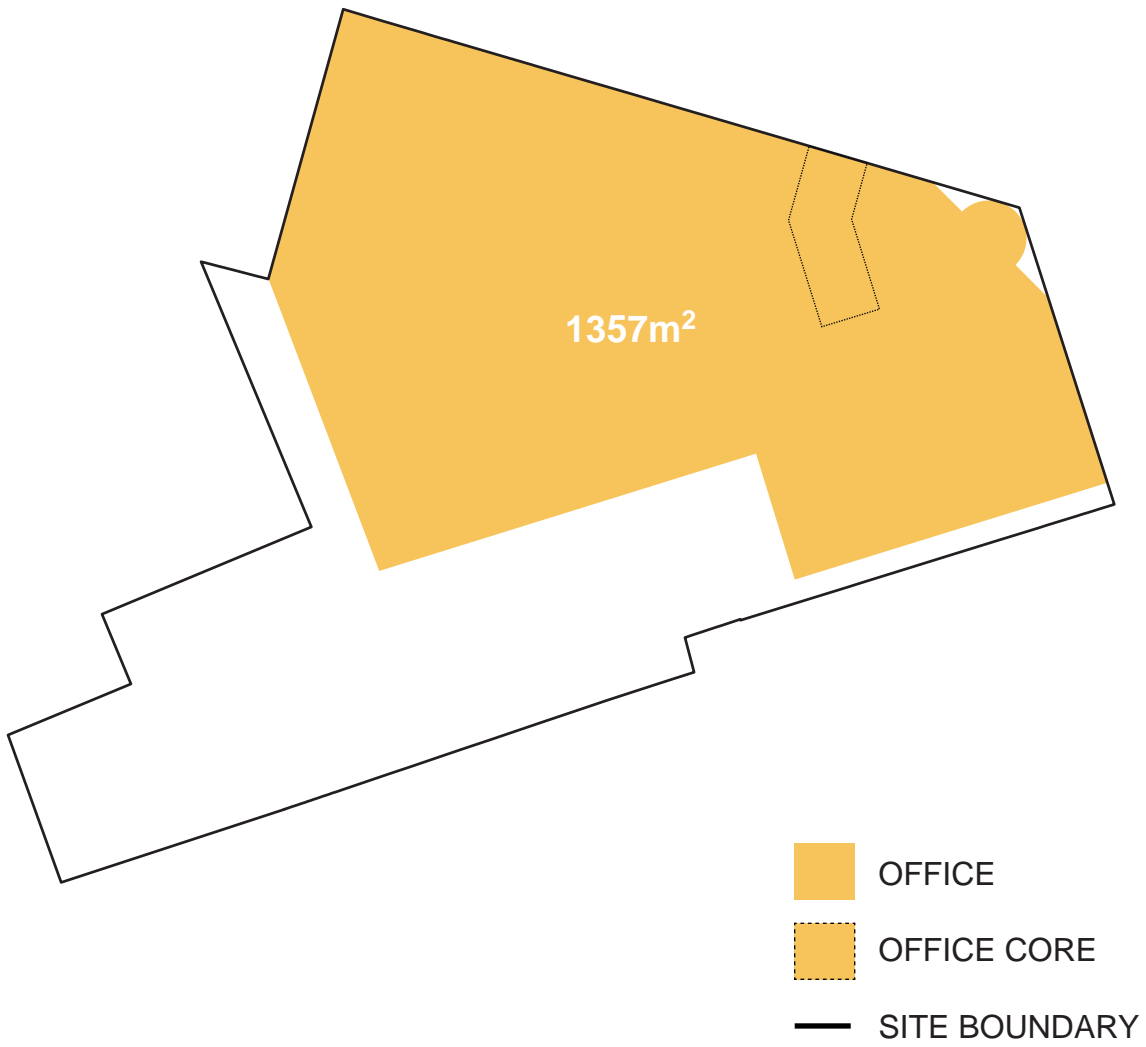
SECOND FLOOR



* office area includes office core

OPTION A

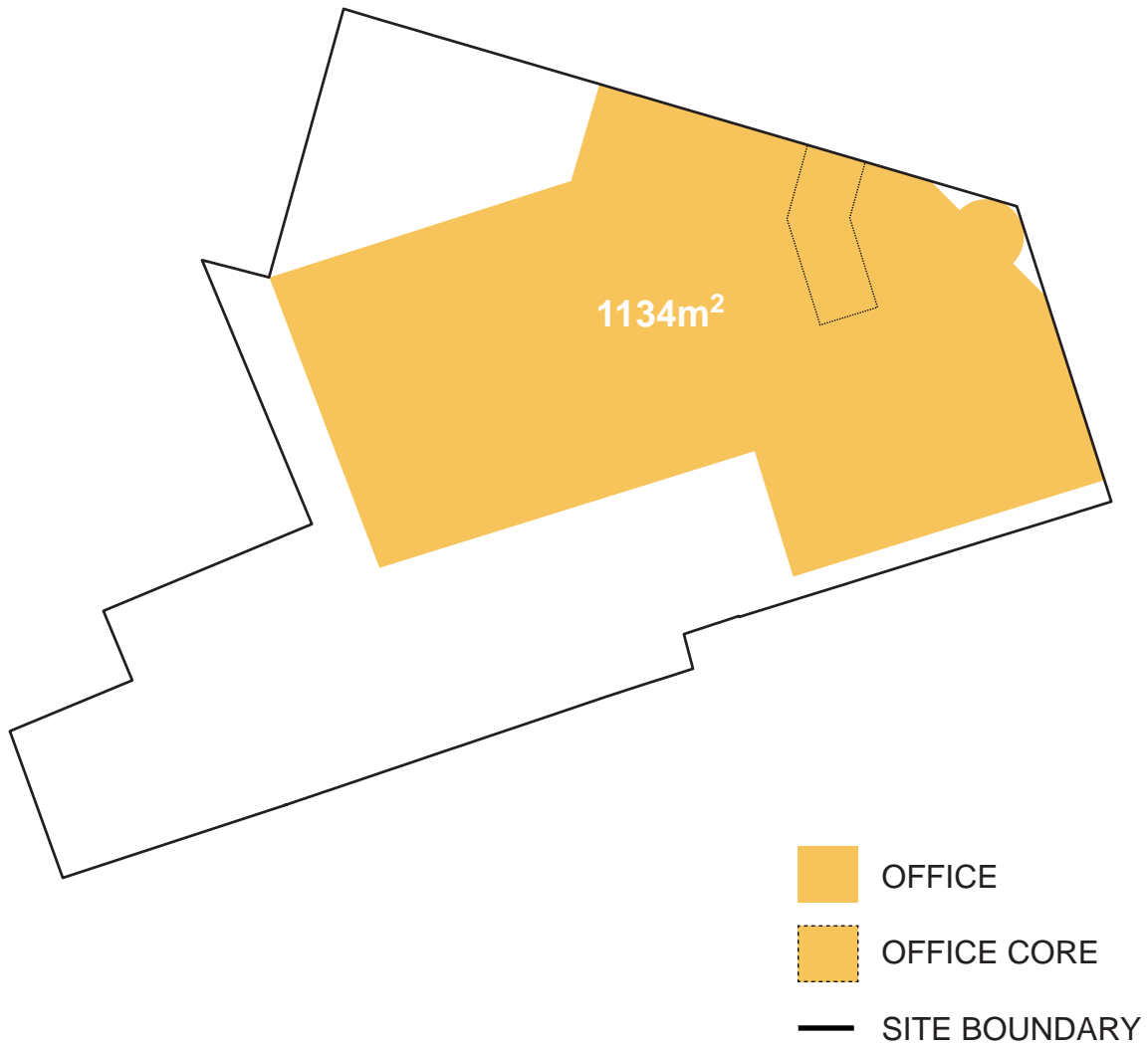
THIRD FLOOR



* office area includes office core

OPTION A

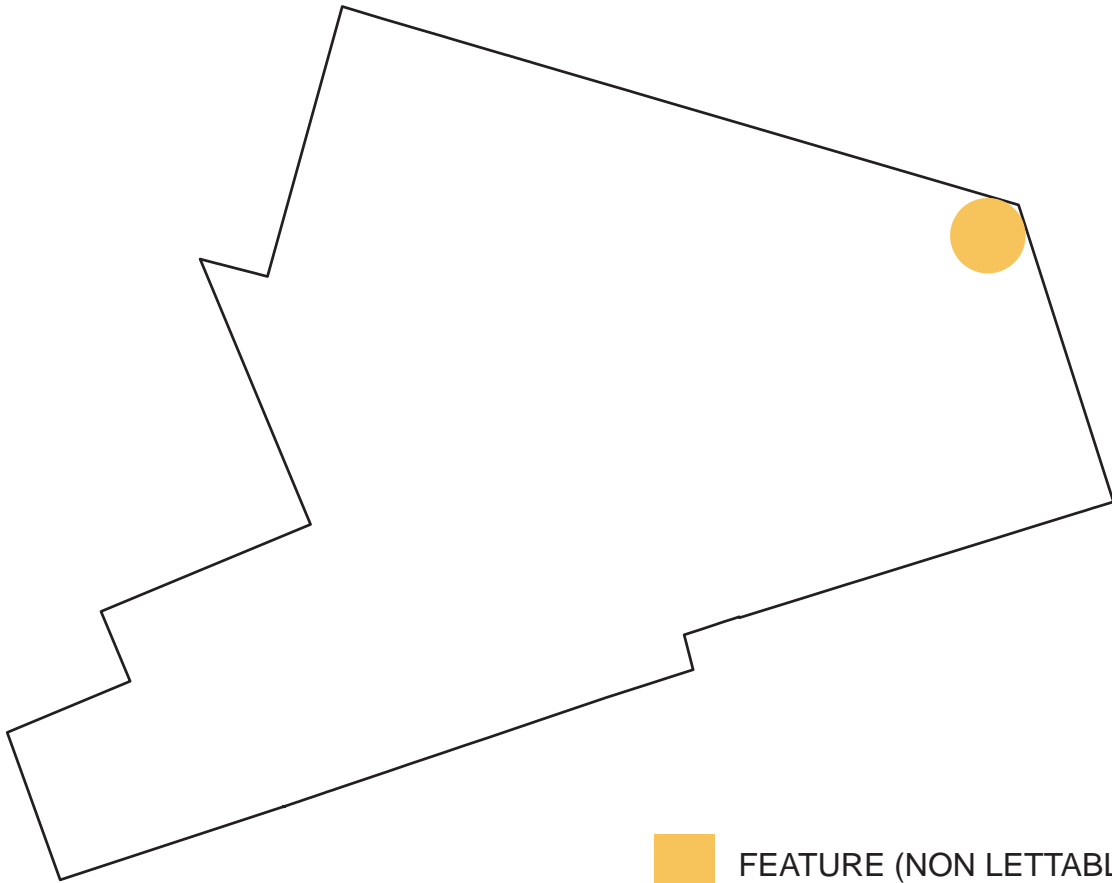
FOURTH FLOOR





* office area includes office core

OPTION A

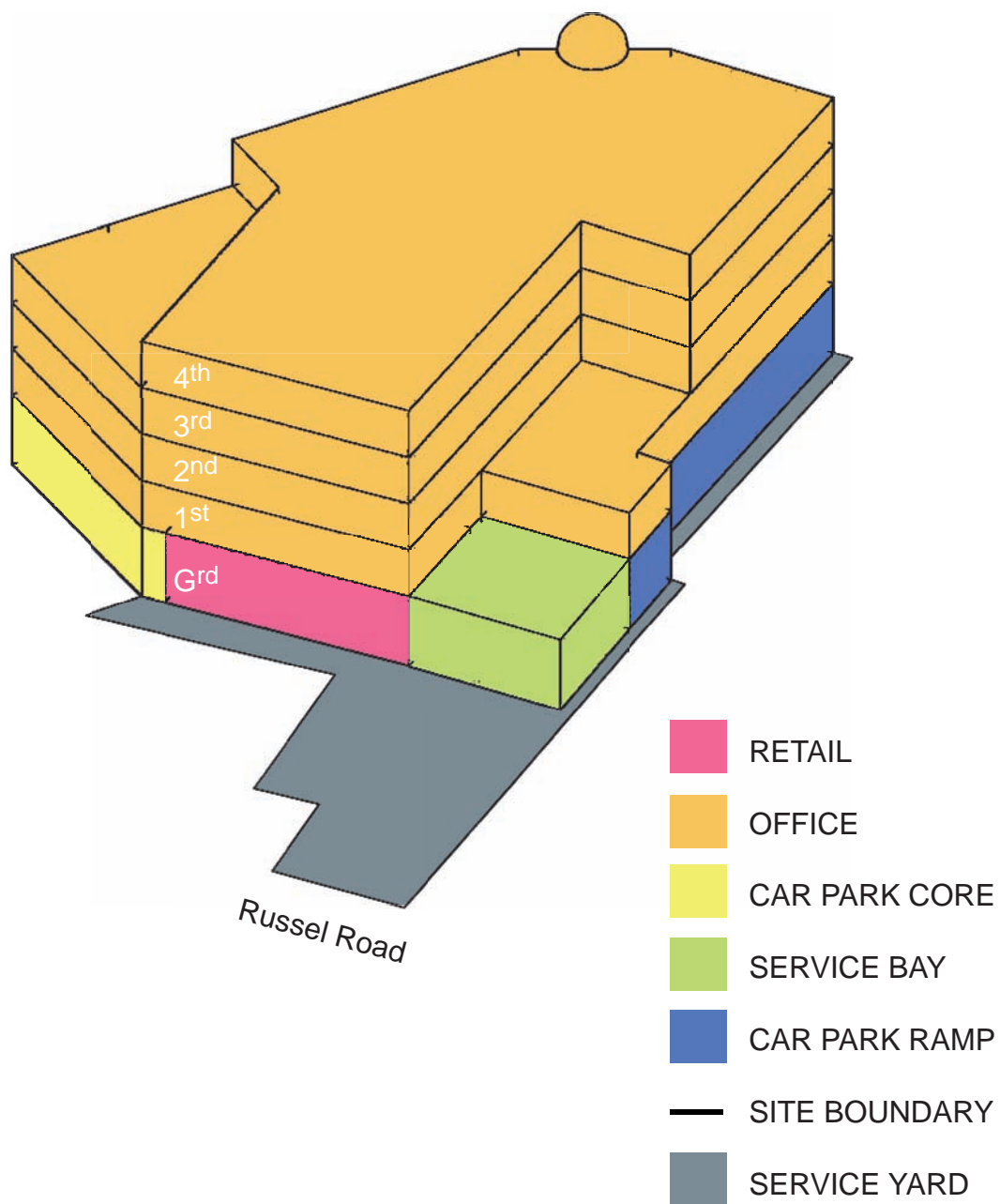
FIFTH FLOOR



-  FEATURE (NON LETTABLE SPACE)
-  SITE BOUNDARY

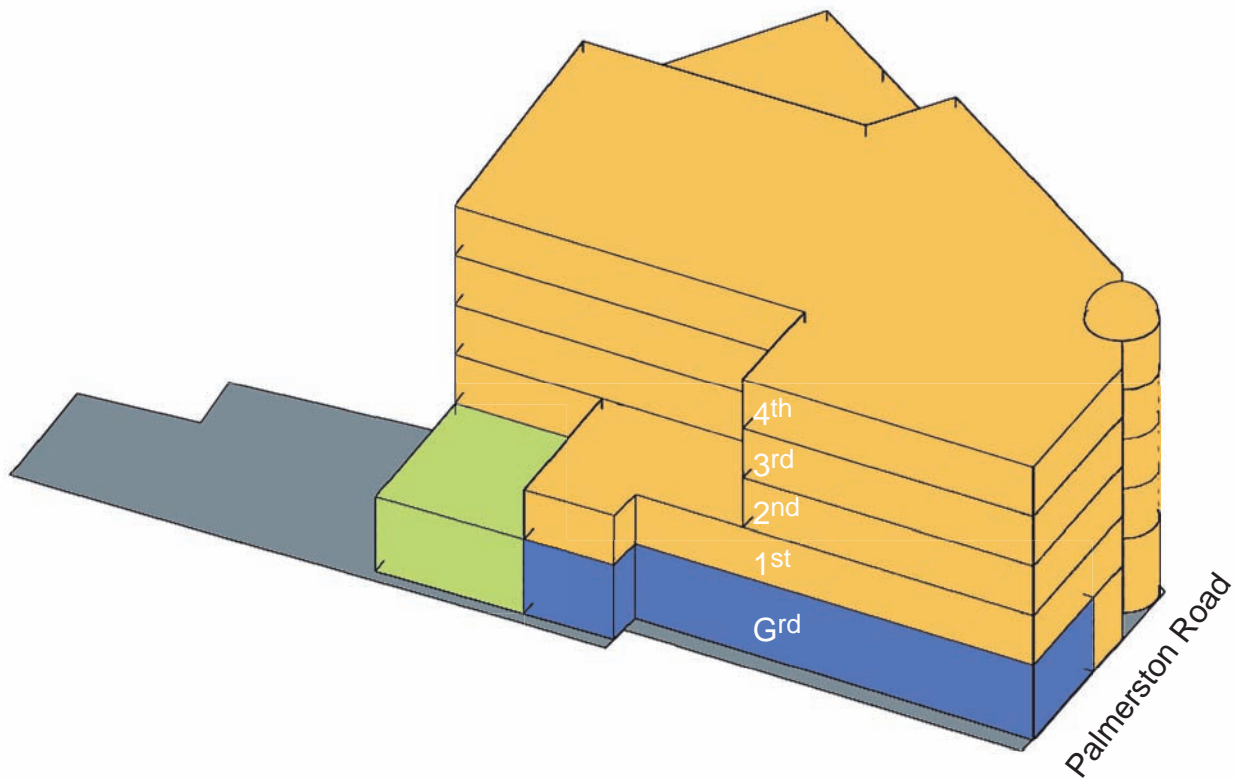
OPTION A

SW MASSING VIEW



OPTION A

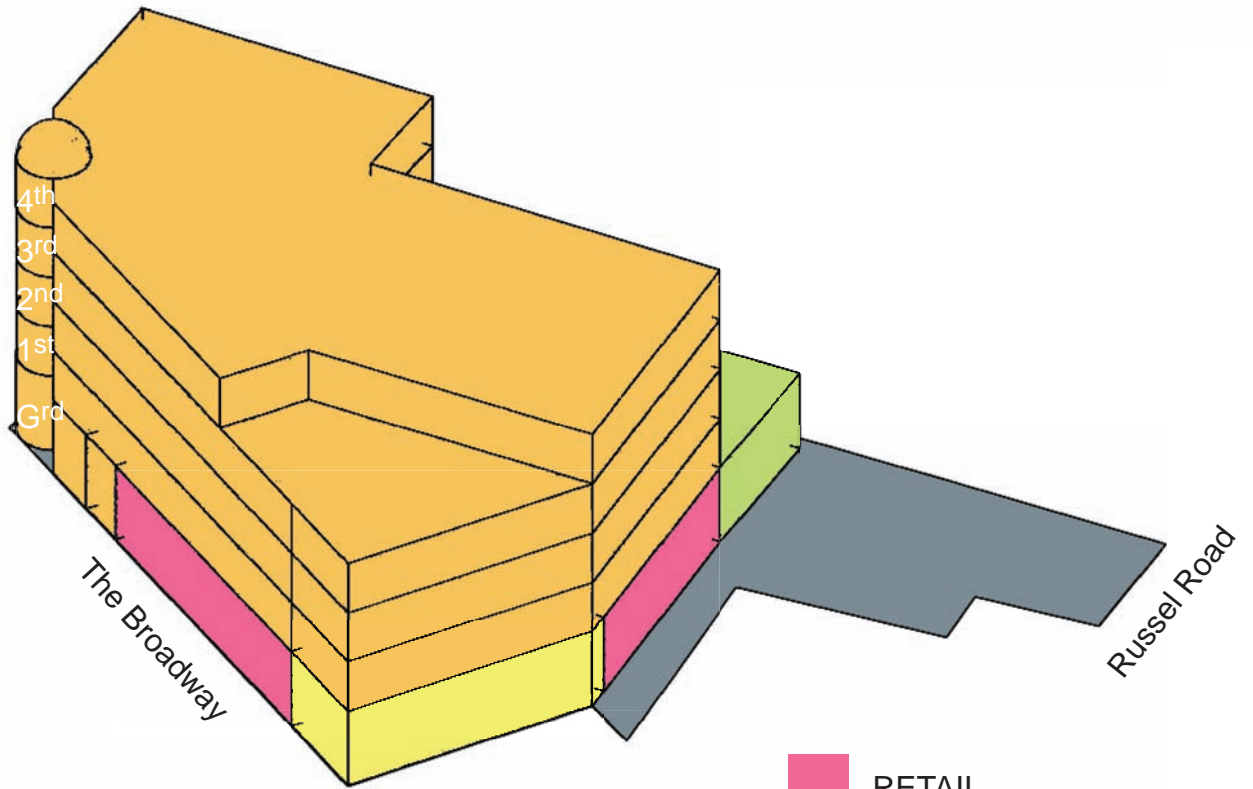
SE MASSING VIEW



- OFFICE
- SERVICE BAY
- CAR PARK RAMP
- SERVICE YARD
- SITE BOUNDARY

OPTION A

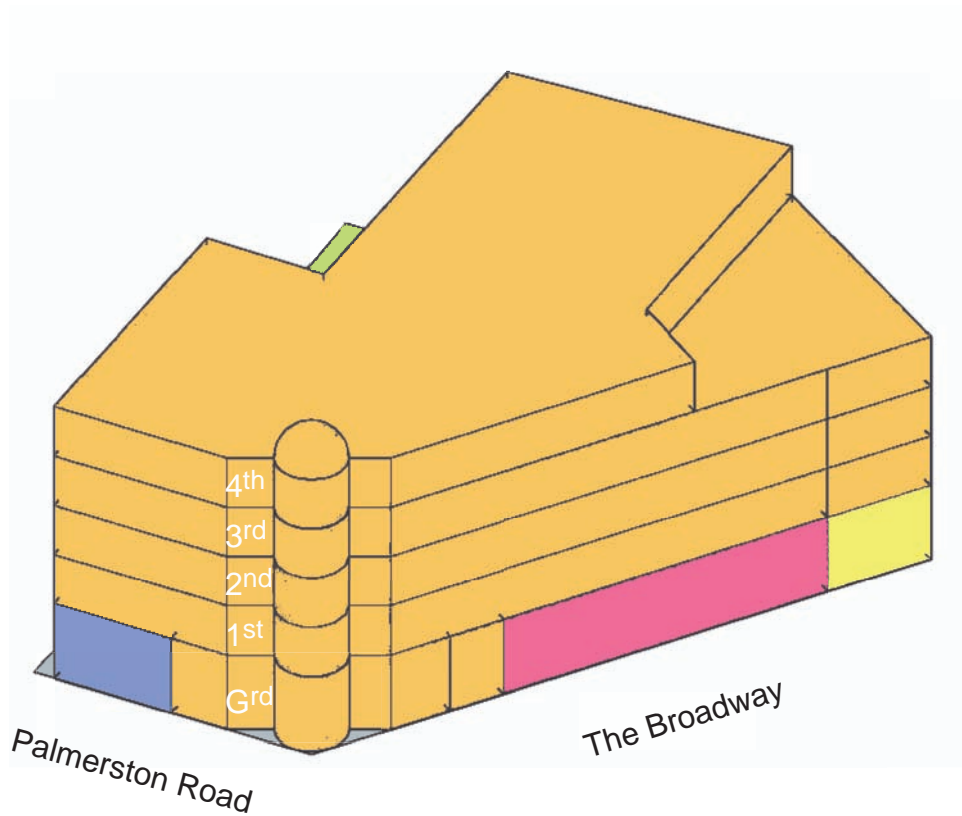
NW MASSING VIEW



- RETAIL
- OFFICE
- CAR PARK CORE
- SERVICE BAY
- SITE BOUNDARY
- SERVICE YARD

OPTION A

NE MASSING VIEW







- RETAIL
- OFFICE
- CAR PARK CORE
- SERVICE BAY
- CAR PARK
- SITE BOUNDARY
- SERVICE YARD

OPTION A

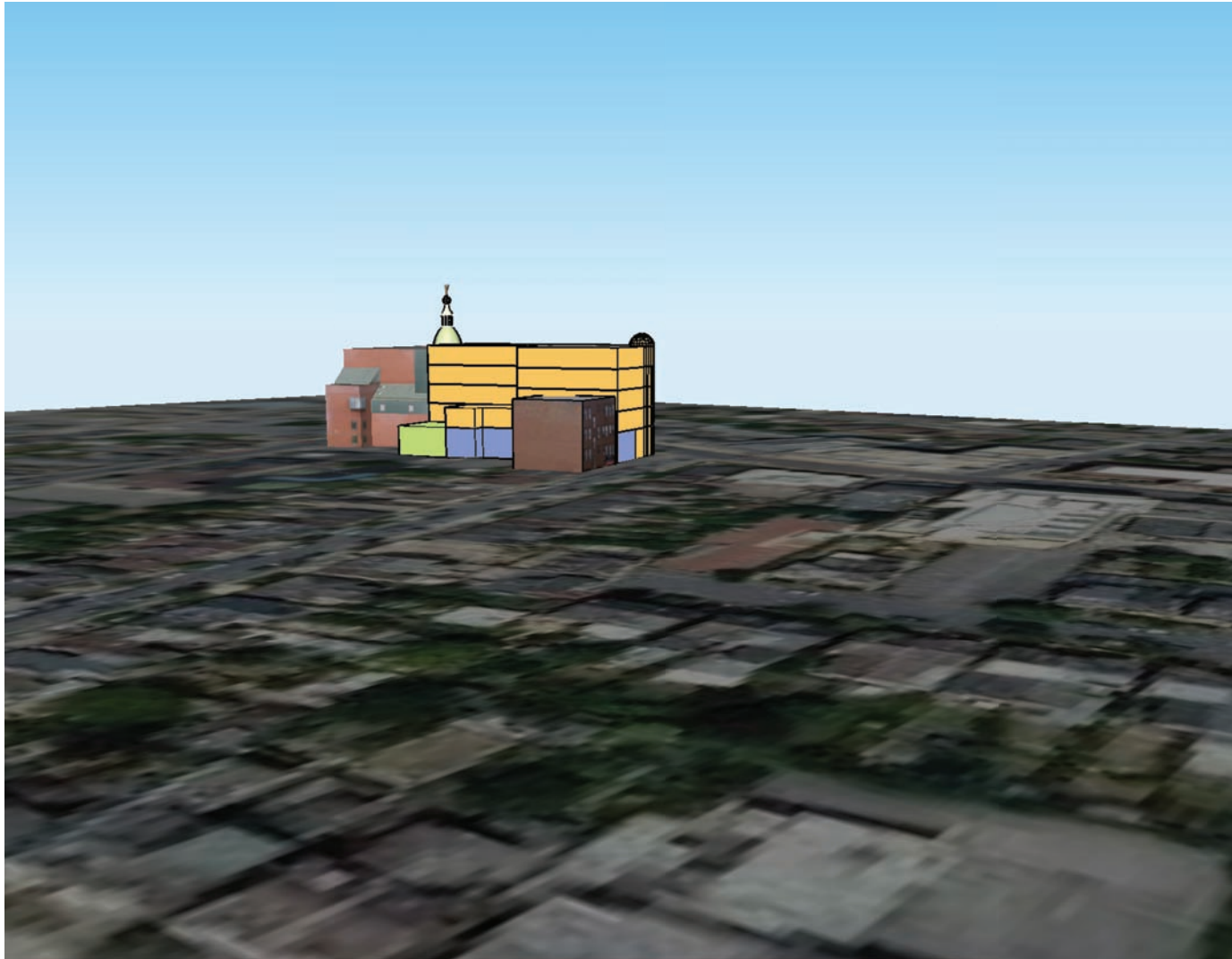
P4 - WIMBLEDON THEATRE (BROADWAY) CAR PARK SITE - 3D VIEW 1






-  RETAIL
-  OFFICE
-  SERVICE BAY
-  CAR PARK RAMP

OPTION A

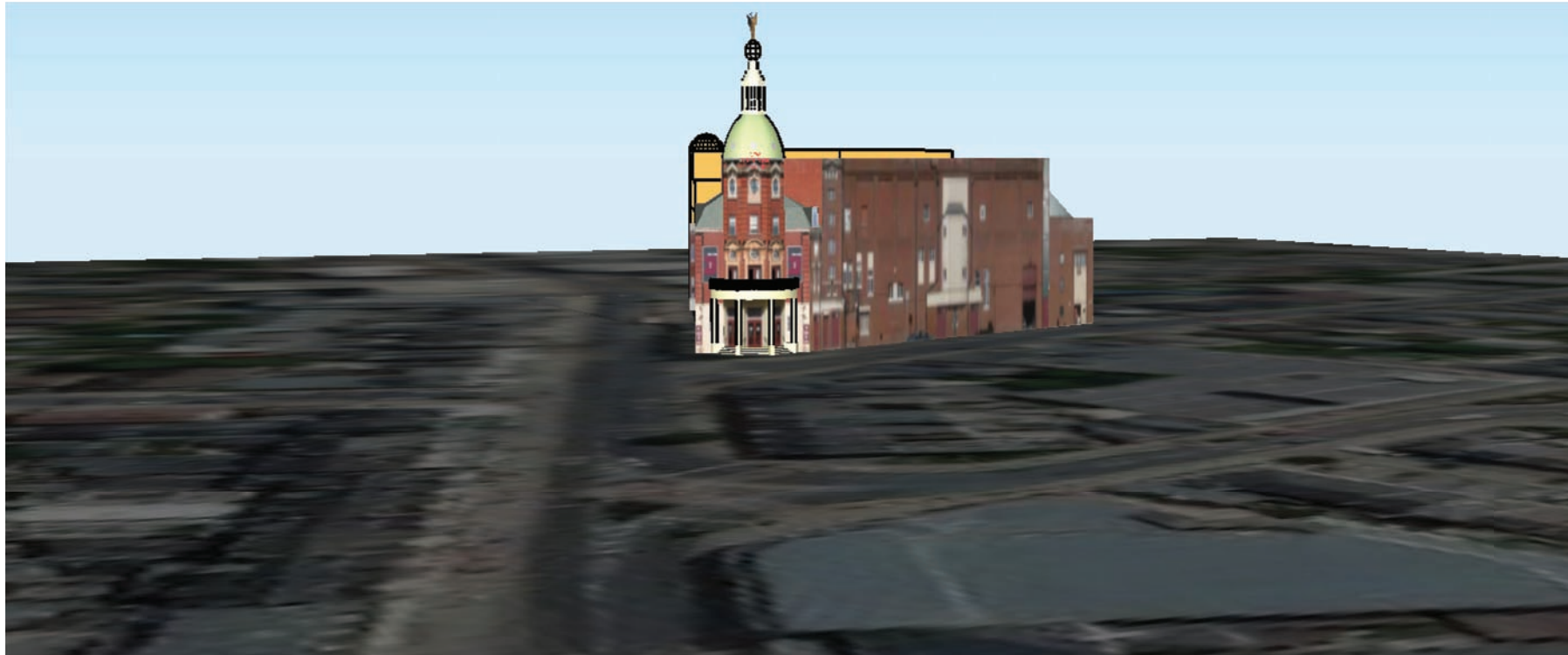
P4 - WIMBLEDON THEATRE (BROADWAY) CAR PARK SITE - 3D VIEW 2



-  RETAIL
-  OFFICE
-  SERVICE BAY
-  CAR PARK RAMP

OPTION A

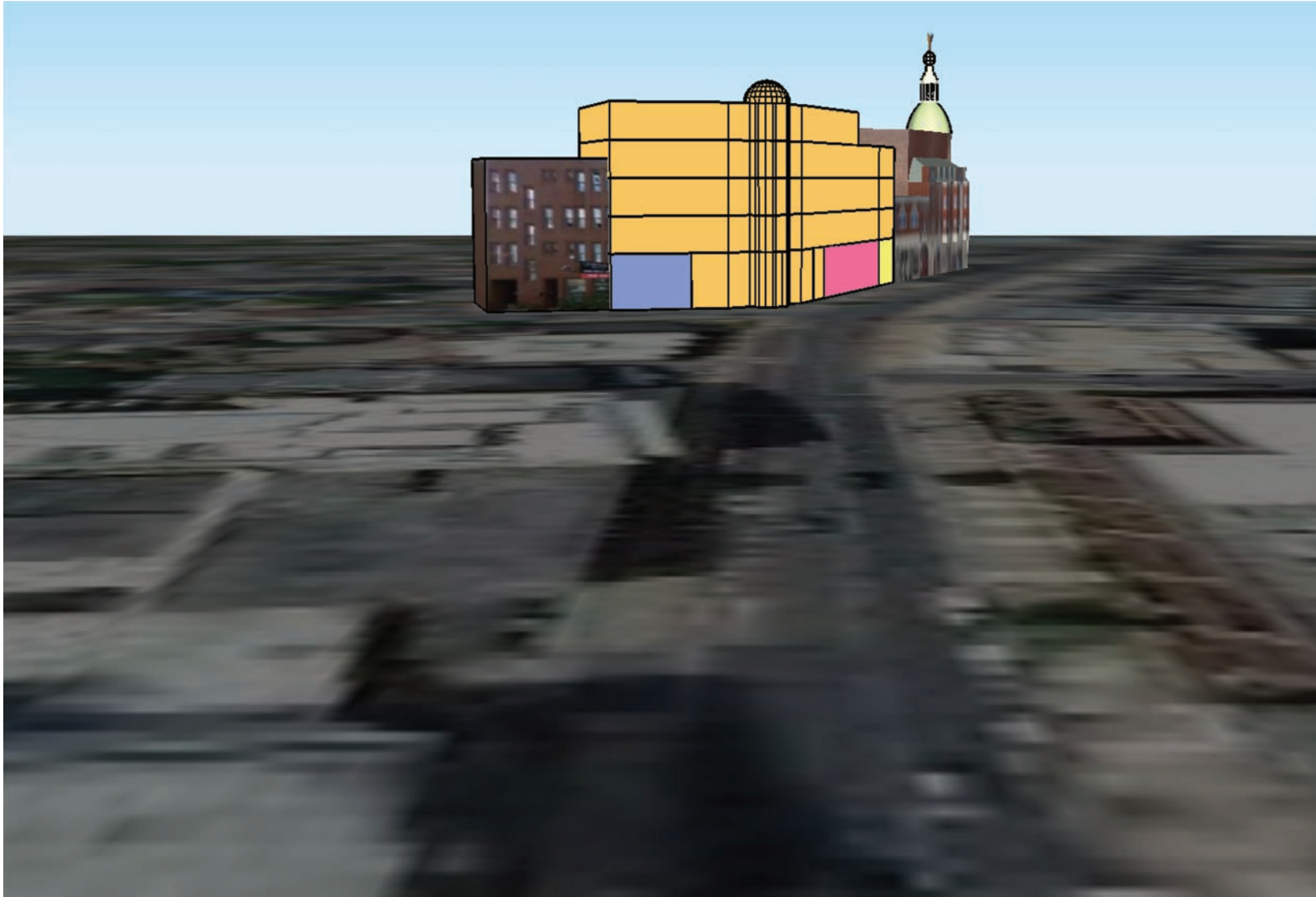
P4 - WIMBLEDON THEATRE (BROADWAY) CAR PARK SITE - 3D VIEW 3



 OFFICE

OPTION A

P4 - WIMBLEDON THEATRE (BROADWAY) CAR PARK SITE - 3D VIEW 4



OPTION B

P4 - WIMBLEDON THEATRE (BROADWAY) CAR PARK SITE

Massing and floorspace analysis for potential redevelopment for retail and residential use
Option B: One large retail unit at ground floor and residential on upper floors

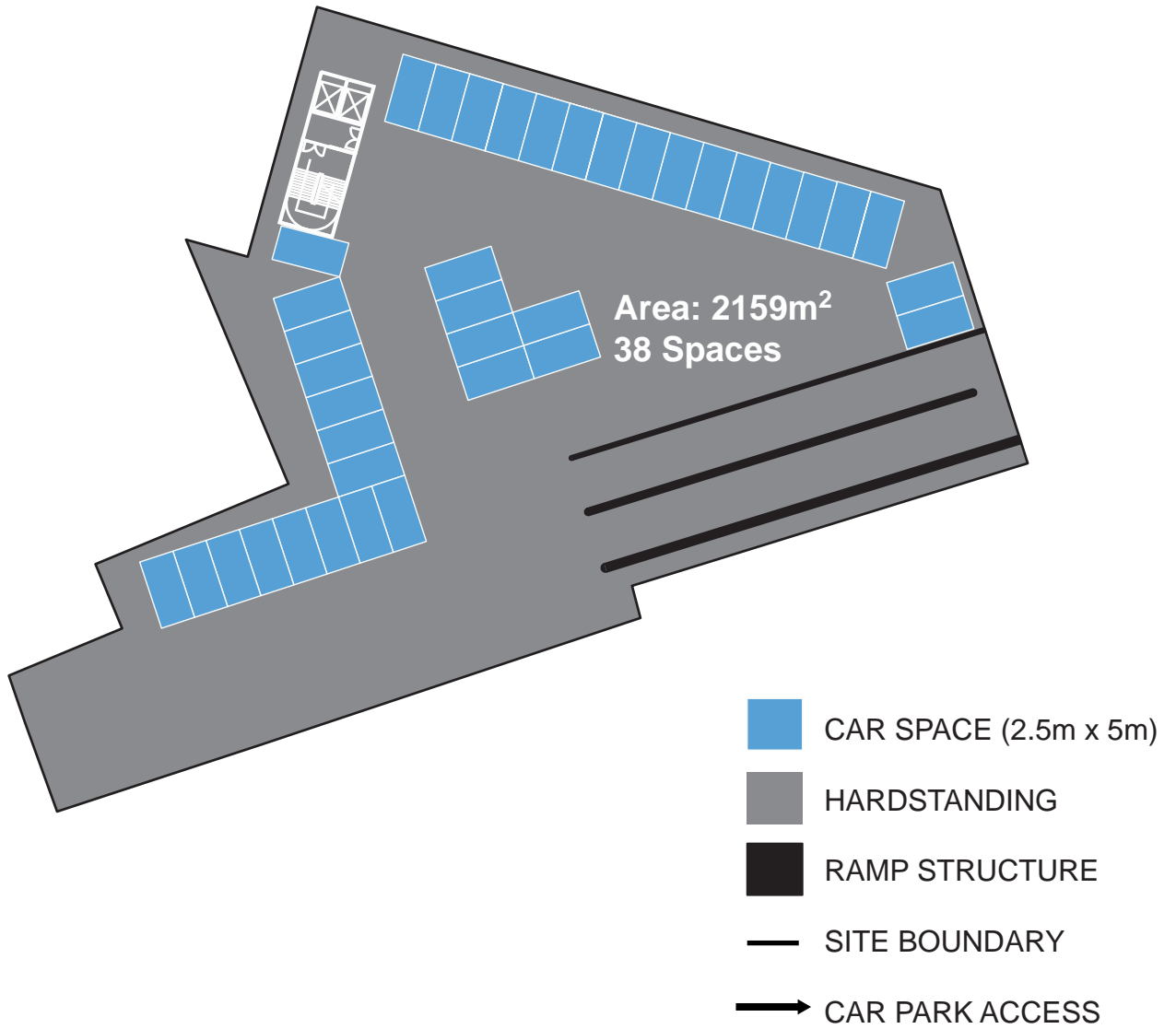
	Retail	Resi	Car Park Core	Service Bay	Car Park Ramp	Service Yard	Car Park	Roof Garden
Carpark	---	---	---	---	---	---	2,159*	---
Ground	1,013	50*	139	150	338	391*	---	---
First	---	1,060	---	---	---	---	---	528
Second	---	1,060	---	---	---	---	---	---
Third	---	1,060	---	---	---	---	---	---
Fourth	---	523	---	---	---	---	---	---
Fifth	---	---	---	---	---	---	---	---
Total m²	1,013	3,753	139	150	338	391	2,159	528
Total ft²	10,904	40,397	1,496	1,615	3,638	4,208	23,239	5,683

Notes

1. Site area = 2,159m² (23,239ft²)
2. All figures are Gross External Areas (G.E.A)
3. All figures in table are m² unless otherwise stated
3. * Ground floor residential area is access core
5. * Service yard area includes relocated substation
6. * Car park area includes car park core

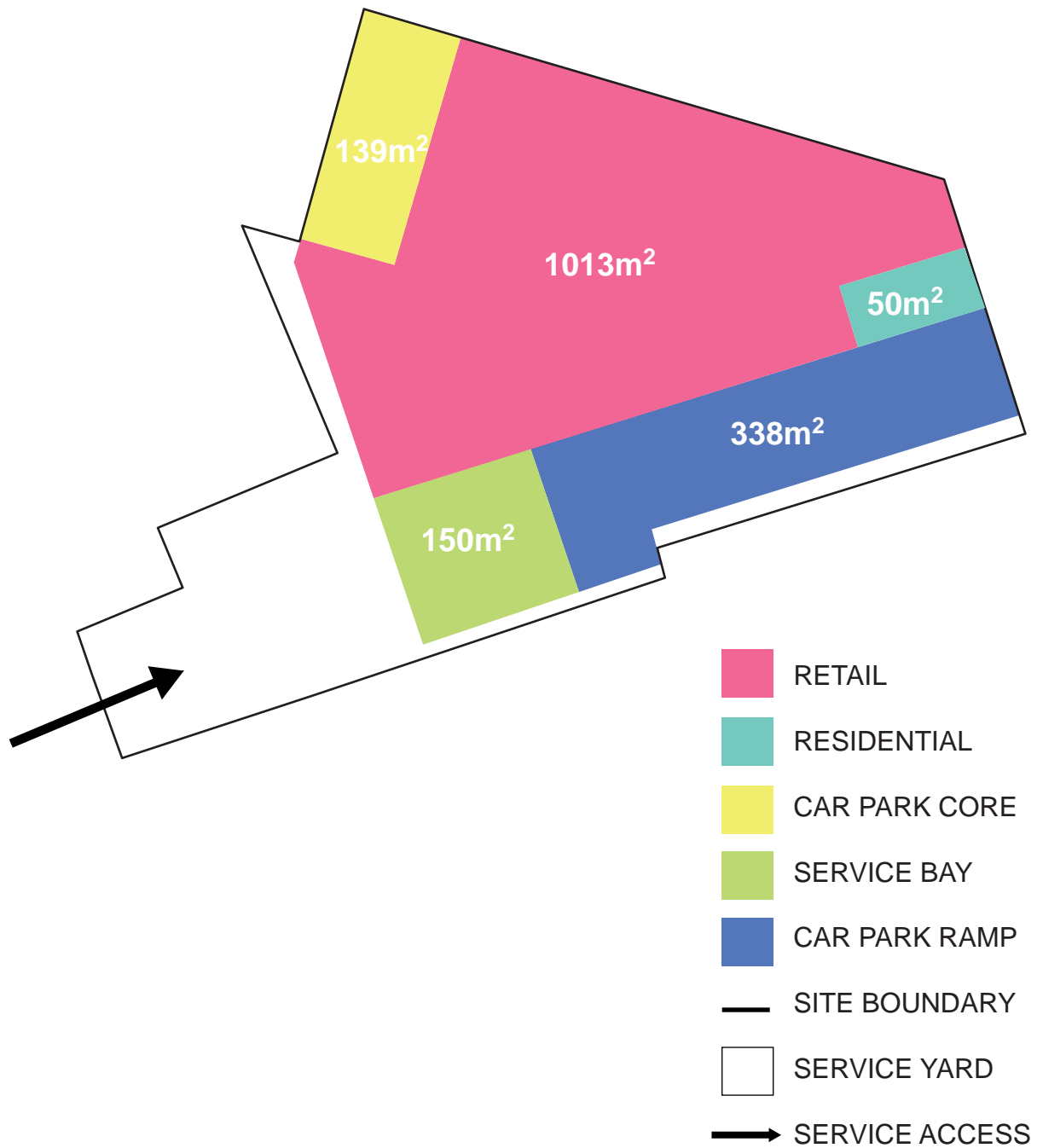
OPTION B

UNDERGROUND CAR PARK - Level 1



OPTION B

GROUND FLOOR

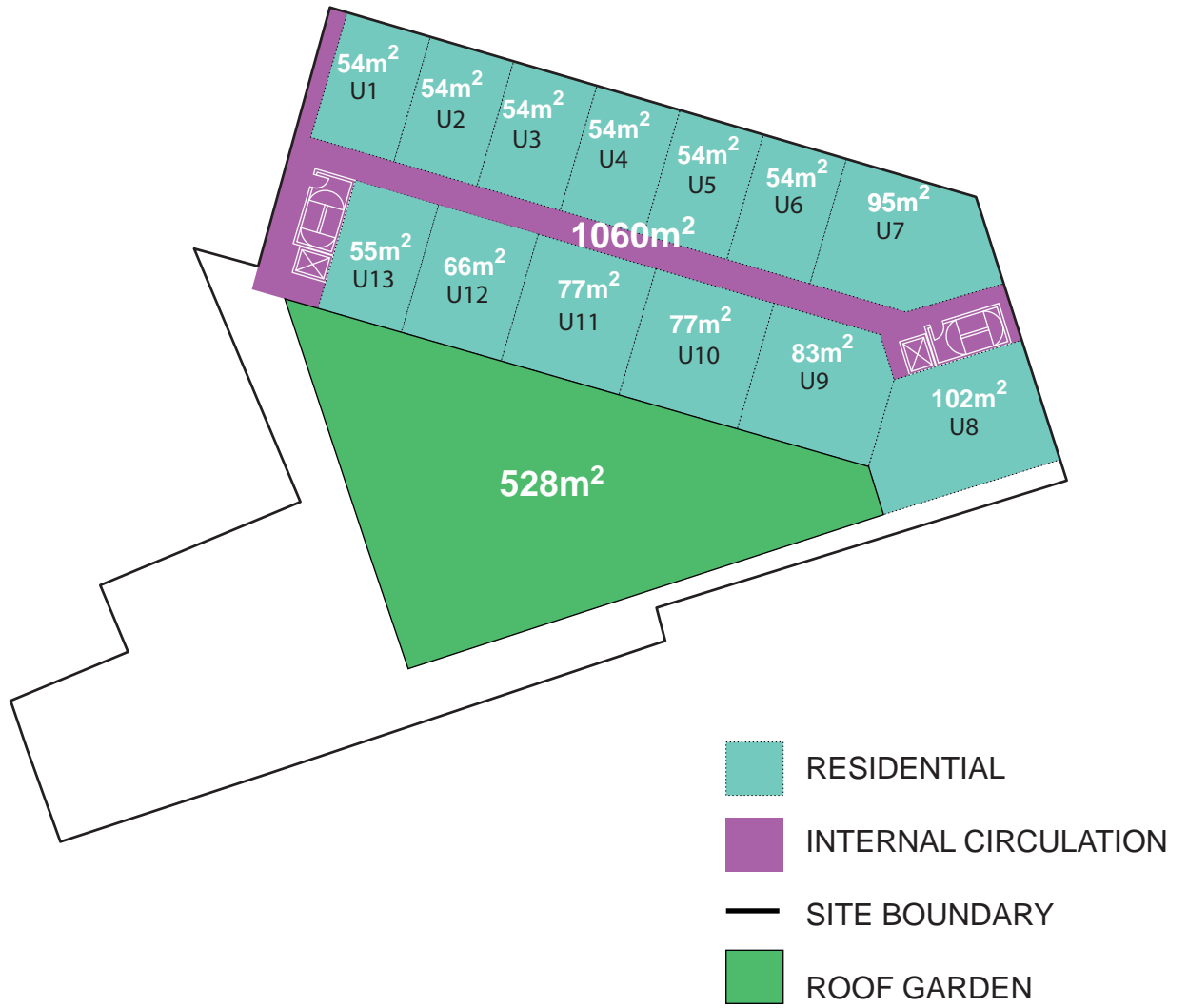


Site area: 2159m²

* Carpark core includes additional access core into residential units

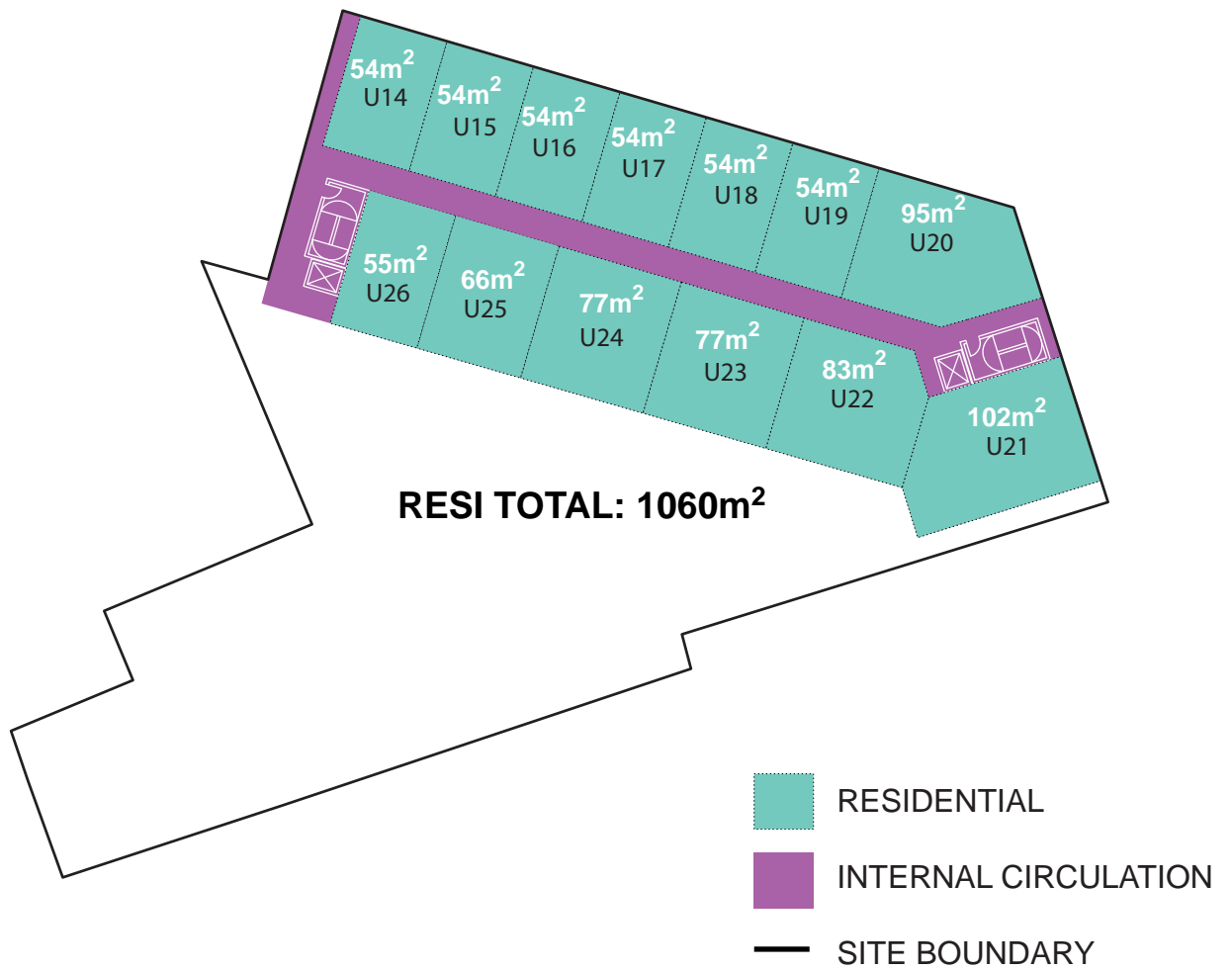
OPTION B

FIRST FLOOR



OPTION B

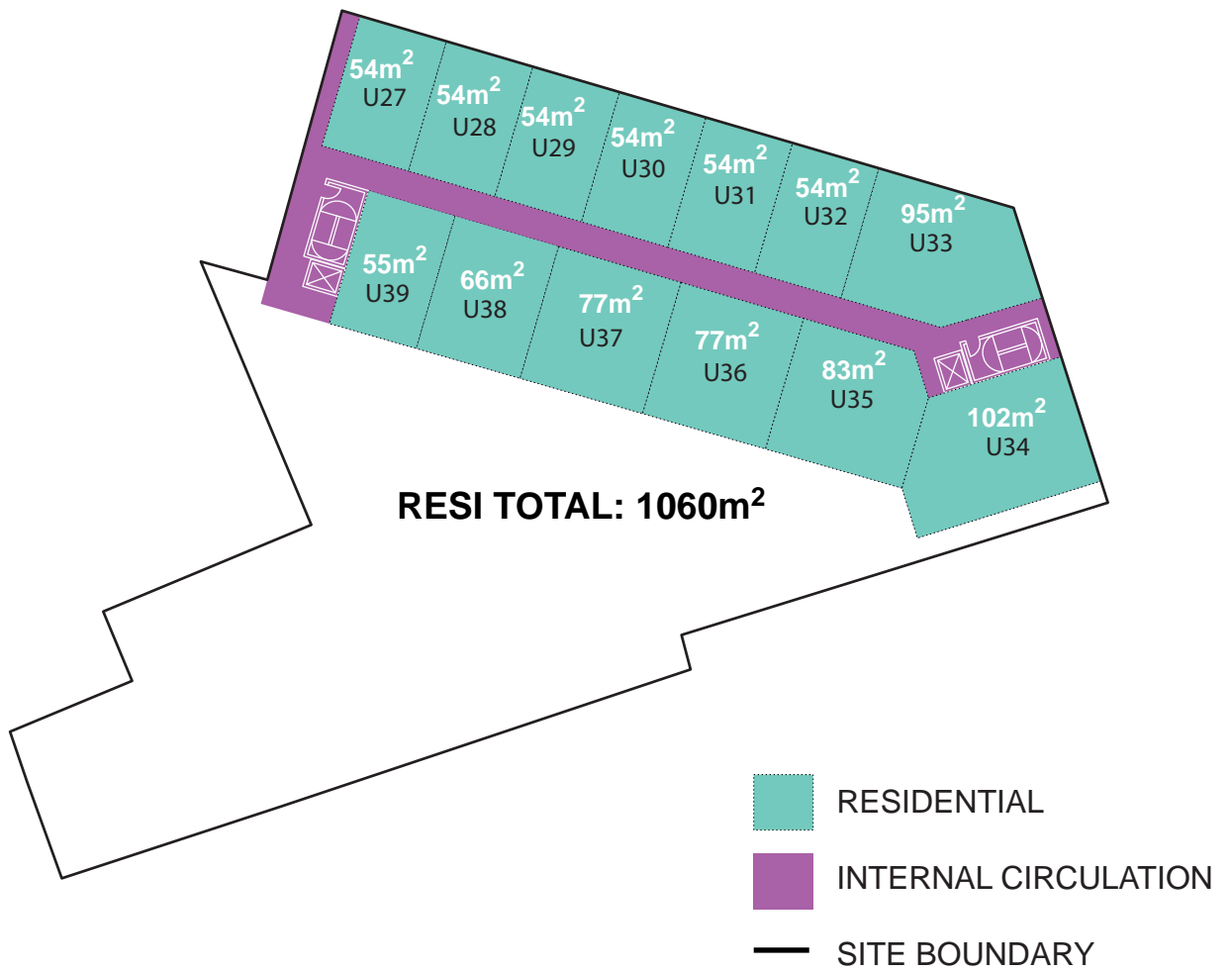
SECOND FLOOR



* Residential total includes 235m² internal circulation

OPTION B

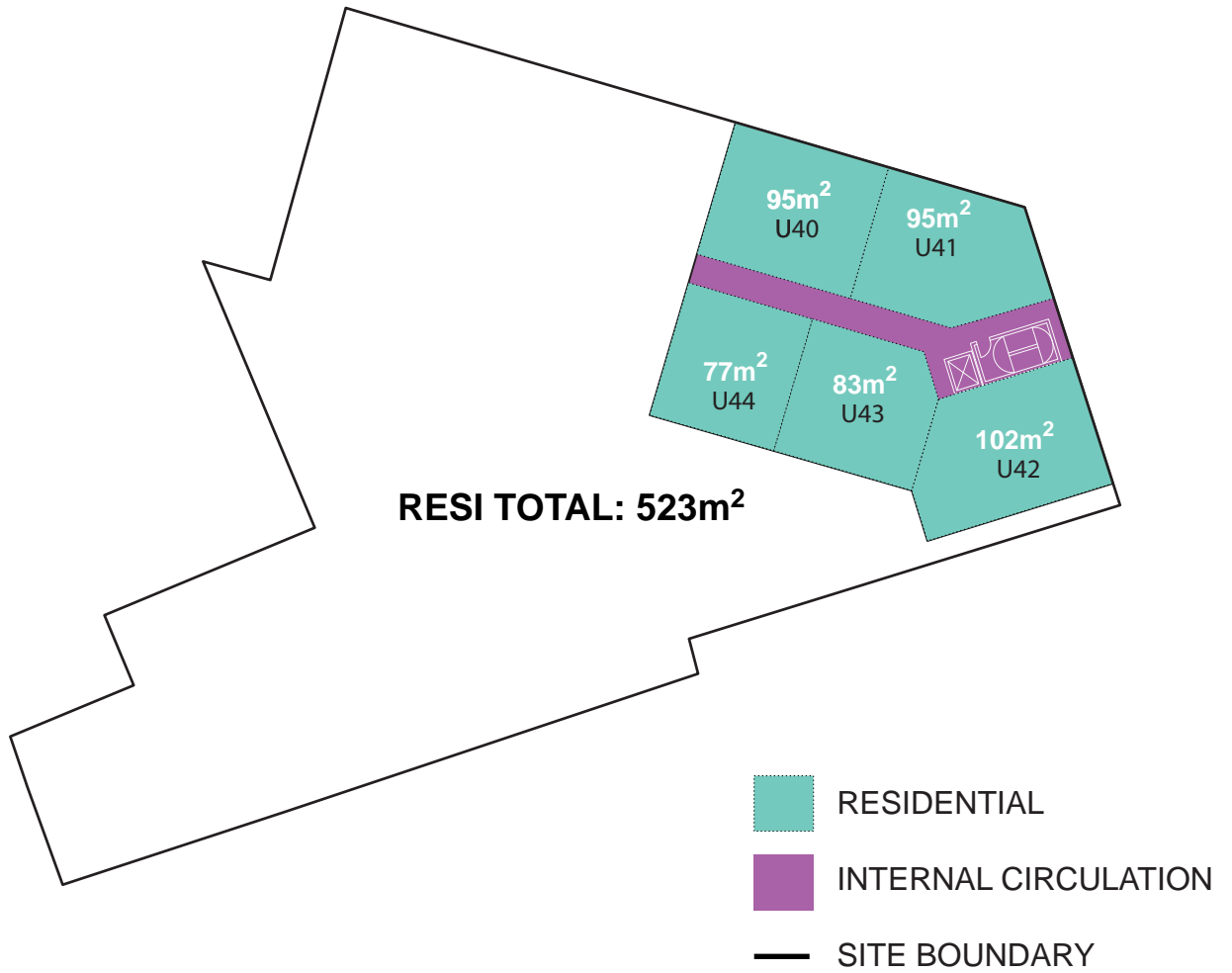
THIRD FLOOR



* Residential total includes 235m² internal circulation

OPTION B

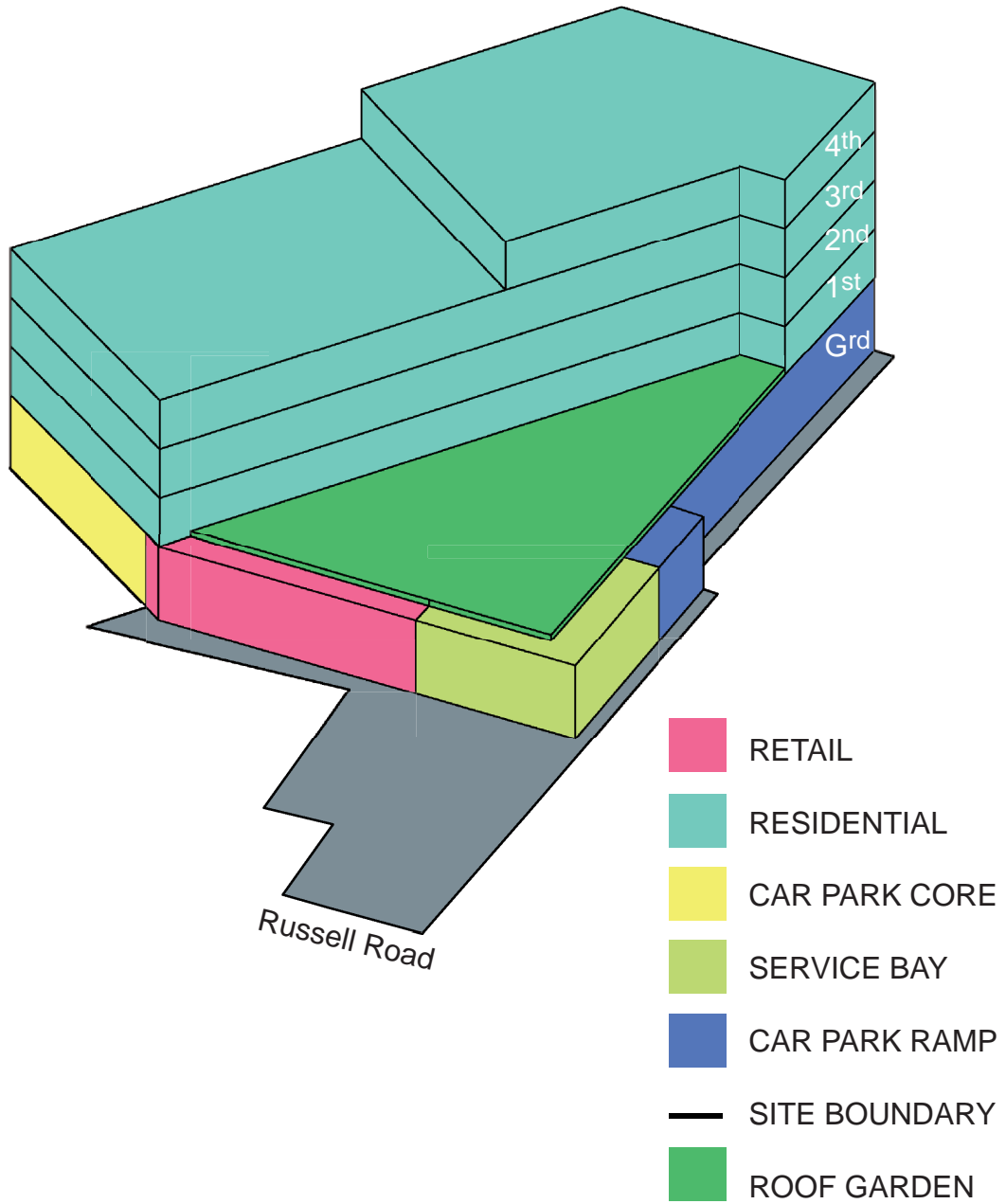
FOURTH FLOOR



* Residential total includes 71m² internal circulation

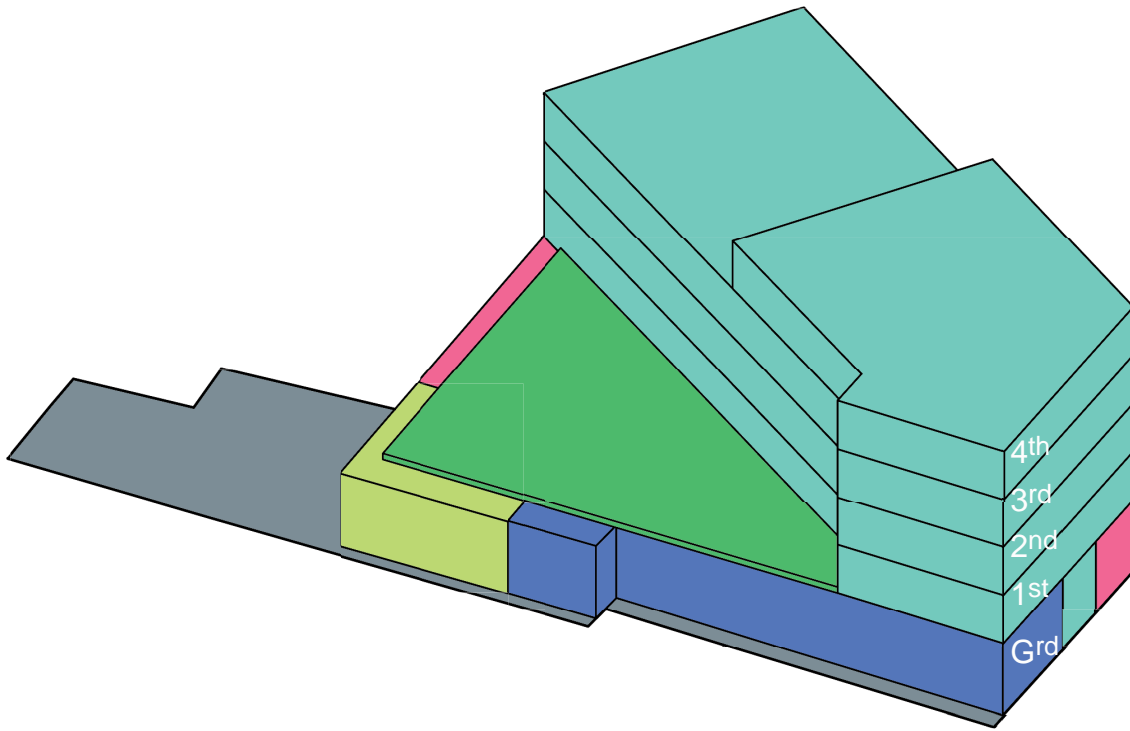
OPTION B

SW MASSING VIEW



OPTION B

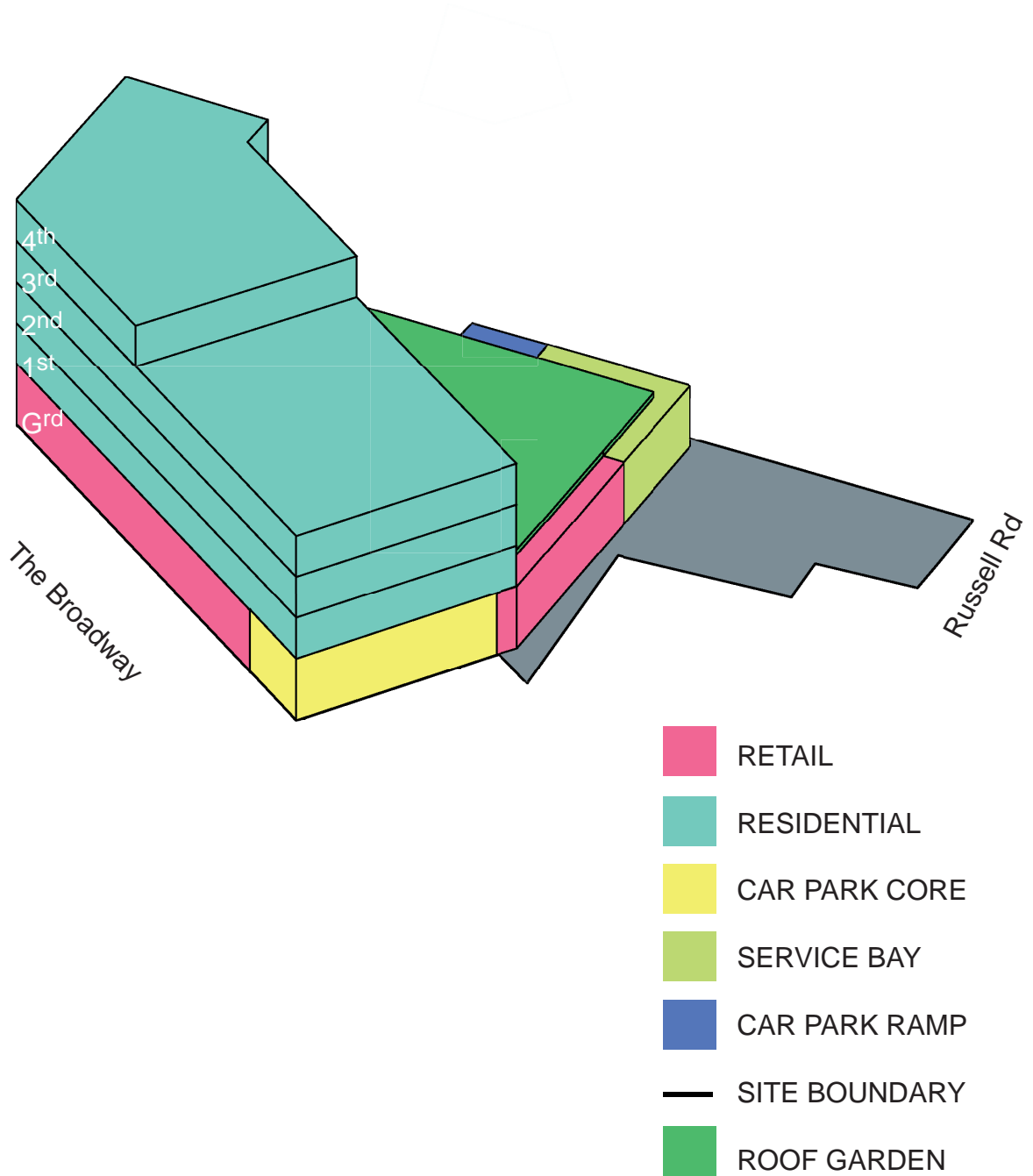
SE MASSING VIEW



- RETAIL
- RESIDENTIAL
- CAR PARK CORE
- SERVICE BAY
- CAR PARK RAMP
- SITE BOUNDARY
- ROOF GARDEN

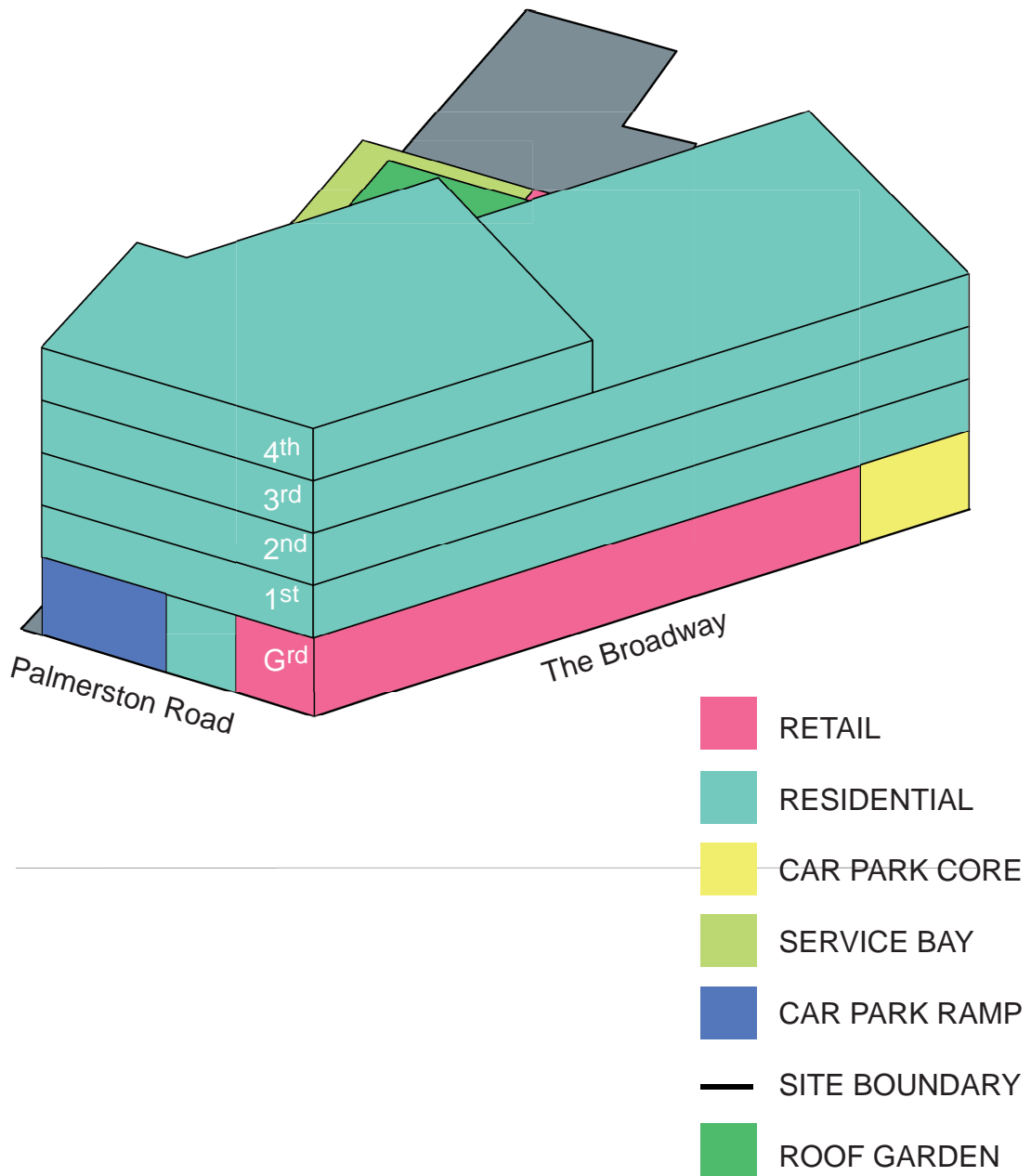
OPTION B

NW MASSING VIEW



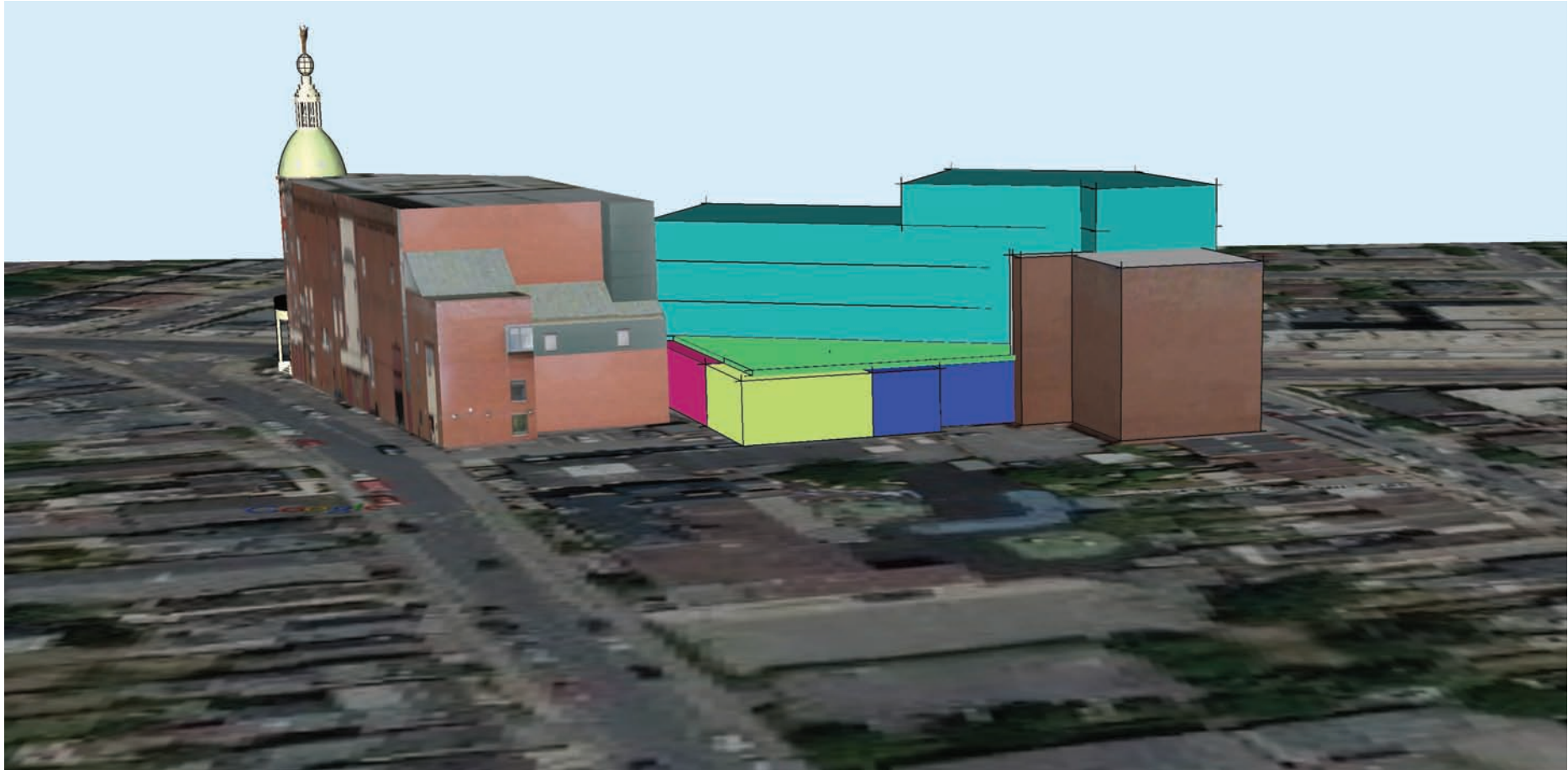
OPTION B





NE MASSING VIEW



OPTION B

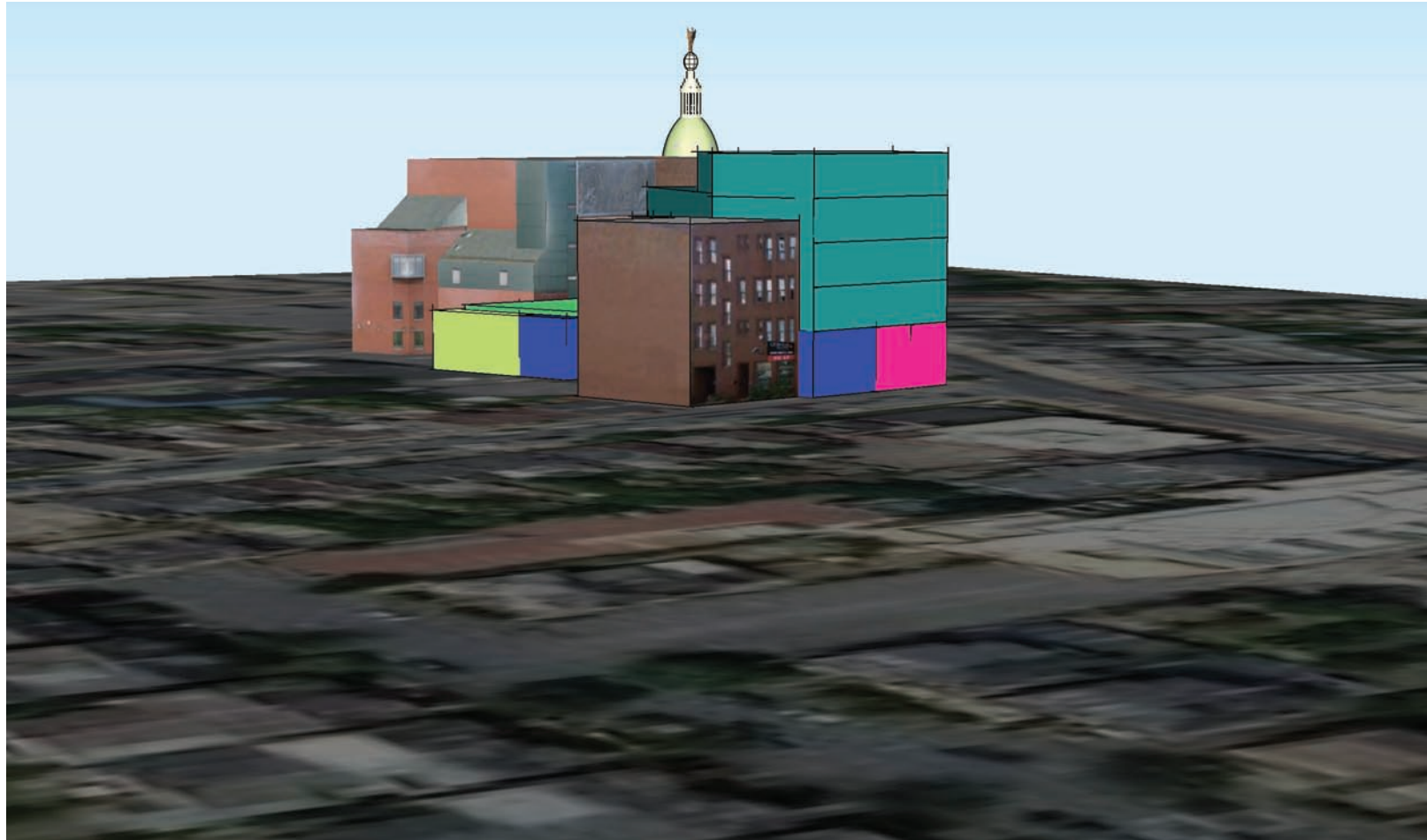
P4 - WIMBLEDON THEATRE (BROADWAY) CAR PARK SITE - 3D VIEW 1







-  RETAIL
-  RESIDENTIAL
-  SERVICE BAY
-  CAR PARK RAMP

OPTION B

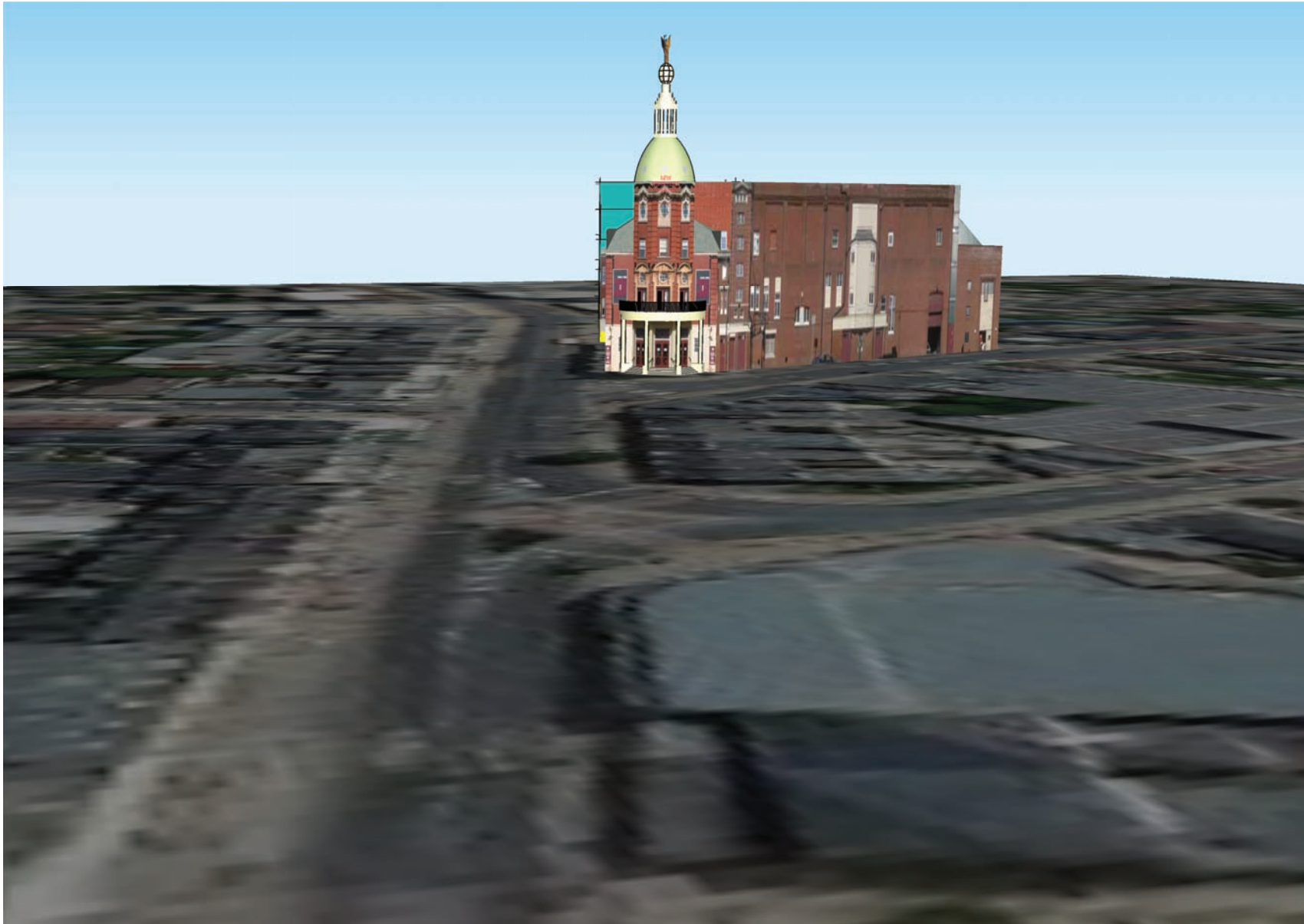
P4 - WIMBLEDON THEATRE (BROADWAY) CAR PARK SITE - 3D VIEW 2



-  RETAIL
-  RESIDENTIAL
-  SERVICE BAY
-  CAR PARK RAMP

OPTION B

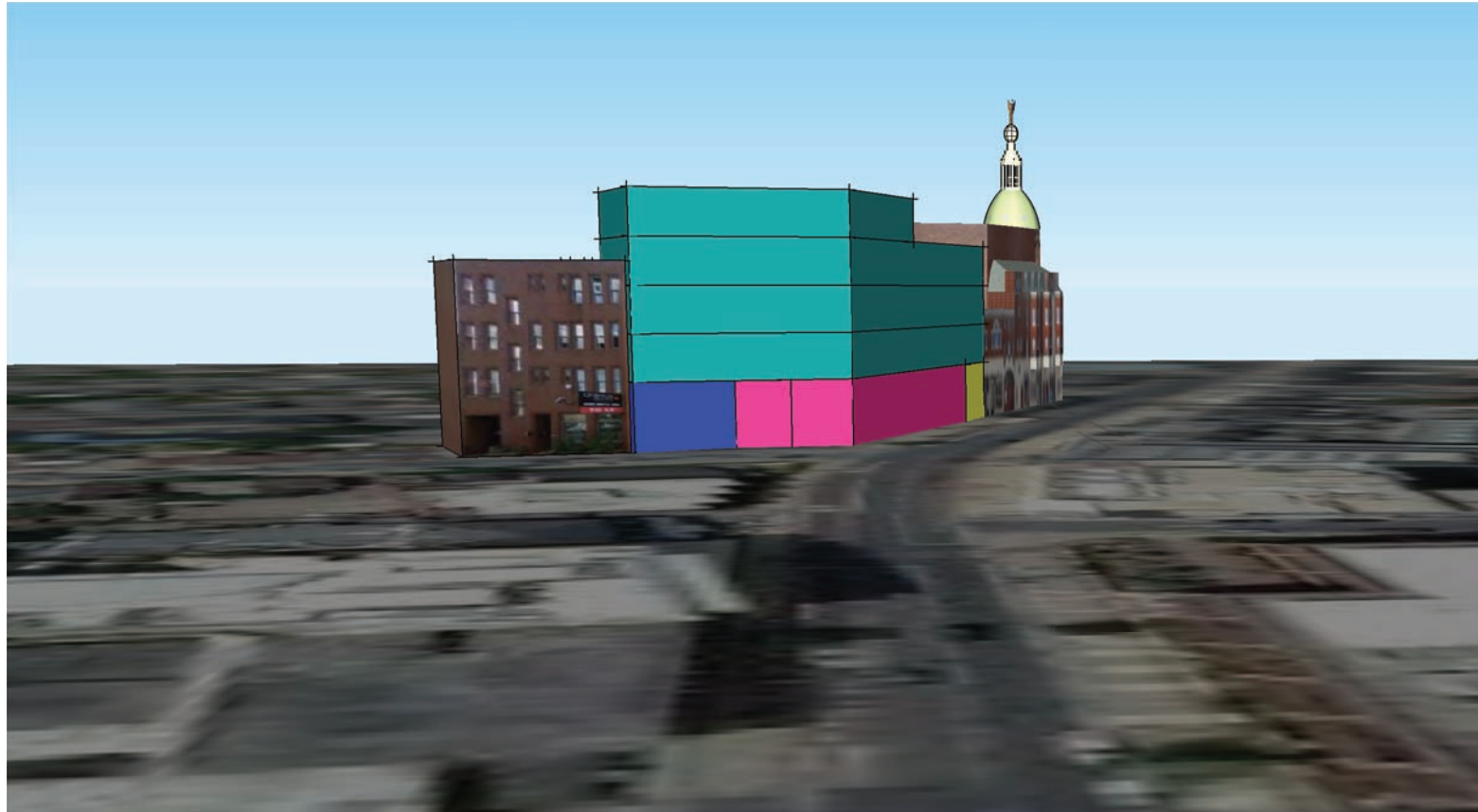
P4 - WIMBLEDON THEATRE (BROADWAY) CAR PARK SITE - 3D VIEW 3






 RESIDENTIAL

OPTION B

P4 - WIMBLEDON THEATRE (BROADWAY) CAR PARK SITE - 3D VIEW 4



-  RETAIL
-  RESIDENTIAL
-  CAR PARK CORE
-  CAR PARK RAMP