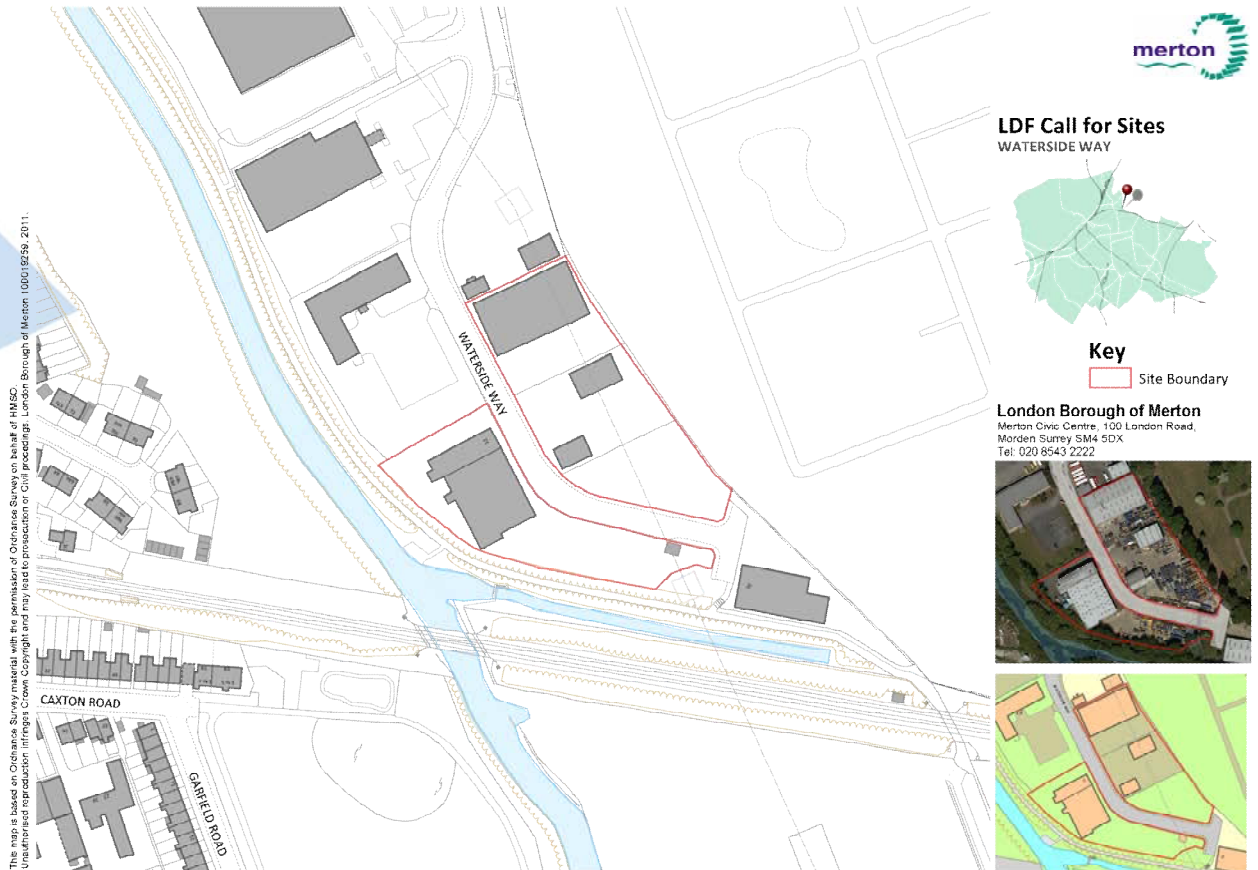


7, 8 and 12 Waterside Way

7, 8 and 12 Waterside Way, Tooting, London, SW17 0HB



Site area 0.96ha

Site description The site comprises industrial units to the closed end of Waterside Way from which access is gained off Plough Lane. The proposed site is split by Waterside Way.

To the west of the site is the river Wandle and to the east, in Wandsworth borough, is Lambeth Cemetery. Directly to the south lies a railway line and beyond that, Wandle Meadow Nature Park.

Strategic Planning Factors The site is part of the Plough Lane Strategic Industrial Location but has not been allocated for waste management uses in the South London Waste Plan. The site is within the functional floodplain (Flood Zone 3b) and part of the site is within a Critical Drainage Area (surface water flooding). The site is also within an Archaeological Priority Zone and an area with a poor level of access to public transport (PTAL 1).

To the south and east of the site is land designated as Metropolitan Open Land, Green Corridor, Green Chain and a Site of Importance for Nature Conservation.

Current use Vehicle operating centre, operational base, depot, vehicle maintenance, offices, materials storage.

Use suggested / organisation Waste material recovery, recycling and transfer, renewable energy generation – Robert LeClerc consulting on behalf of Cappagh.

Council's preferred use Any of the following uses or a suitable mix of business, industrial (B2), warehousing and storage (B8).

Delivery timescale Unknown

Issues The whole of the industrial area south of Plough Lane was assessed for its potential for waste management uses as part of the South London Waste Plan but it was not included as it was considered to be unsuitable for waste management uses.

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area and with fluvial flooding to minimise flood risk for future occupiers or to minimise risk of river pollution.

Protecting the amenity of residential properties in the vicinity of the site, especially with regard to air emissions.

Respecting the adjacent Metropolitan Open Land and nature conservation areas;

Mitigating parking/servicing impacts on the highway operation/movement. On site facilities need to be retained. Addressing pedestrian and cycle access. Reducing impacts on road safety and congestions on highway network, in particular on Plough Lane.

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



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Site area 0.28ha

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 temporarily 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 on the 'Birches Close' site.

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 4).

The Mitcham Cricket Green to the west of the site is designated as MOL, 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 is currently vacant (probably since 2006) but the established use is for office (Use Class B1a)

Use suggested / organisation Residential: by planning consultant (Gary Thomas, Planning Works) for owners (Liongate Properties)

Council's preferred use Any of the following uses or a suitable mix of office (B1a), community (D1) and/or residential (C3)

Delivery timescale Unknown

Issues Potential loss of employment space considered against the contribution this site has made as an employment location in recent years.

Protecting the residential amenity of the adjacent properties.

Respecting the character of this part of the Conservation Area.

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

Please refer to grouped sites (Cricket Green) for further details.

Field B St Catherine's Square West Barnes

Grand Drive, Raynes Park, London, SW20 9NA



LDF Call for Sites
FIELD 'B' WEST BARNES



Key
Site Boundary

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



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Site area 0.93ha

Site description This site is open vegetated field.

Along its south-western boundary is the Pyl Brook with a single storey pavilion building beyond. To the north and northwest are two-storey houses, to the east is a single story day care nursery and to the southeast are four storey blocks-of-flats.

Strategic Planning Factors This site is designated as Metropolitan Open Land, Green Corridor and Green Chain. The site is also in a flood zone (3), a Critical Drainage Area and an area with low accessibility to public transport services (PTAL 2).

The site is adjacent to a Site of Importance for Nature Conservation (SINC) along its south-western boundary (the Pyl Brook) and there is another narrow strip of SINC on the northern side of Meadowsweet Close.

The planning obligation associated with the housing development on the former St. Catherine's school site to the southeast of the site, stipulates that monies will contribute towards the development of a children's play area on the subject site.

Current use Open space

Use suggested / organisation Nature Reserve – Sue Organ Planning on behalf of M Pye.

Council's preferred use Potential for nature reserve, subject to further investigations

Delivery timescale Unknown

Issues This site is protected from future development due to the MOL, Open Space and Green Corridor designations – it isn't clear what additional benefits a further designation would confer on the site or the wider area.

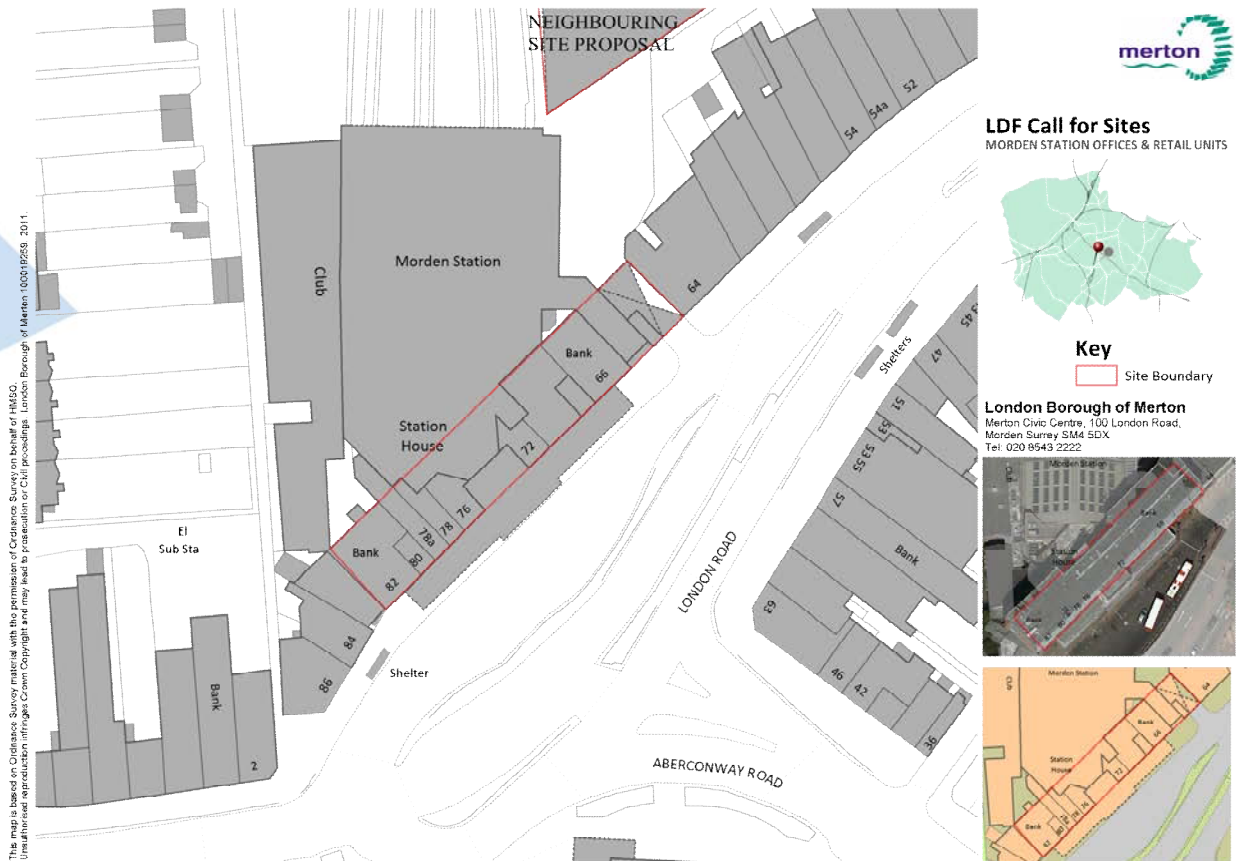
Habitats records (GiGL, 2006) show that no protected species were present on the site at the time. The existing Green Corridor designation recognises the importance of joining two SINC's that are north and south of the site. Further survey work would be required to justify the designation of any new SINC.

A play space adjacent to a SINC is likely to require additional maintenance costs, relative to the costs of the majority of the SINC's in the borough that are more isolated.

Opportunities to enhancing connections to wider pedestrian and cycle networks should be taken.

Morden Station Offices and Retail Units

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



LDF Call for Sites
MORDEN STATION OFFICES & RETAIL UNITS



Key
Site Boundary

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



Site area 0.09ha

Site description

The site comprises a four-storey building with the Morden Tube Station entrance at ground level and retail units on both sides, and office space above. To the southwest of the site are single storey retail units and to the northeast of the site is a two-storey parade of shops with flats and/or offices above. Northwest of the site is the Morden Tube station with various buildings ranging between one and three-storeys in height. To the southwest of the site is the hard standing of the Morden Bus Station, London Road and on the opposite side of London Road, to the southwest of the site, various mixed use three and four story buildings.

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

Strategic Planning Factors

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

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

Current use Retail units at ground level and offices above.

Use suggested / organisation Residential – Transport for London

Council's preferred use Any of the following uses or a suitable mix of retail (A1-A5), Offices (B1a) and residential (C3)

Delivery timescale 2017-2023

Issues An exemplary design would be required at this central site.

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 strategy Policy CS14 reference to the appropriateness of tall buildings in Morden town centre.

Facilitating improved public transport, walking and cycling infrastructure and connections.

Improving connectivity from London Road to Morden Park and Morden Hall Park and legibility along London Road.

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

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.

This site could be considered for redevelopment in conjunction with other sites. Please refer to Grouped Sites - Morden for further details.

Sainsbury's (Peel House) Car Park

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



Site area 0.55ha

Site description The site consists of a multi-storey car park located on land to the rear of 127 – 149 Kenley Road. Adjacent to the site to the south is a two-storey terrace of mixed commercial and residential on London Road. Kenley Road, which is adjacent to the north-eastern side of the site, is predominately made up of two-storey terraced housing. Adjacent to the site to the east is the four-storey Sainsbury's building and an educational establishment (Morden College). West of the site is Morden Underground Station.

Strategic Planning Factors The site is within the proposed MoreMorden Masterplan area, an area with a good level of access to public transport accessibility (PTAL 6a), an Archaeological Priority Zone and a small part of the site is within a Critical Drainage Area.

There has been a positive sighting of a protected species (House Sparrow) within vicinity of the site.

Current use Car park (short/long stay)

Use suggested / organisation Residential or mixed use development – Transport for London

Council's preferred use Any of the following uses or a suitable mix of retail (A1-A5),

offices (B1a) and residential (C3)

Delivery timescale 2017-2023

Issues Enabling and managing appropriate parking and servicing arrangements.

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

Core Strategy Policy CS14 reference to the appropriateness of tall buildings in Morden town centre.

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

Better connectivity and permeability by walking and cycling required.

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

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

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

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

This site could be considered for redevelopment in conjunction with other sites. Please refer to Grouped Sites - Morden for further details.

Corner Baltic Close and High Street Colliers Wood

194-196 High Street Collier's Wood, Colliers Wood, London, SW19 2BH



Site area 0.02ha

Site description The site is a hardstanding area on the corner of Colliers Wood high Street and Baltic Close. At the opposite side of Baltic Close, to the south-west of the site, is a three-storey public house (Colliers Tup). To the west of the site is a four-storey residential block (Oslo Court) and the Wandle Park beyond.

The High Street Collier's 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.

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.

Strategic Planning Factors The site is within the Wandle Valley Conservation Area, an Archaeological Priority Zone, an area with a good level of public transport accessibility (PTAL 5), flood zone 2 and a small part of the eastern corner of the site is within a Critical Drainage Area.

On the opposite side of High Street Colliers Wood, to the east of the site, is Colliers Wood tube station, which 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

Council’s preferred use A suitable mix of Retail (A1-A5), offices (B1a) and residential.

Delivery timescale Unknown

Issues If the site were to be expanded to include the parade of shops to the northeast an exemplary design, which would also complement the setting of the Grade II listed building (Colliers Wood underground station), could to improve the public realm.

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

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.

Minimise impact on highway capacity, safety and movement.

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

Respecting the setting of the listed building (Colliers Wood tube station) located to the east of the site.

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.

York Close Car Park

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



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Site area 0.56ha

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

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

Strategic Planning Factors The site is within the proposed MoreMorden Masterplan area and an area with a good level of access to public transport accessibility (PTAL 5). A small part of the site, at the north-eastern boundary, is within a Critical Drainage Area.

Current use Long stay car park

Use suggested / organisation Residential – Transport for London

Council's preferred use Residential (C3)

Delivery timescale Unknown

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

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

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

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

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

This site could be considered for redevelopment in conjunction with other sites. Please refer to Grouped Sites - Morden for further details.

Morden Station Car Park

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



Site area 0.52ha

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

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

Strategic Planning Factors The site is within the proposed moreMorden Masterplan area and an area with a good level of access to public transport accessibility (PTAL 5)

Current use Car parking for Morden Underground Station staff / commuters

Use suggested / organisation Mixed use development – Transport for London

Council's preferred use Any of the following uses or a suitable mix of residential, employment (B1) and community (D1)

Issues Enabling and managing appropriate parking and servicing arrangements.

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

the public realm.

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

Facilitating improved public transport infrastructure, walking and cycling.

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

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

This site could be considered for redevelopment in conjunction with other sites. Please refer to Grouped Sites - Morden for further details.



Site area 0.16ha

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

The current buildings on site range up to 5 storeys fronting the 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. On the southern side of The Broadway opposite the site are a range of building heights, up to six storeys. The site is bounded on the west by Trinity Road. To the north of the site is the Conservative Club and residential development, generally 2-3 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 good accessibility to public transport services (PTAL 6a).

The buildings on site are visible from South Park Gardens conservation area.

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 and Wimbledon Conservative Club.

Use suggested / organisation Hostel, Residential, Retail, Café, Restaurant, Health and Fitness Suite, Crèche and New Public Spaces.

Council's preferred use A suitable mix of retail (A1 – A5), offices (B1a), community (D1) and residential (including Hostel or Hotel).

Delivery timescale 2013-2017

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.

Public space would also 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.

Please refer to “Grouped sites – Wimbledon” for further details about sites in the area.

165-171 The Broadway

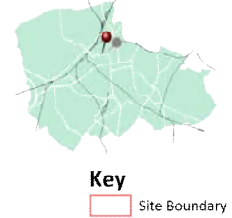
Highlands House, 165-171 The Broadway, Wimbledon, SW19 1NE



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LDF Call for Sites
165-171 THE BROADWAY



London Borough of Merton
Merton Civic Centre, 100 London Road,
Morden Surrey SM4 5DX.
Tel: 020 8643 2222



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 building is currently set back from the street line.

The site is a corner site between The Broadway and Southey Road. To the south of the site are residential terraces. At the other side of The Broadway are similar retail / office / residential 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 high accessibility to public transport services (PTAL 6a).

Part of the site is within a Critical Drainage Area.

Current use Commercial and office uses

Use suggested / organisation Retail, restaurant, residential, community use – Savills on behalf of landowner

Council's preferred use A suitable mix of retail (A1 – A5), offices (B1a), community (D1) and residential Uses (including hotel)

Delivery timescale Unknown

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.

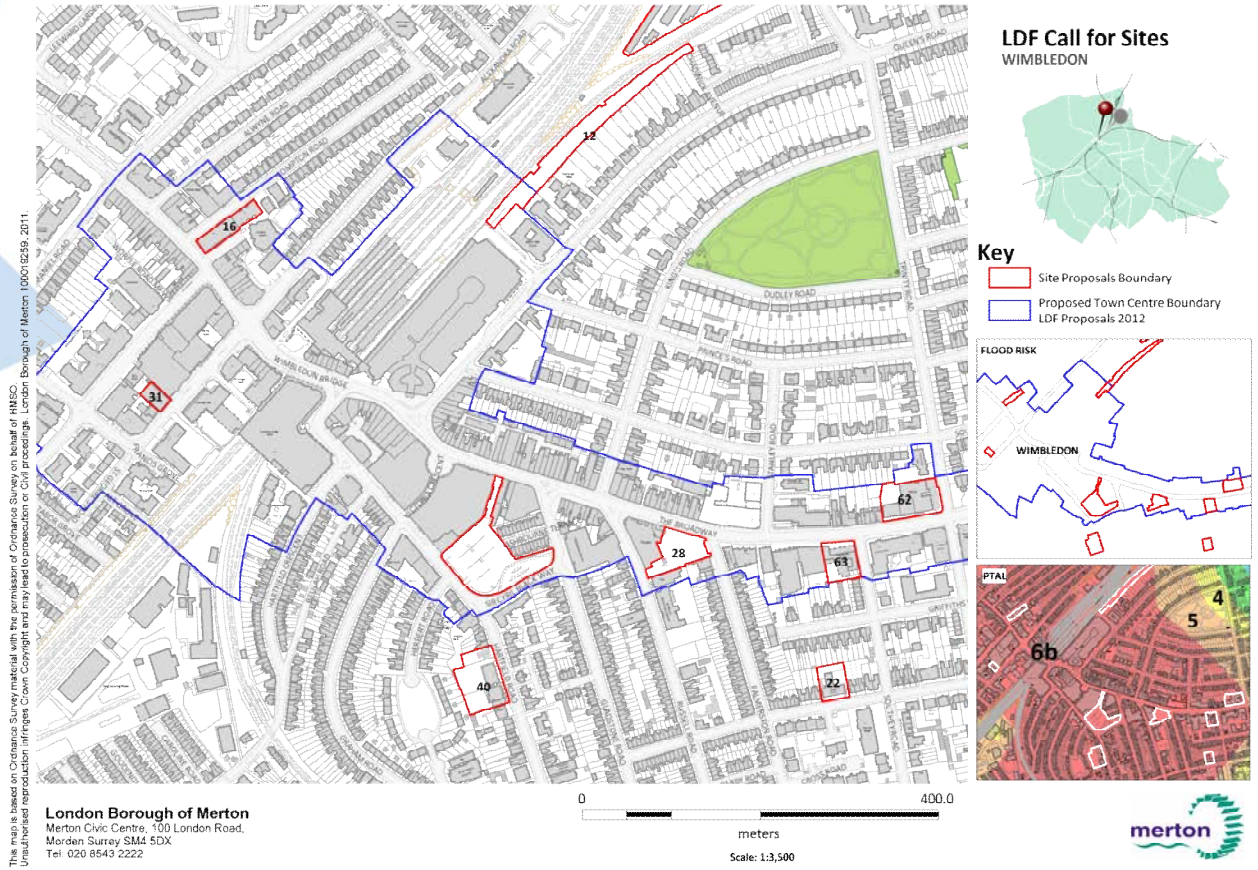
Redevelopment should provide high quality office space on upper floors.

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.

Please refer to “Grouped sites – Wimbledon” for further details about sites in the area.



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London Borough of Merton
 Merton Civic Centre, 100 London Road,
 Morden, Surrey, SM4 5DX
 Tel: 020 8643 2222

- Site 01 – Hartfield Road
- Site 12 – Queens Road car park
- Site 28 – land adjacent Wimbledon theatre
- Site 31 – Wimbledon Community Centre
- Site 62 – YMCA
- Site 63 - Highlands House, 165-169 The Broadway

Land at Hartfield Road (Site 01); Queens Road car park (site 12), land adjacent to Wimbledon Theatre (site 28) and Wimbledon Community Centre (site 31) are all owned by Merton Council and currently provide community services or car parking.

Proposals for these sites could be considered together and are likely to be deliverable as the sites are in single ownership. Redevelopment could provide modern, accessible space for community services across one or two sites, potentially with other uses. Considering sites together also provides the opportunity for a comprehensive review of car parking

YMCA (site 62) and Highlands House (site 63) are under separate ownership and are located within 40m of each other at the eastern end of The Broadway. Both these sites and Site 28 (land adjacent Wimbledon Theatre) are significant corner sites and proposals of exemplary design would be welcomed to improve the attractiveness of Wimbledon town centre. Tall buildings that complement the building line along the Broadway may be appropriate.

There is market demand for a range of town centre type uses in Wimbledon town centre, and the following uses will be encouraged within Wimbledon town centre.

Hotels and Conference Facilities: A high quality hotel with conference facilities to meet business and tourism needs.

Offices: In particular for large and modern floorplate offices to meet future demand of businesses wishing to remain or relocate to Wimbledon.

Retail: Especially for clothing, footwear and (comparison goods) and service retail.

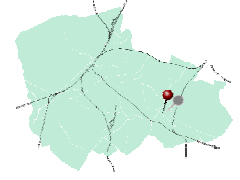
Leisure and Entertainment, Cultural and Community uses: We encourage high quality leisure and entertainment uses as they contribute hugely to the vibrancy and attractiveness of Wimbledon town centre.



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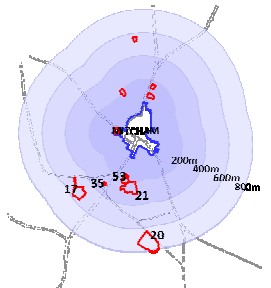
**LDF Call for Sites
CRICKET GREEN**



London Borough of Merton
Merton Civic Centre, 100 London Road,
Morden Surrey SM4 6DX
Tel: 020 8543 2222

Key

- Site Proposal Boundary
- Proposed Town Centre Boundary
LDF Proposals 2012



- Site 20 – Wilson Hospital
- Site 21 – Birches Close
- Site 53 - Brook House

The Sutton and Merton Primary Care Trust (PCT), who own both the Wilson Hospital (site ref: 20) and the Birches Close site (site ref: 21) will provide the Local Care Centre on one of these sites. The other site will then become surplus to requirements for NHS healthcare.

Both sites are within 500m of each other and contain buildings that are locally listed and should be retained as part of redevelopment proposals.

Site 21 Birches Close is within 200m of Mitcham town centre; Wilson Hospital (site 20) is within 700m of Mitcham town centre.

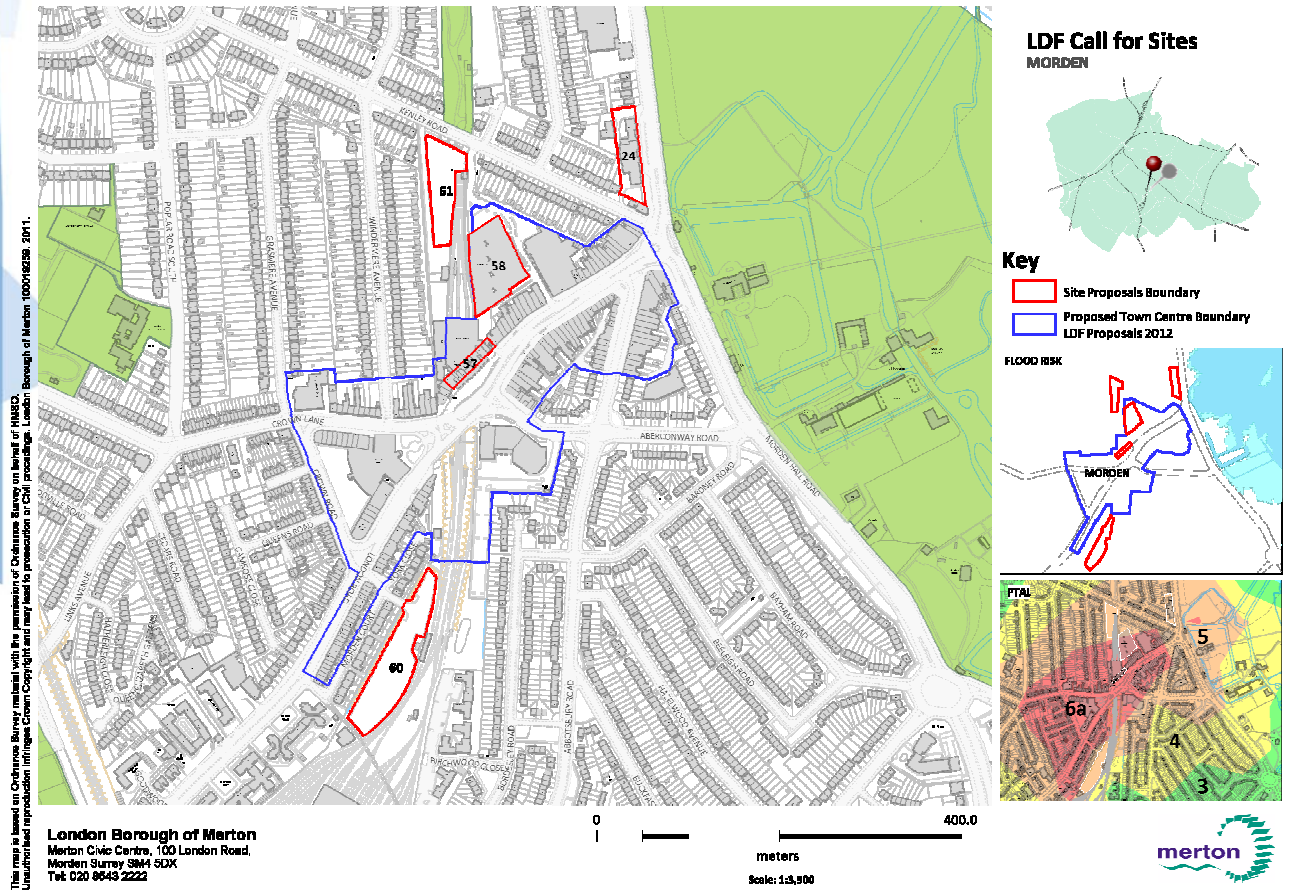
It is considered that either site is suitable for the Local Care Centre. As the health services will be provided within the new Local Care Centre, there would not be a loss in health service provision within this part of the borough. The release of the surplus site to suitable alternative uses would therefore be acceptable.

Recent planning appeal decisions accepted the principle of locating the new Local Care Centre at the Wilson Hospital, which would also accommodate the relocation of existing health services from Birches Close. The principle of residential development was accepted at the Birches Close site on the relocation of health services to the Wilson Hospital.

Alternatively if the PCT were to decide to develop the new Local Care Centre at the Birches Close site, the health services would relocate from Wilson Hospital to the Birches Close site and the Wilson Hospital site will then become available for alternative uses.

Both sites are adjacent to residential areas and, subject to the issues identified for each site being suitably addressed, the development of whichever site is surplus to healthcare requirements for residential and/or community uses, as proposed by the site owners, would be acceptable.

The proximity of Brook House (site ref: 53), a modern office building that has been vacant for a number of years, to the Birches Close site, provides opportunities for the redevelopment of this site in combination with the Birches Close site.



Grouped sites:

- Site 57 – Morden Station car park
- Site 58 – Sainsbury’s car park
- Site 60 – York Close car park
- Site 61 – Kenley Road

Morden Station Staff car park at Kenley Road (Site 61), Sainsbury’s car park (Site 58), York Close car park (Site 60) and Morden Station car park (Site 57) are all car parks owned by Transport for London (TfL). All four sites fall within the proposed moreMorden Masterplan site boundary.

The proposed moreMorden Masterplan will address the regeneration of Morden town centre. Despite its excellent public transport access (underground, bus station and nearby tram), good quality housing stock, proximity to historic open space and the presence of a major employer, Morden town centre suffers from poor public realm and shopping offer and physical severance issues due to the dominance of the existing one way road system and bus station. A number of sites, including these four sites will be integral to the proposed regeneration of Morden Town Centre.

All four sites (57, 58, 60 and 61) should be considered for a range of town centre type developments, including retail (A1-A5), business (B1) and residential. Each of these sites need to be considered in conjunction with the others to effectively maximise the opportunity that these four sites could contribute to the regeneration of Morden Town Centre. Considering the sites together will also help address the access, loss of car parking and other transport impacts from their redevelopment.

The proposed moreMorden Masterplan area has been identified as one of the areas of opportunity for the development of Decentralised Energy Networks. The council will work in partnership with developers and energy consumers to foster the development of Decentralised Energy Networks, and establish energy master plans or decentralised energy feasibility studies.