

Kenley Road Car Park

Car Park Adjacent Kendor Gardens, Kenley Road, Merton Park SW19 3HZ



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
(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):

- 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
(this section will be removed in the adopted document)

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.

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.



Raynes Park

Draft Policies Map

Submission

Public Consultation July - August 2013

Legend

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 Proposed Cycle Route (22TN)

 Cycle Network

 Pedestrian & Cycle Route (23TN)

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This legend is repeated for all Merton's sub-areas.

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Telephone: 020 8545 3837 / 4141

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.
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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.
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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.

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.

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*)

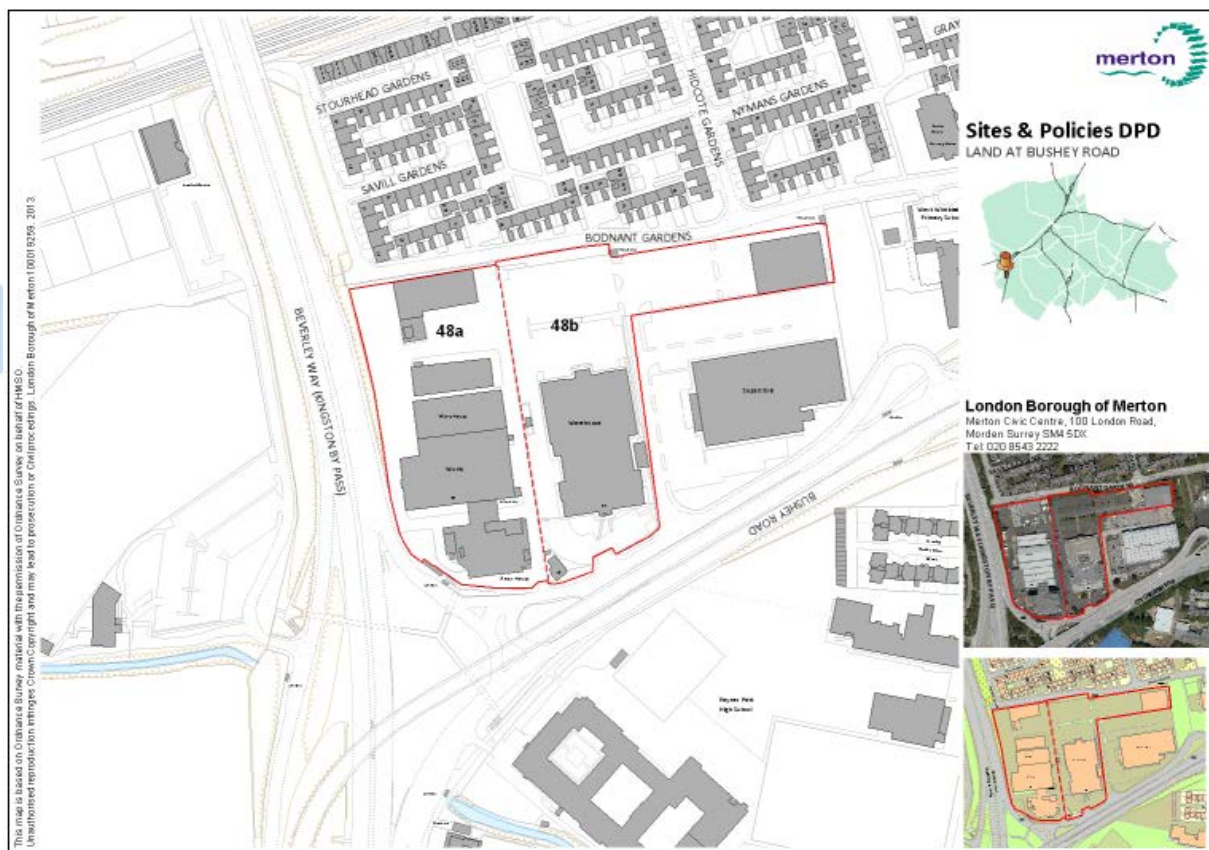
Council has received representations from the landowner, JCDecaux Ltd which confirms the extent of their freehold ownership encompassing the area indicated by the red line boundary on the map above, and their interest in redeveloping the site for residential use.

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.

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.

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.



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
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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.
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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.

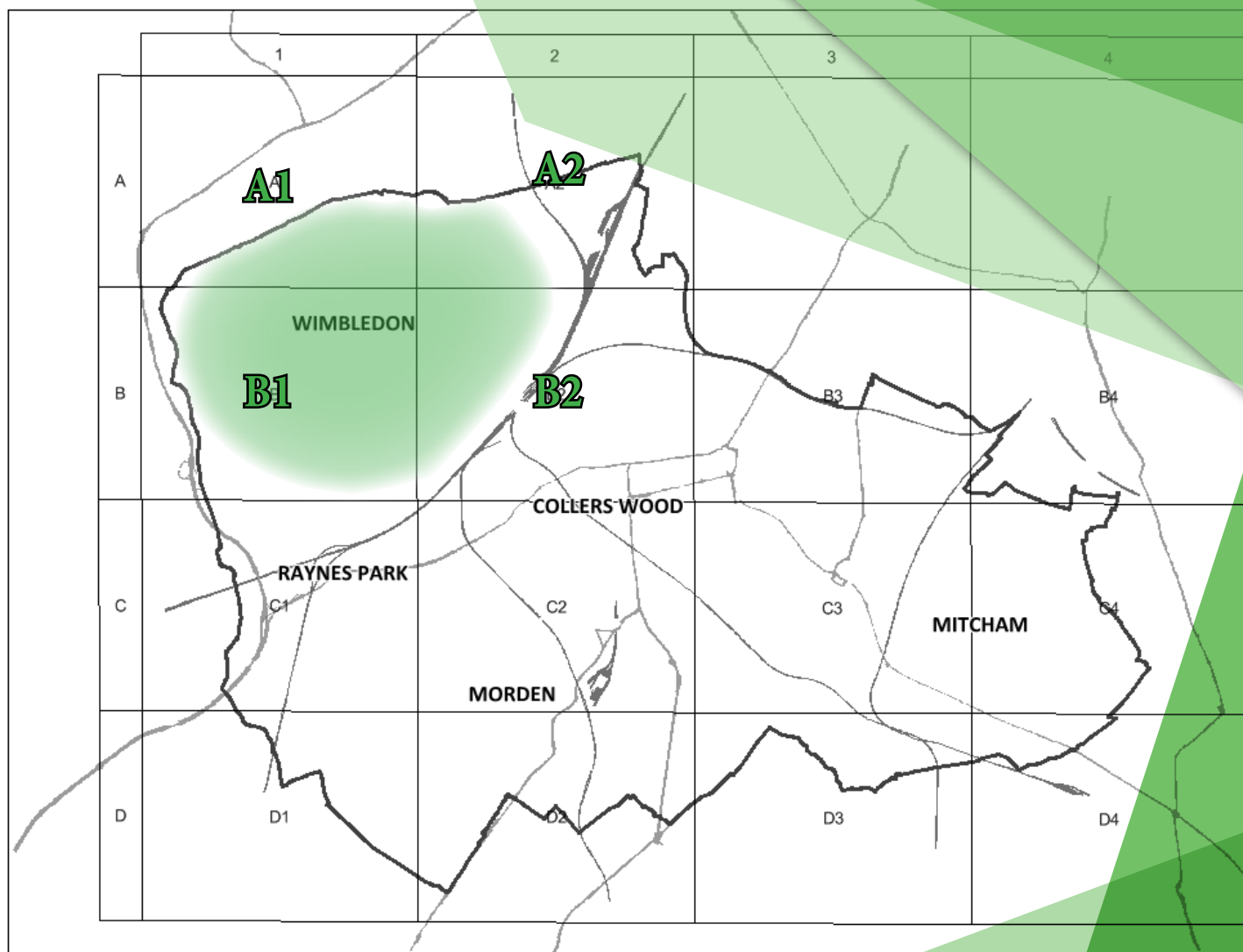
The eleven industrial units were not built; the owner cited the recessionary environment from 2008 onwards as restricting available finance and potential for tenants.

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.



Wimbledon

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Legend

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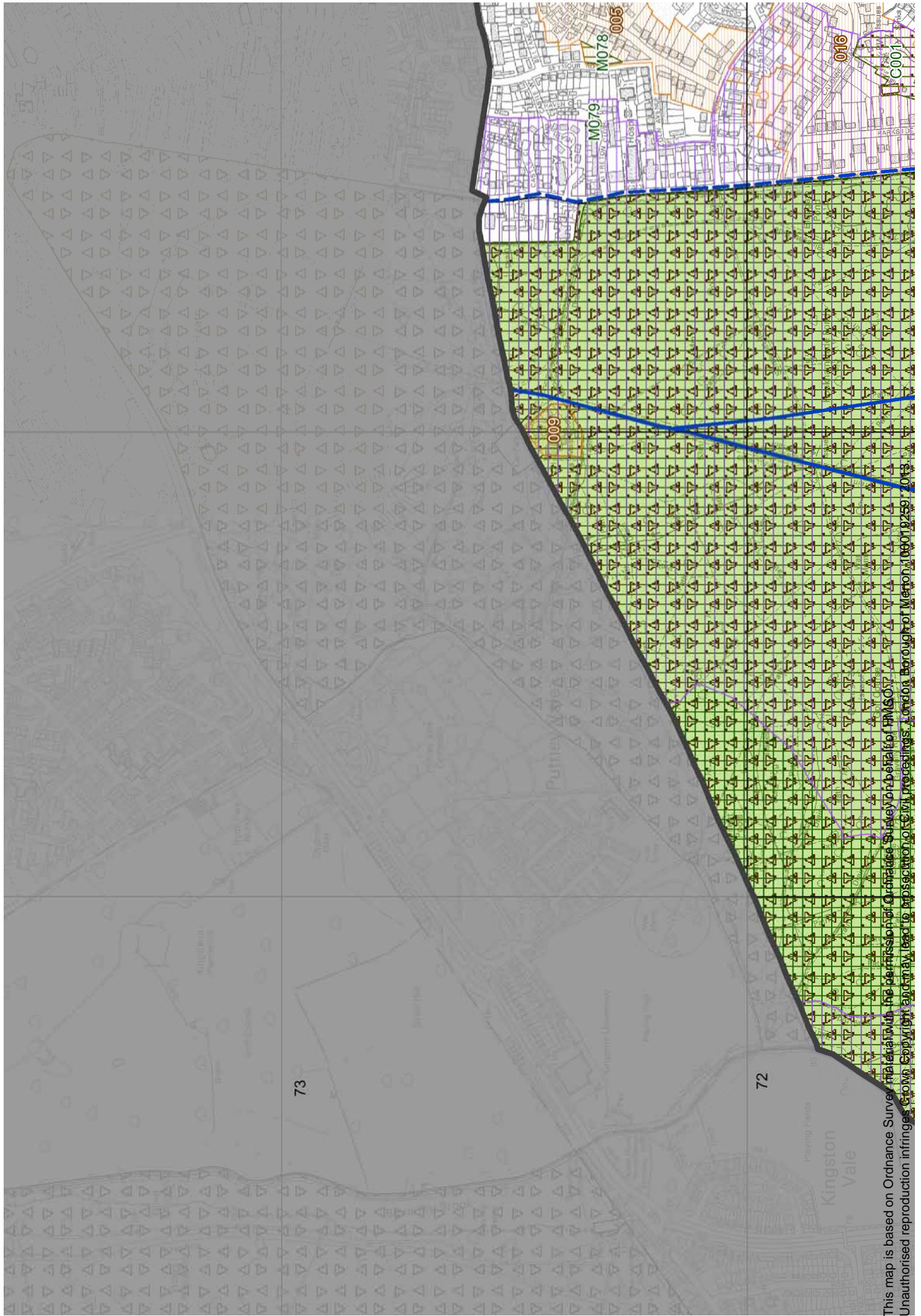
This legend is repeated for all Merton's sub-areas.

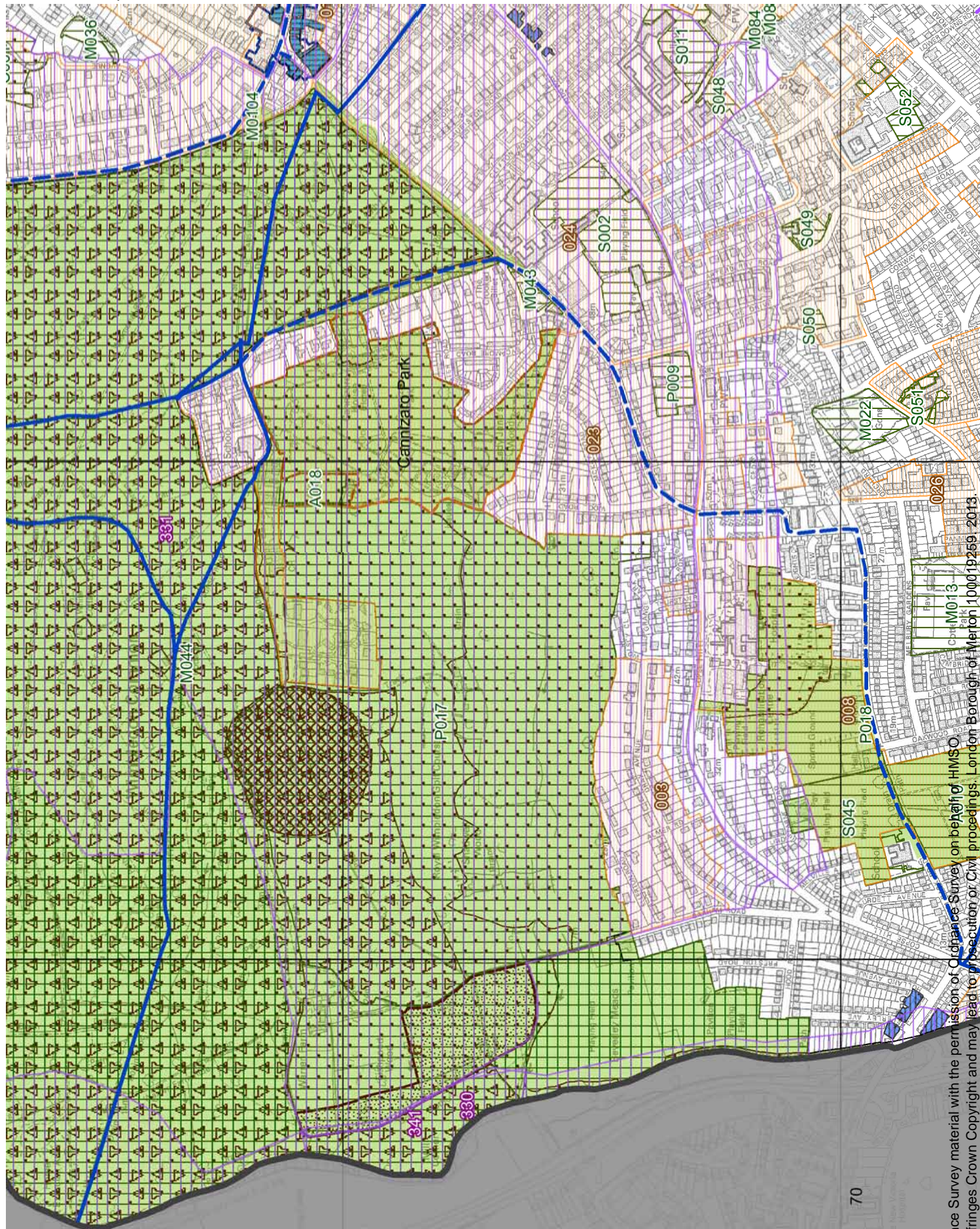
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“P3” Hartfield Road Car Park

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



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.

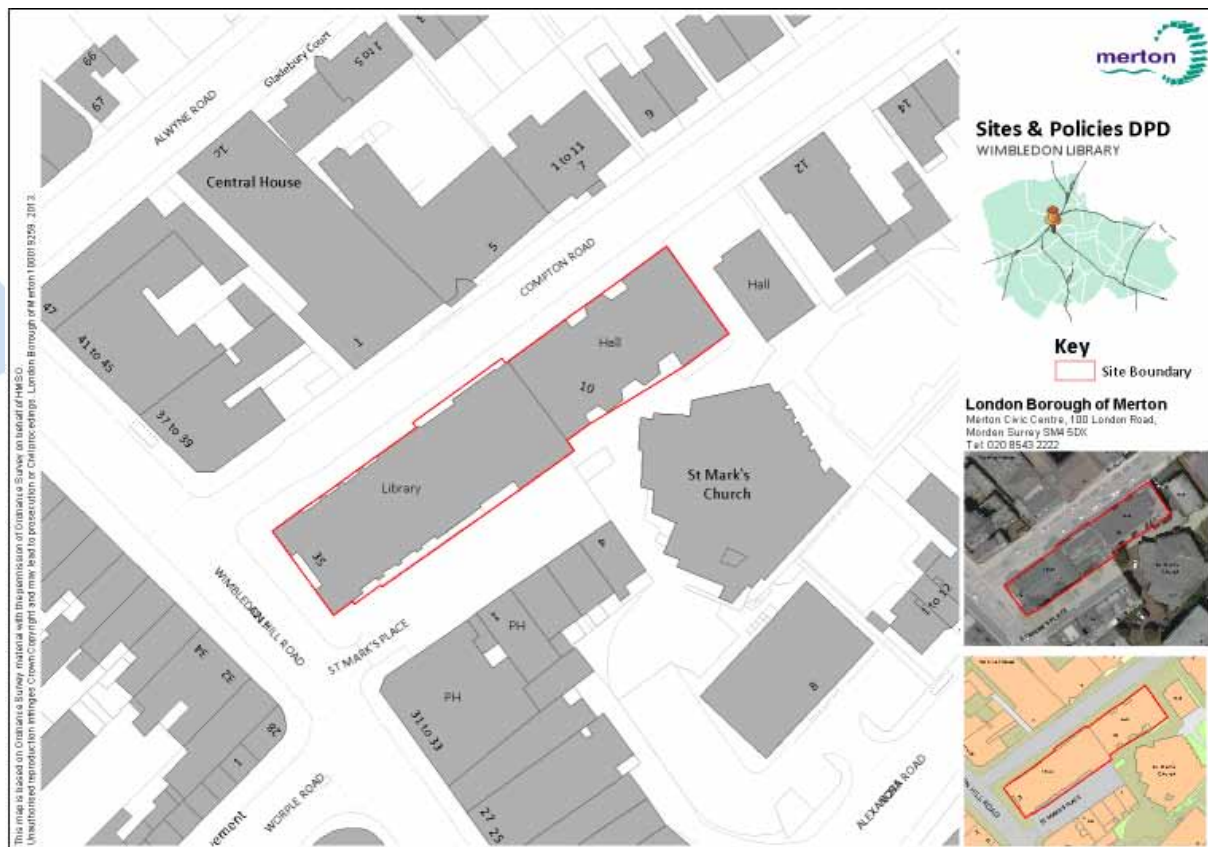
May 2012: Merton's Borough Plan Advisory Committee reviewed potential layout, scale and massing models for the site, and background information.

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.

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.

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.

"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.

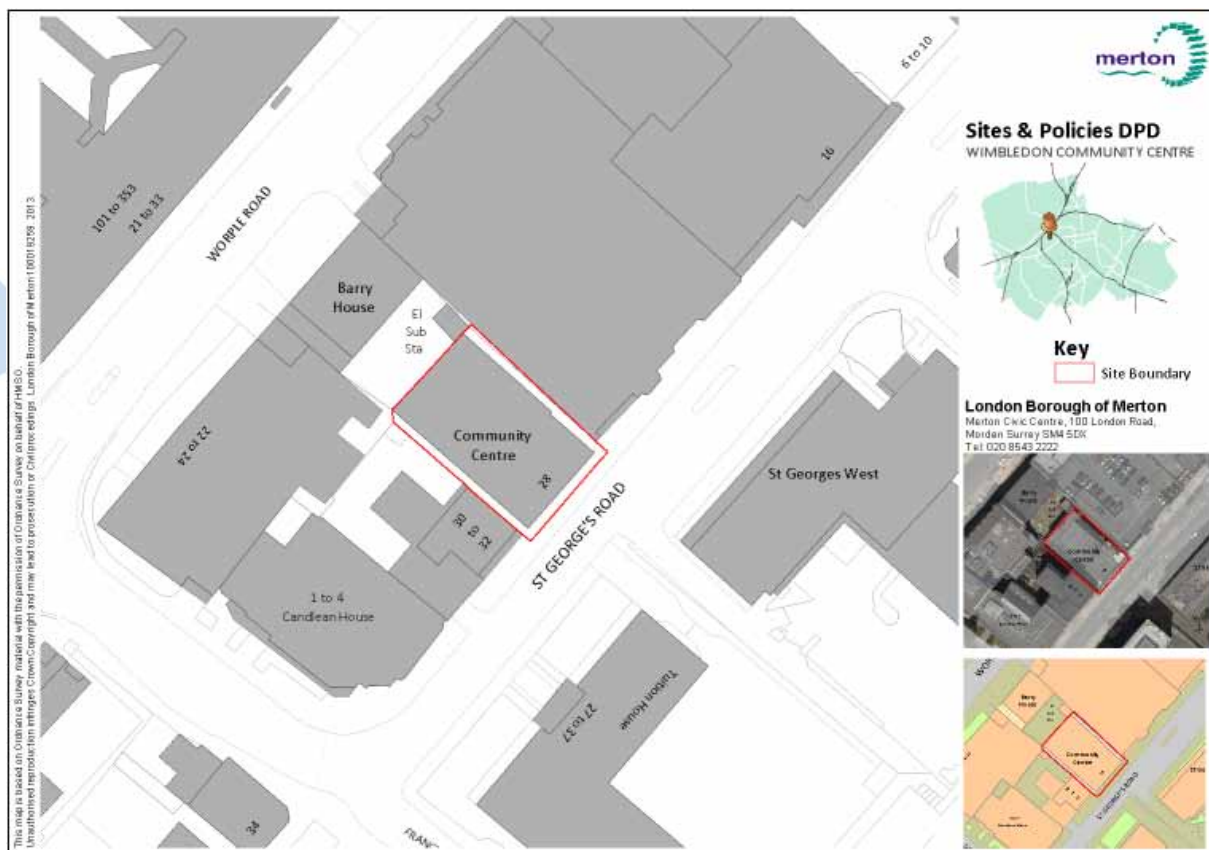
June 2012: a parking survey was carried out in Wimbledon town centre. Like the other central surface car park (at Hartfield Road) car park was found to be the second most heavily used. 52% of vehicles parked there for less than one hour. Overall, including the surface and the multi-storey car parks in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

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.

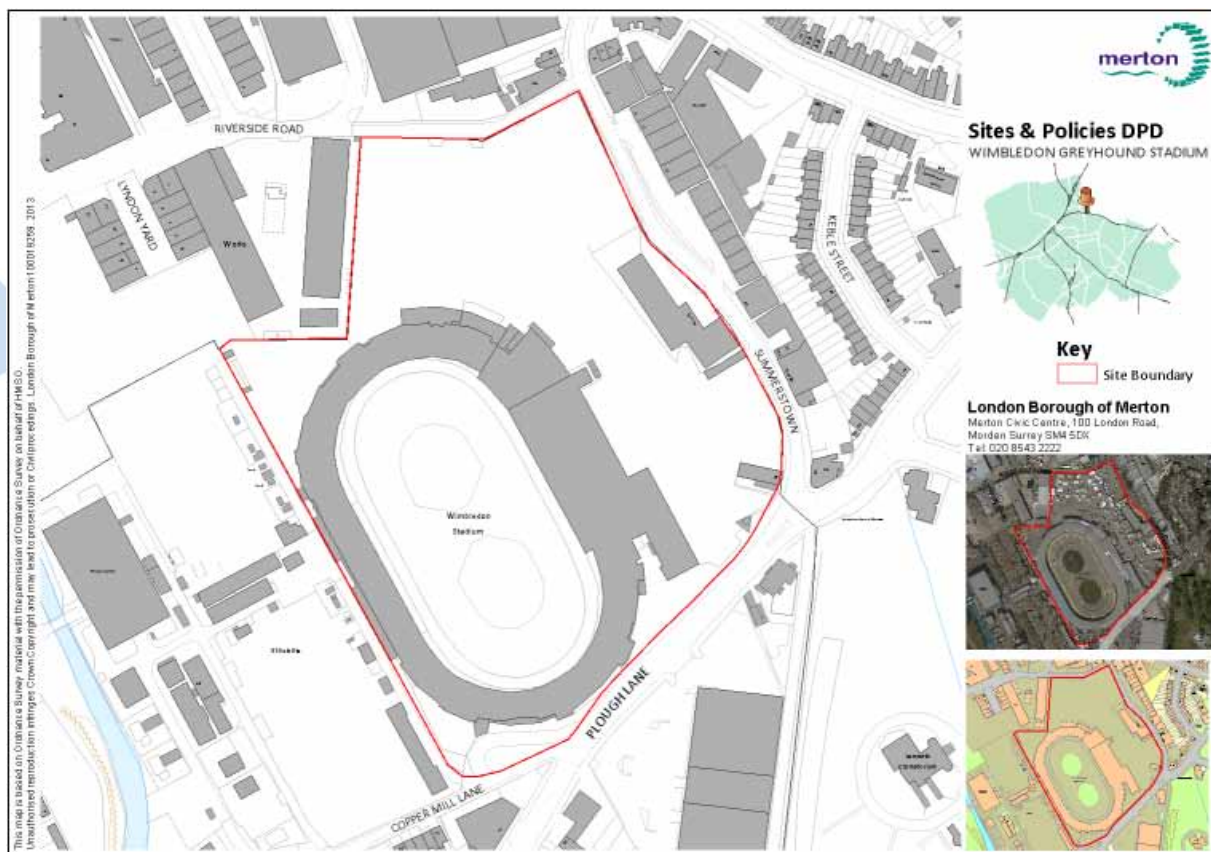
Part of the eastern portion of the site is within a Critical Drainage Area.

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 <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 retained for community use • Support for community, commercial, financial and business use
Further research <i>(this section will be removed in the adopted document)</i>	<p>Since January 2012 the council has taken ownership of the site which is now vacant and is exploring delivery for future uses.</p> <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>

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 **Stage 2 (January 2012):**

- Residential-led mixed use scheme - Savills L&P Ltd on behalf of Greyhound Racing Association Ltd

Stage 2a (June 2012)

- Retain greyhound use of site with enabling large foodstore - Drivers Jonas Deloitte on behalf of Hume Consulting Ltd
- Football stadium with associated leisure and retail activities - AFC Wimbledon

Stage 3 (January 2013)

- 10,000-15,000 seat football stadium and associated community / leisure facilities, circa 450-500 residential units and a substantial retail store - Greyhound Racing Association Ltd in discussions with AFC Wimbledon.
- An enhanced greyhound stadium, enhanced squash/leisure facility, with enabling retail and residential development - Hume Consulting Ltd
- New light industrial and warehousing development, relocation of development from other sites including existing industry and warehousing, leisure facilities, school use – Wimbledon Park Residents Association

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.

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.

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)

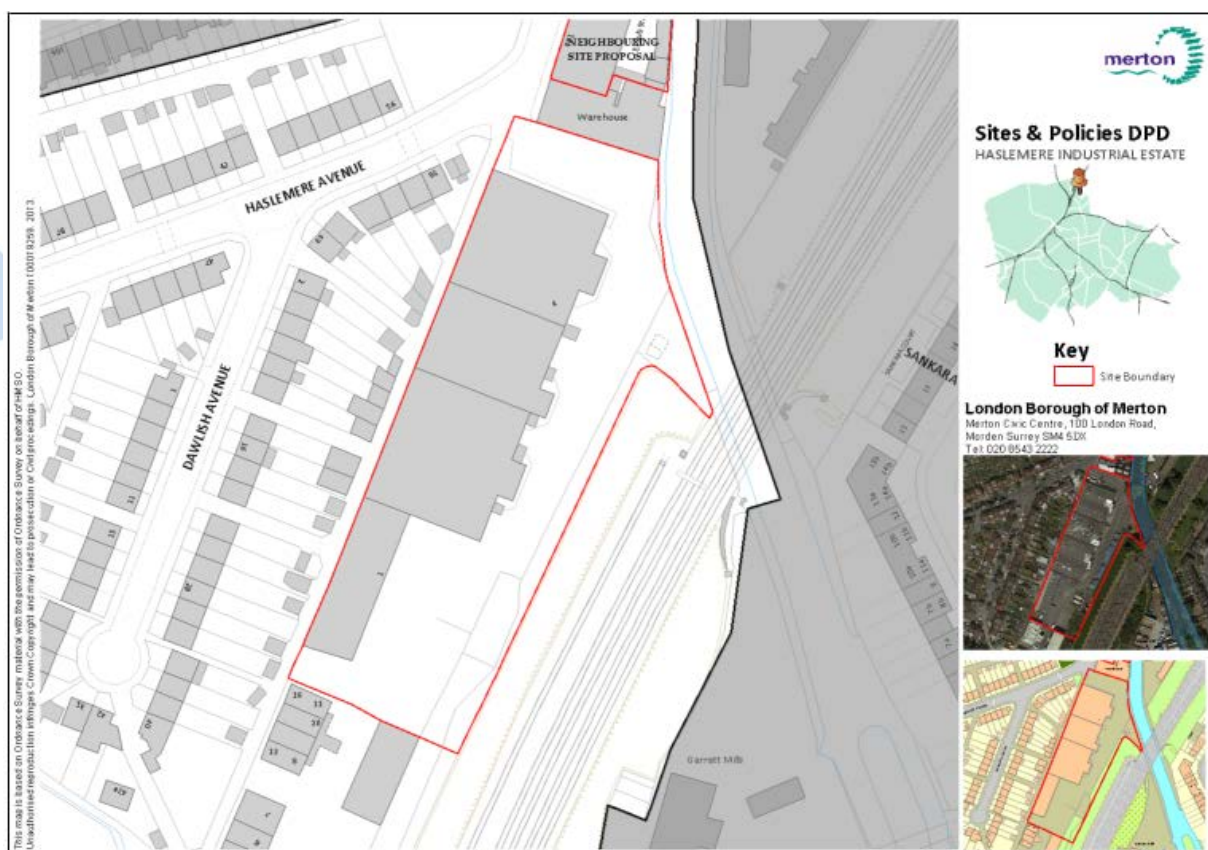
The site owner is working with the Environment Agency to explore options to minimise flood risk to the site.

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.

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 Astranta 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

(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
- 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

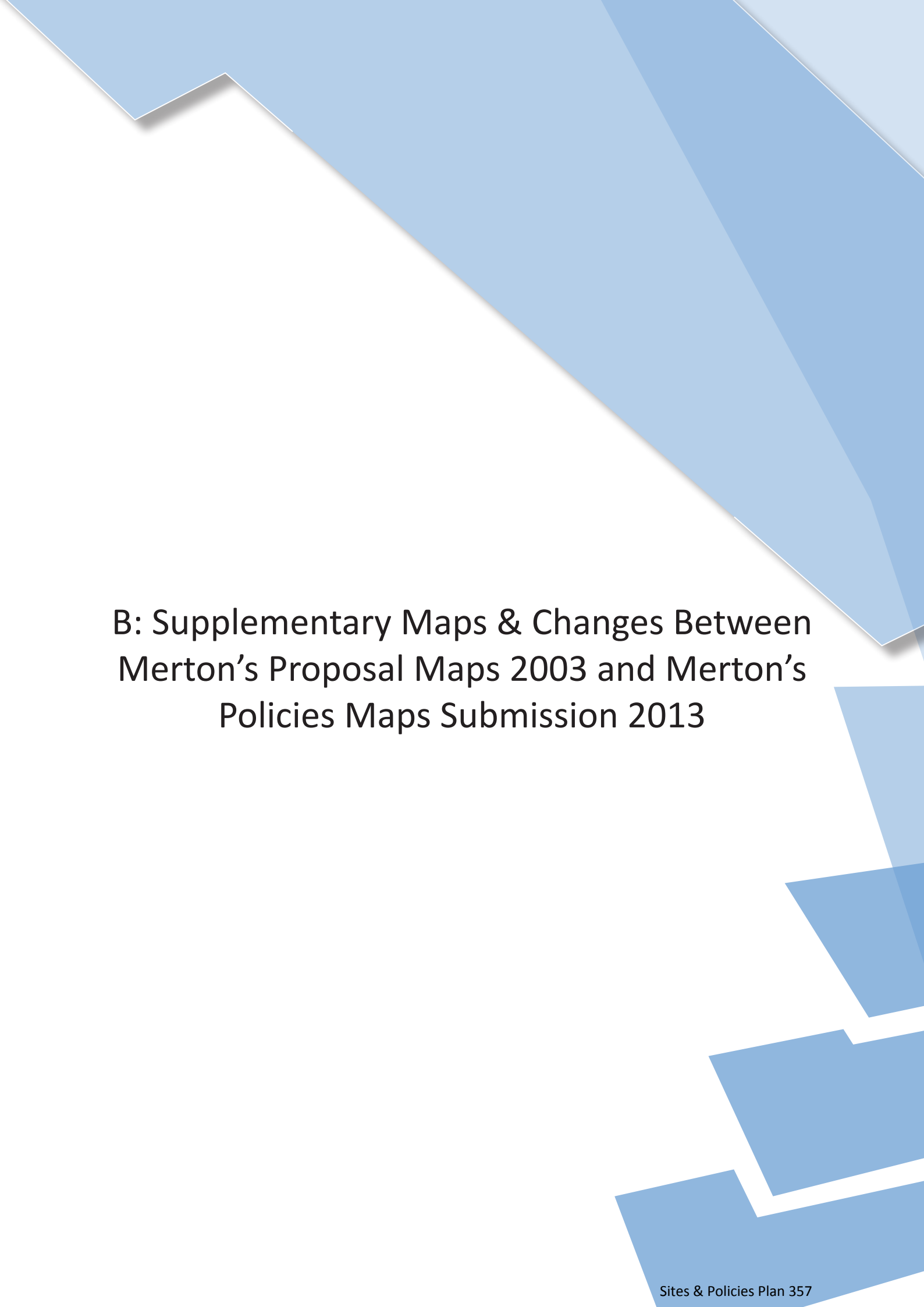
(this section will be removed in the adopted document)

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





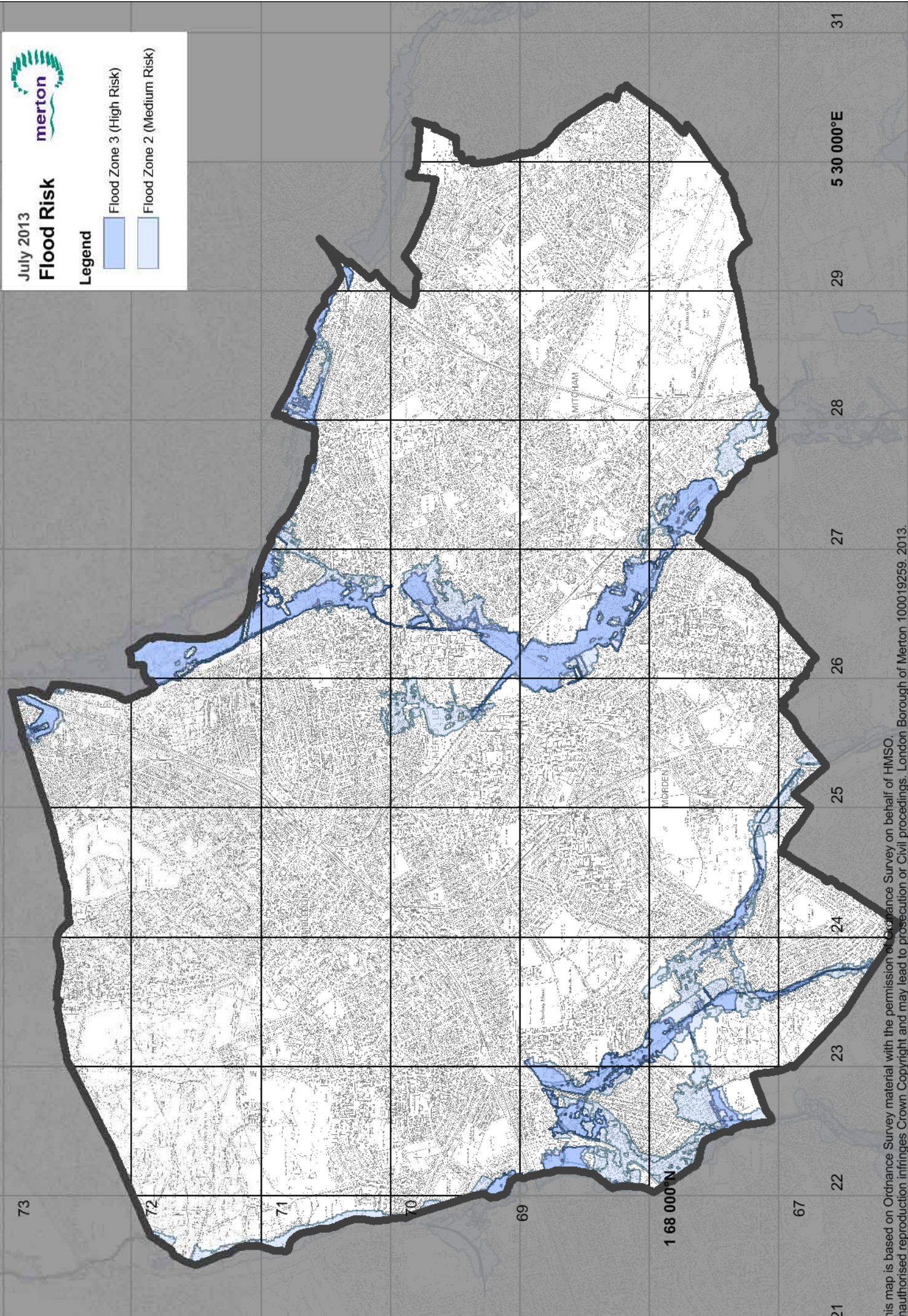
B: Supplementary Maps & Changes Between Merton's Proposal Maps 2003 and Merton's Policies Maps Submission 2013



July 2013
Flood Risk

Legend

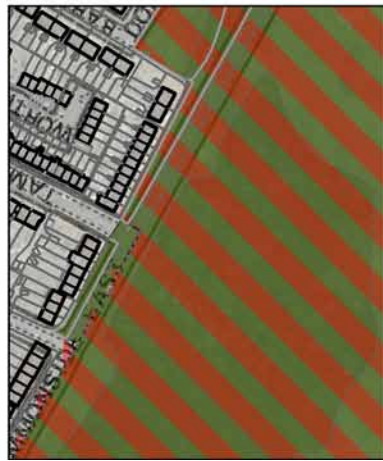
-  Flood Zone 3 (High Risk)
-  Flood Zone 2 (Medium Risk)



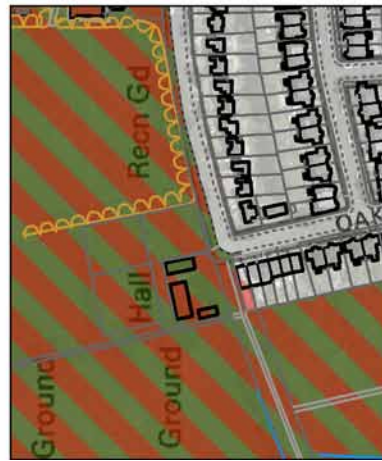
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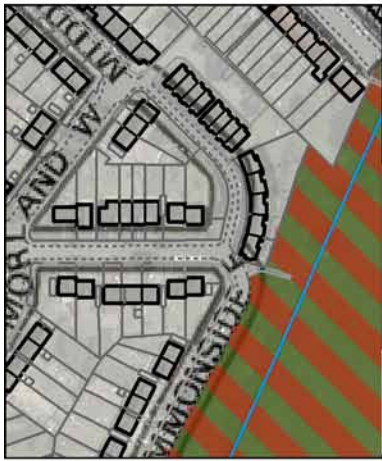
Map i1 - Wimbledon Common



Map i2 - Mitcham Common



Map i3 - Cottenham Park Road



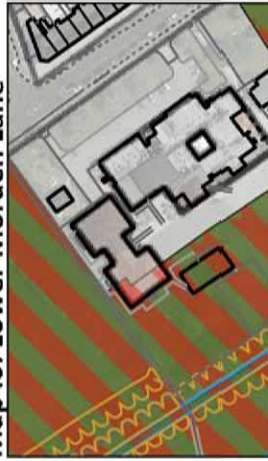
Map i4 - Galpin's Road



Map i5: Ravensbury Park



Map i6: Lower Morden Lane



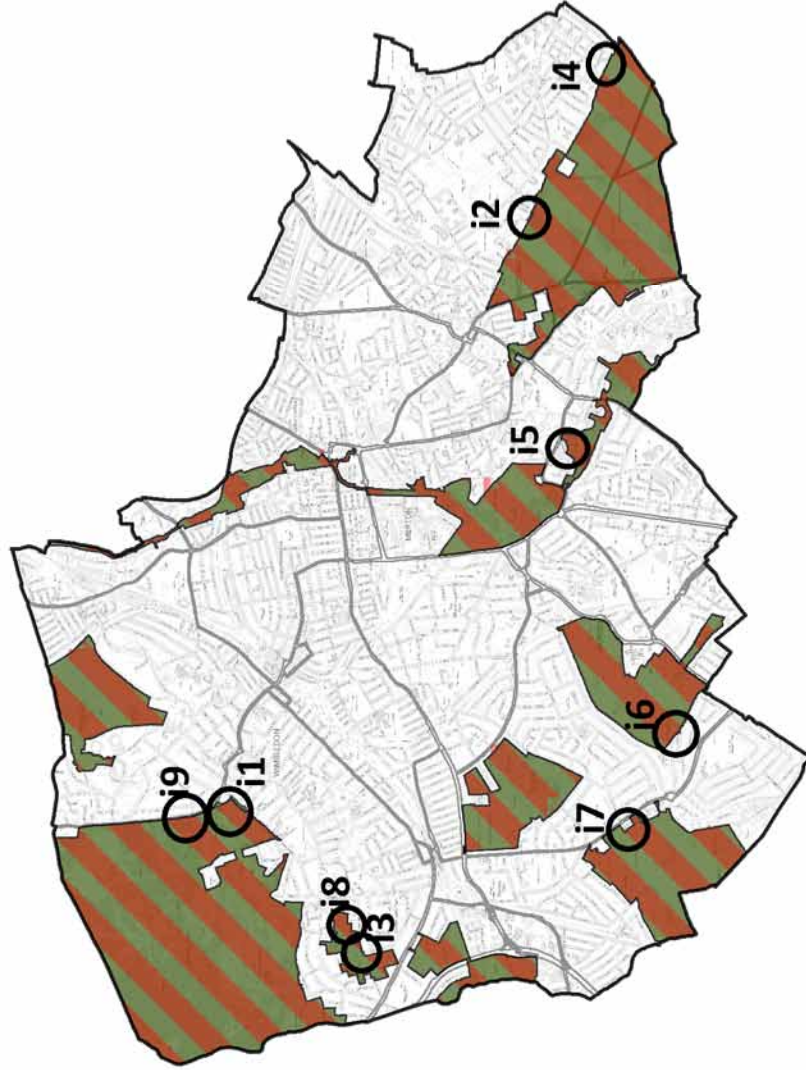
Map i7: Grand Drive



Map i8: Cranford Close



Map i9: Wimbledon War Memorial





Key



Policies Map
Green Corridors 2003 & 2013

Key

 UDP 2003
Green Corridors

 Submission 2013
Green Corridors















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Changes Between Merton's Proposal Maps 2003 and Merton's Policies Maps Submission 2013 among:

1. Town Centres
2. Neighbourhood Parades
3. Shopping Frontages
4. Sites of Importance for Nature Conservation
5. Open Space

Legend

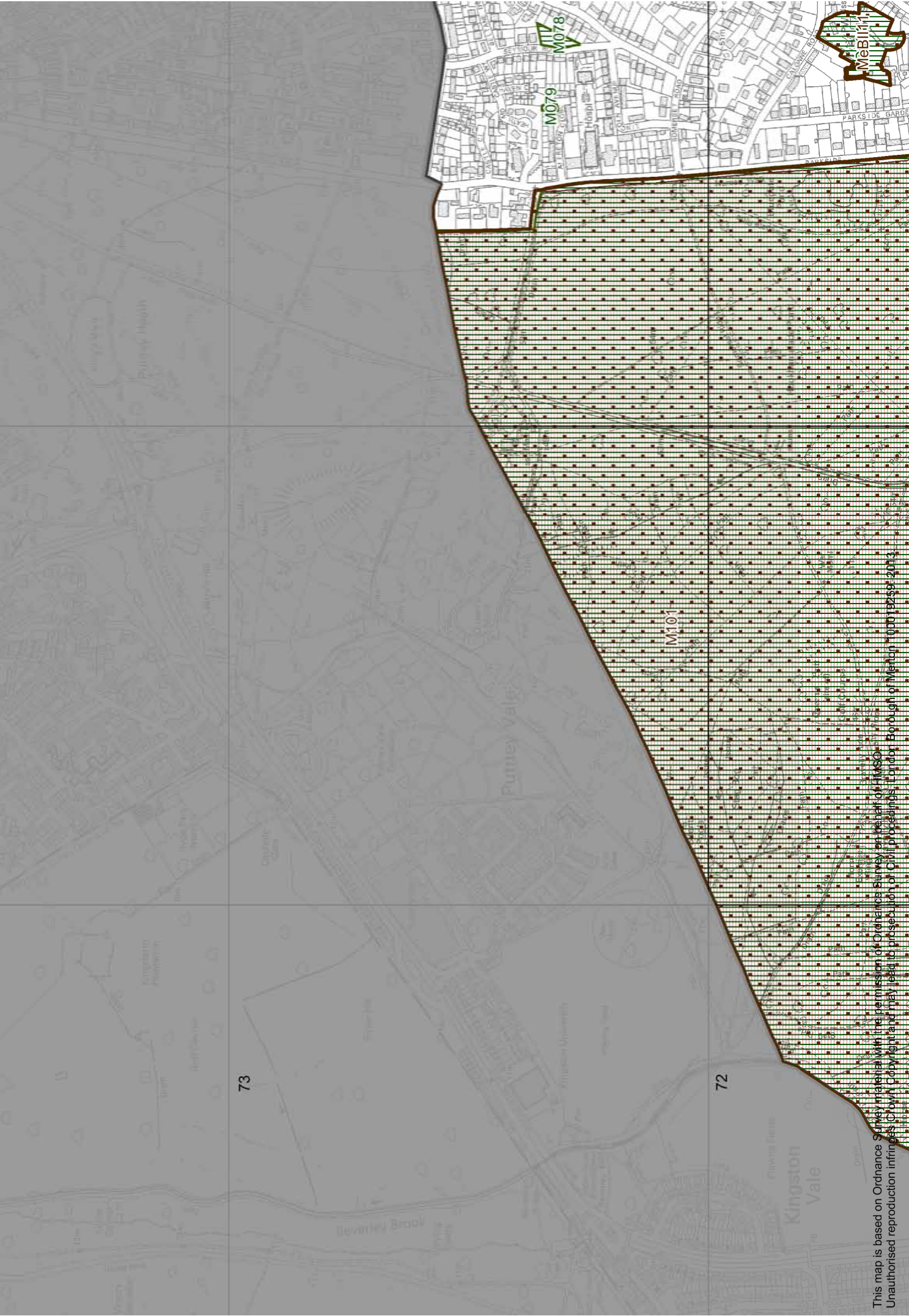
	Town Centre (UDP 2003)
	Town Centre (Submission 2013)
	Neighbourhood Parades (UDP 2003)
	Neighbourhood Parades (Submission 2013)
	Core Shopping Frontage (UDP 2003)
	Core Shopping Frontage (Submission 2013)
	Secondary Shopping Frontage (UDP 2003)
	Secondary Shopping Frontage (Submission 2013)
	SINC Boundary (UDP 2003)
	SINC Boundary (Submission 2013)
	Open Space (UDP 2003)
	Open Space (Submission 2013)

If you require more detailed maps, please contact us through post, email or phone:

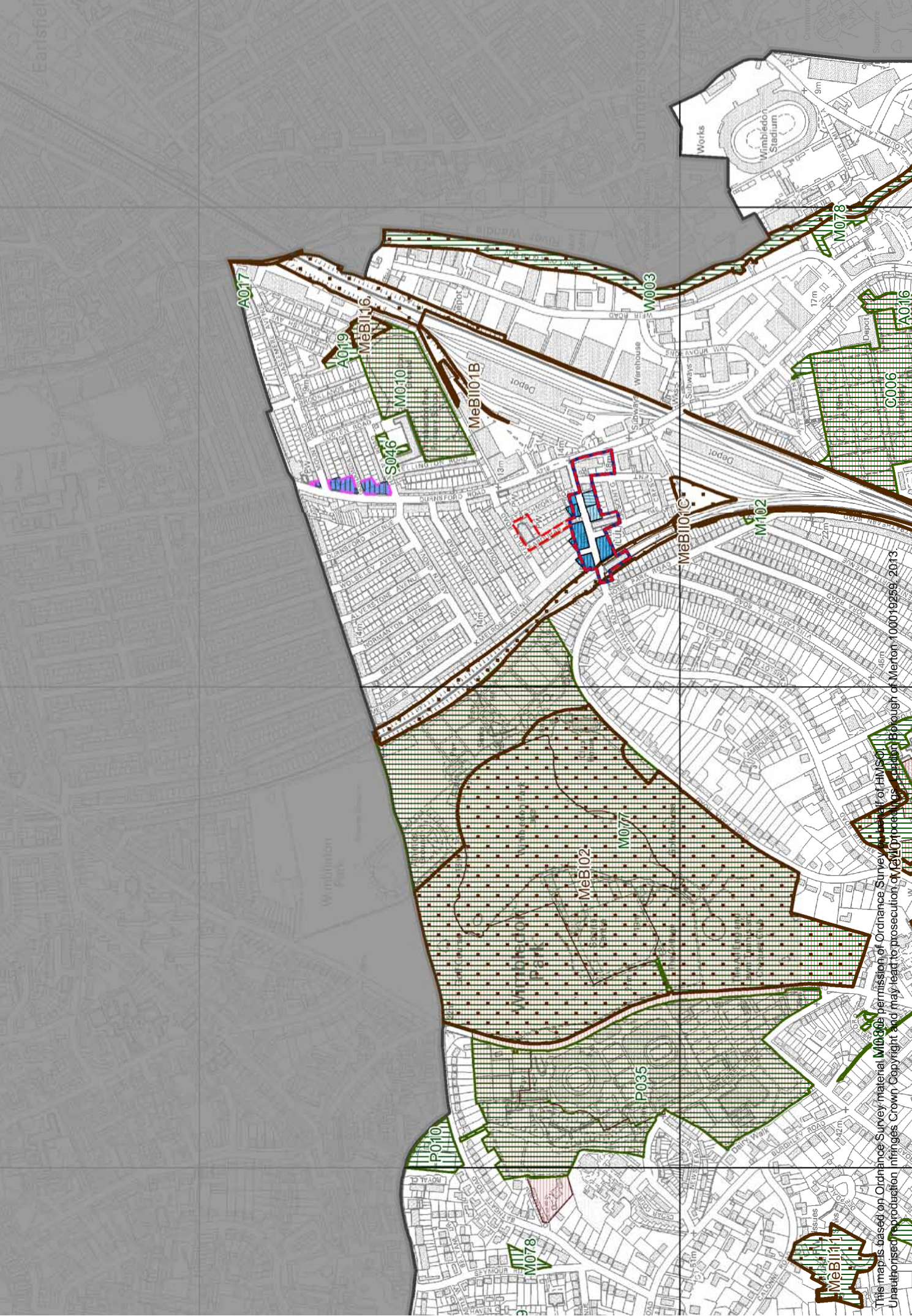
Address: Future Merton, London Borough of Merton, 12th Floor Civic Centre, London Road, Morden, SM5 5DX

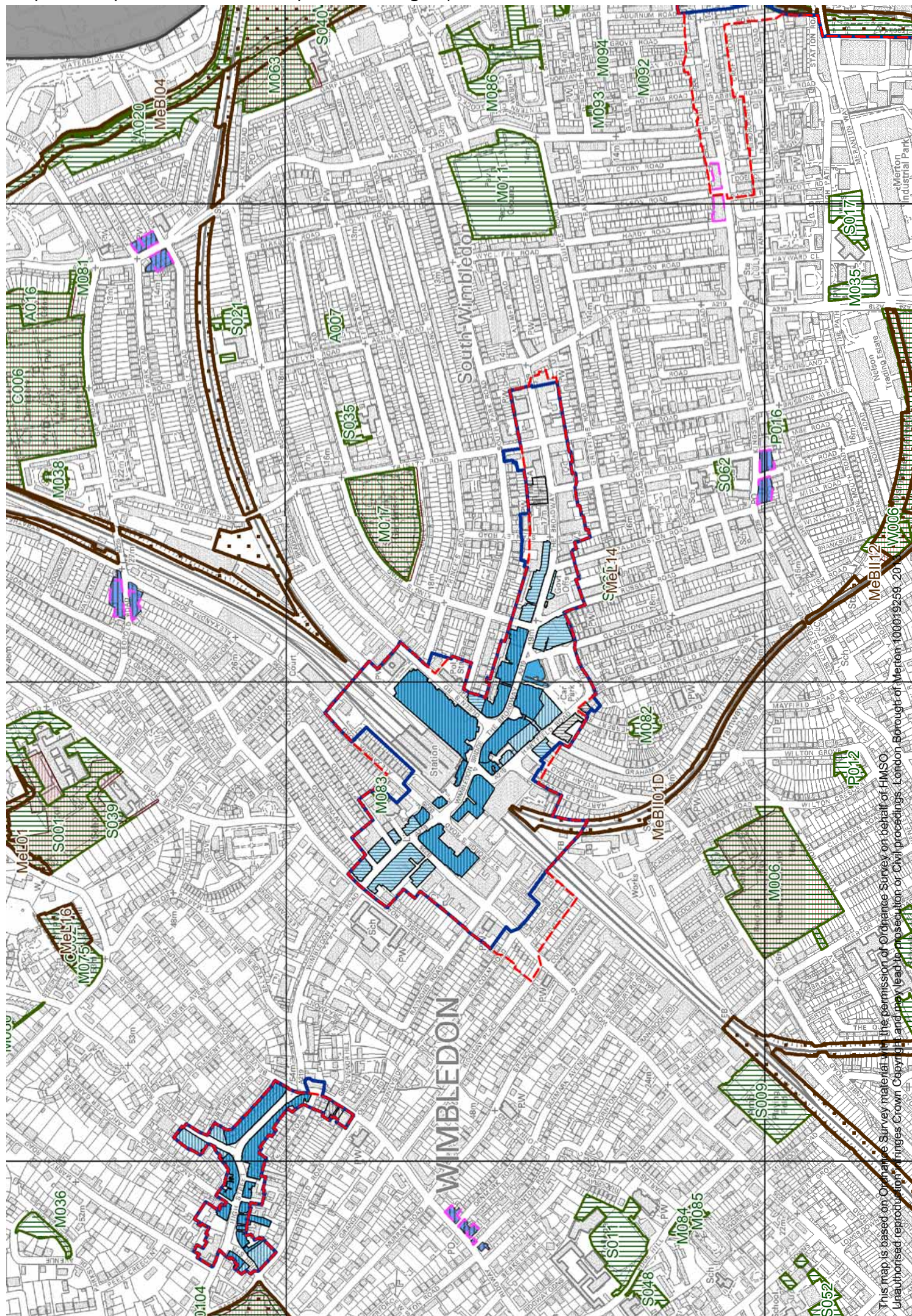
Email: ldf@merton.gov.uk

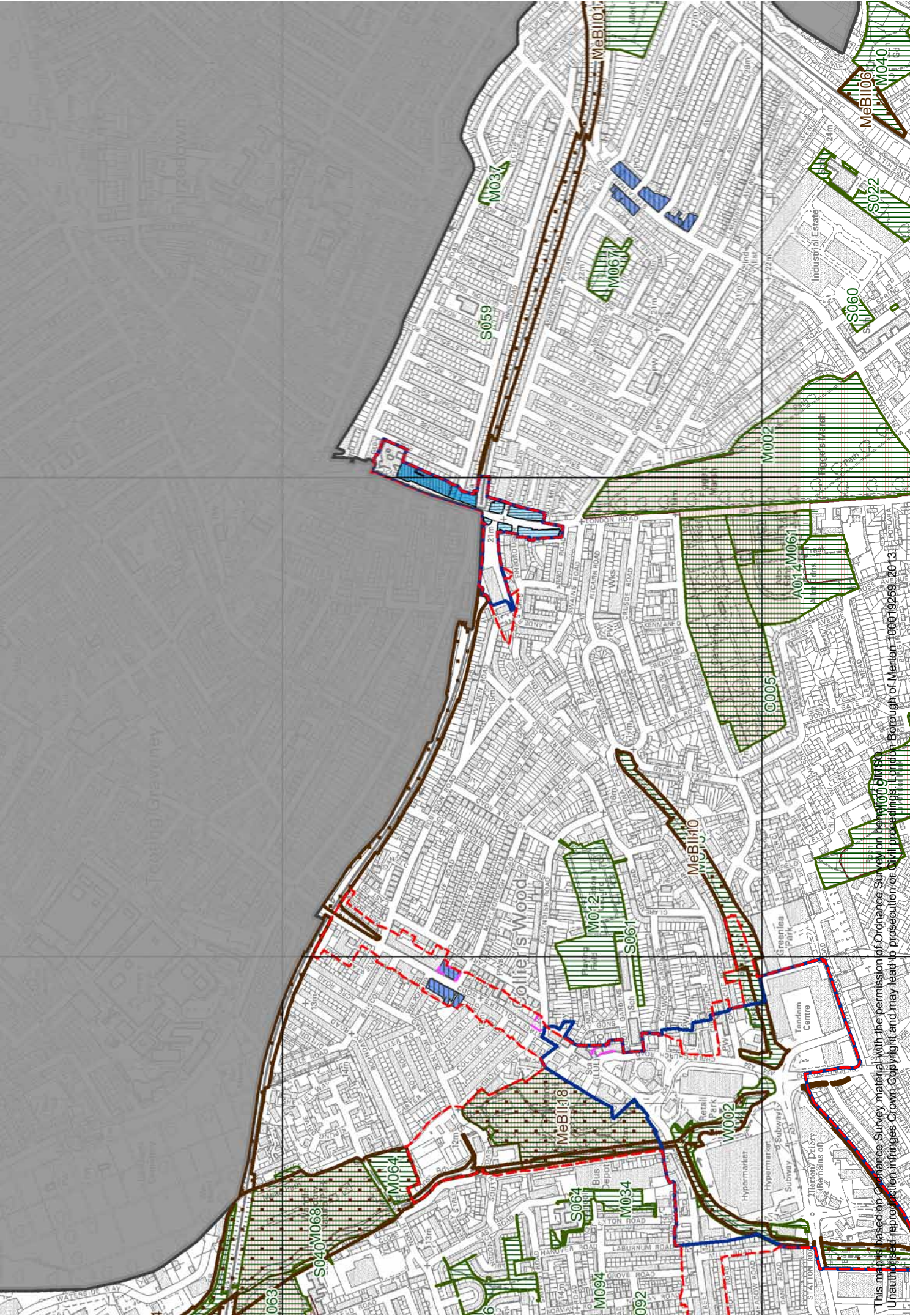
Telephone: 020 8545 3837 / 4141



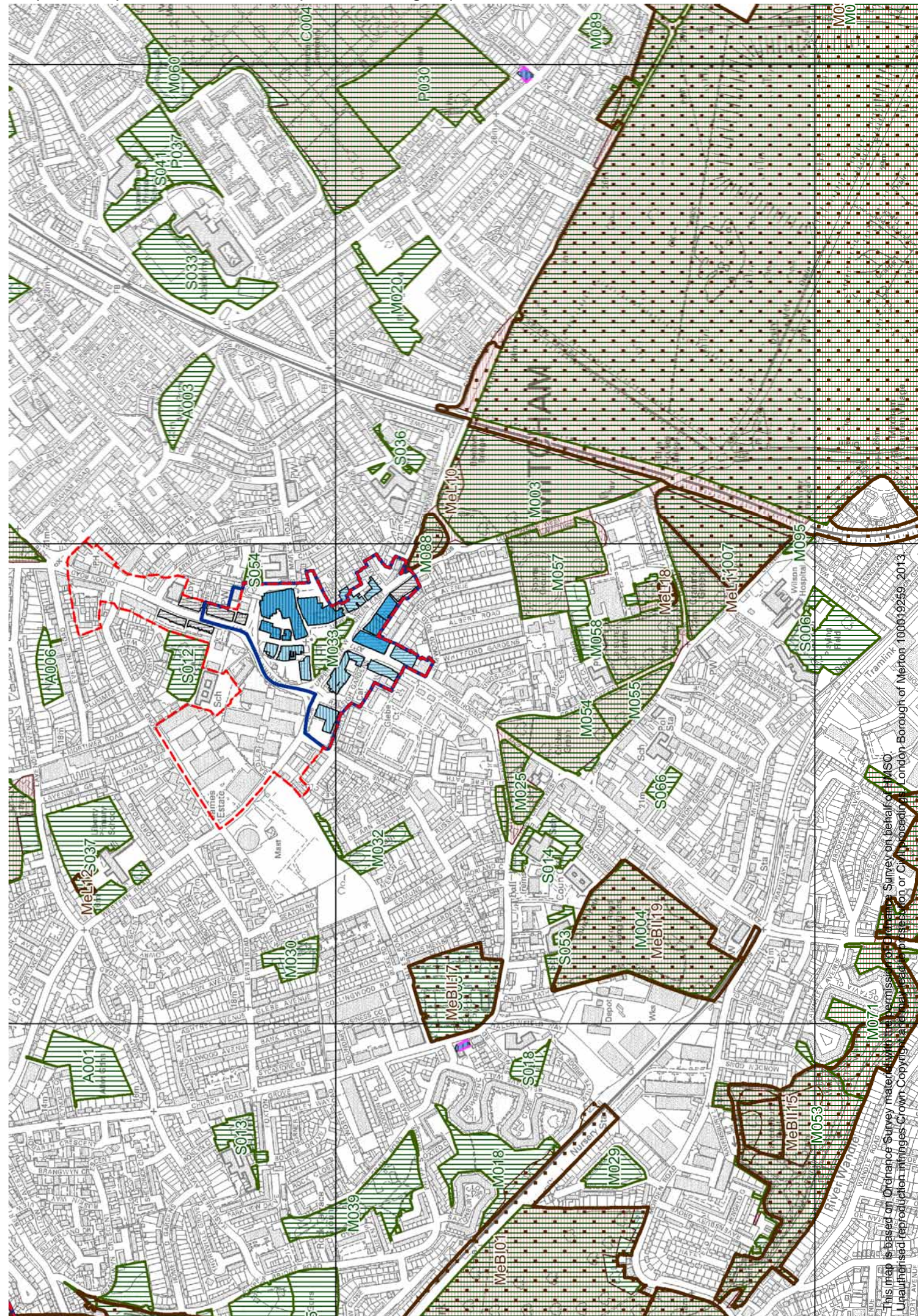
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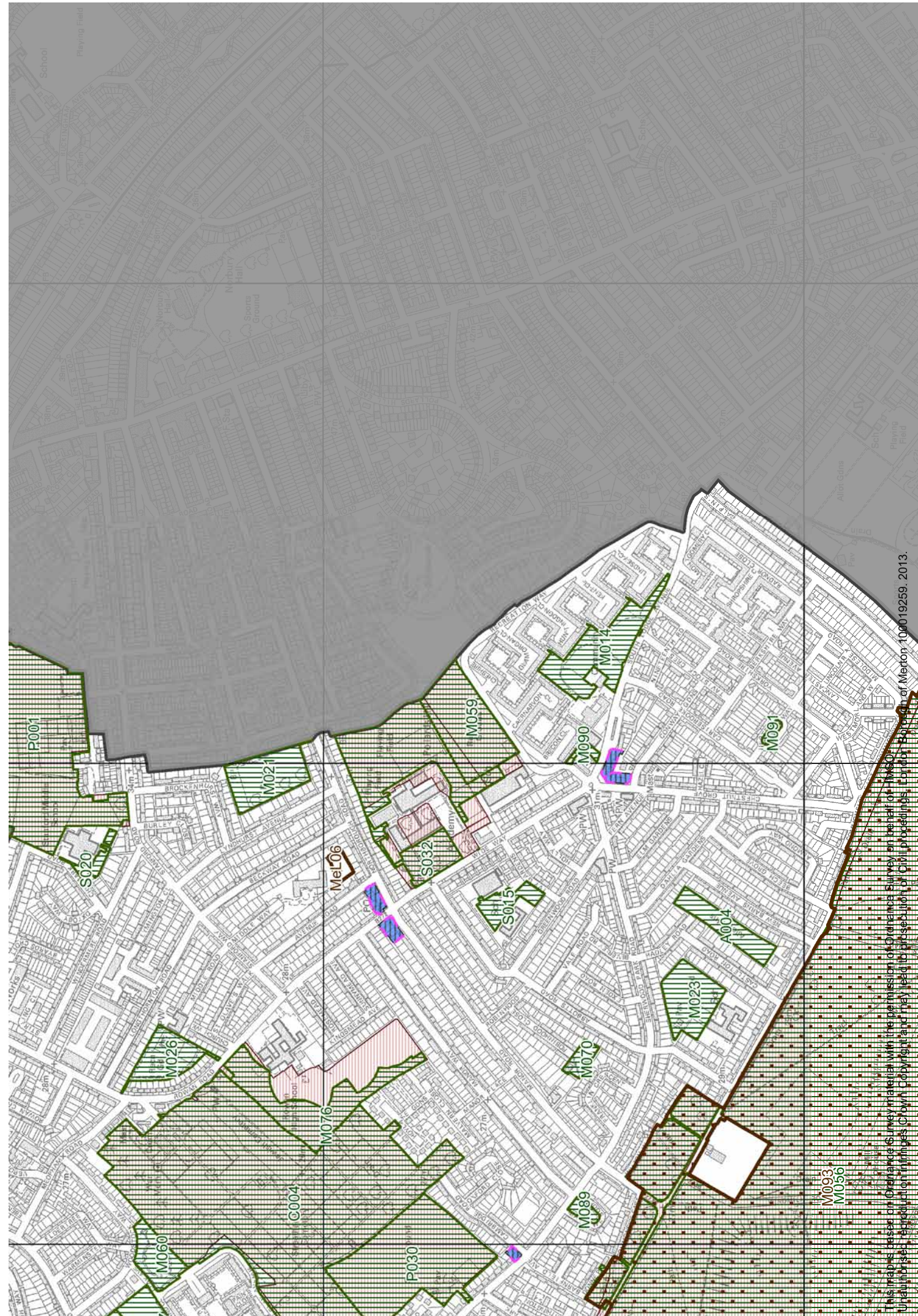




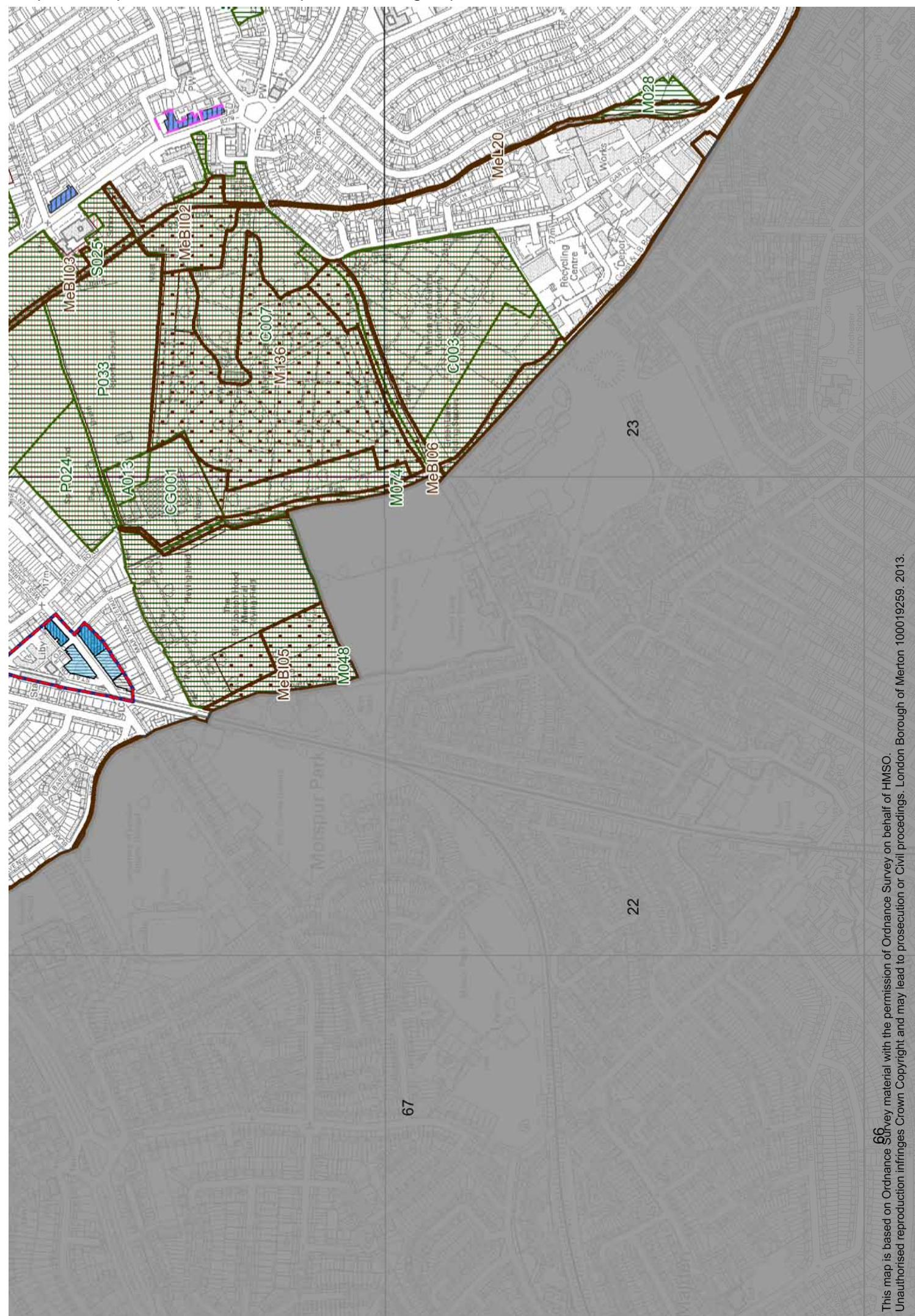


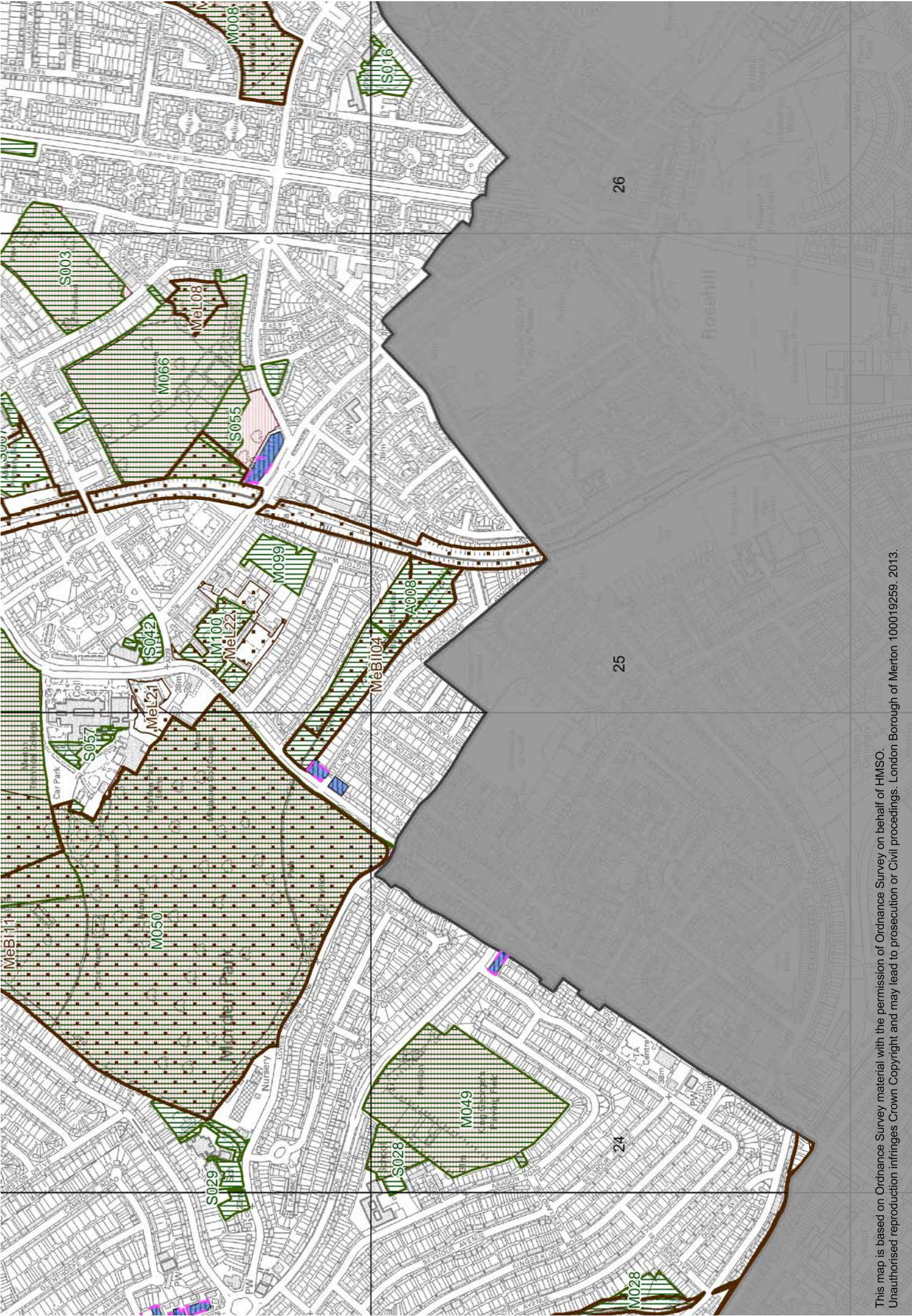
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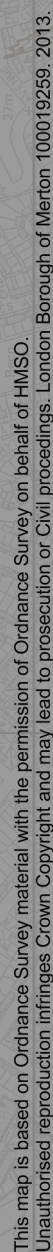


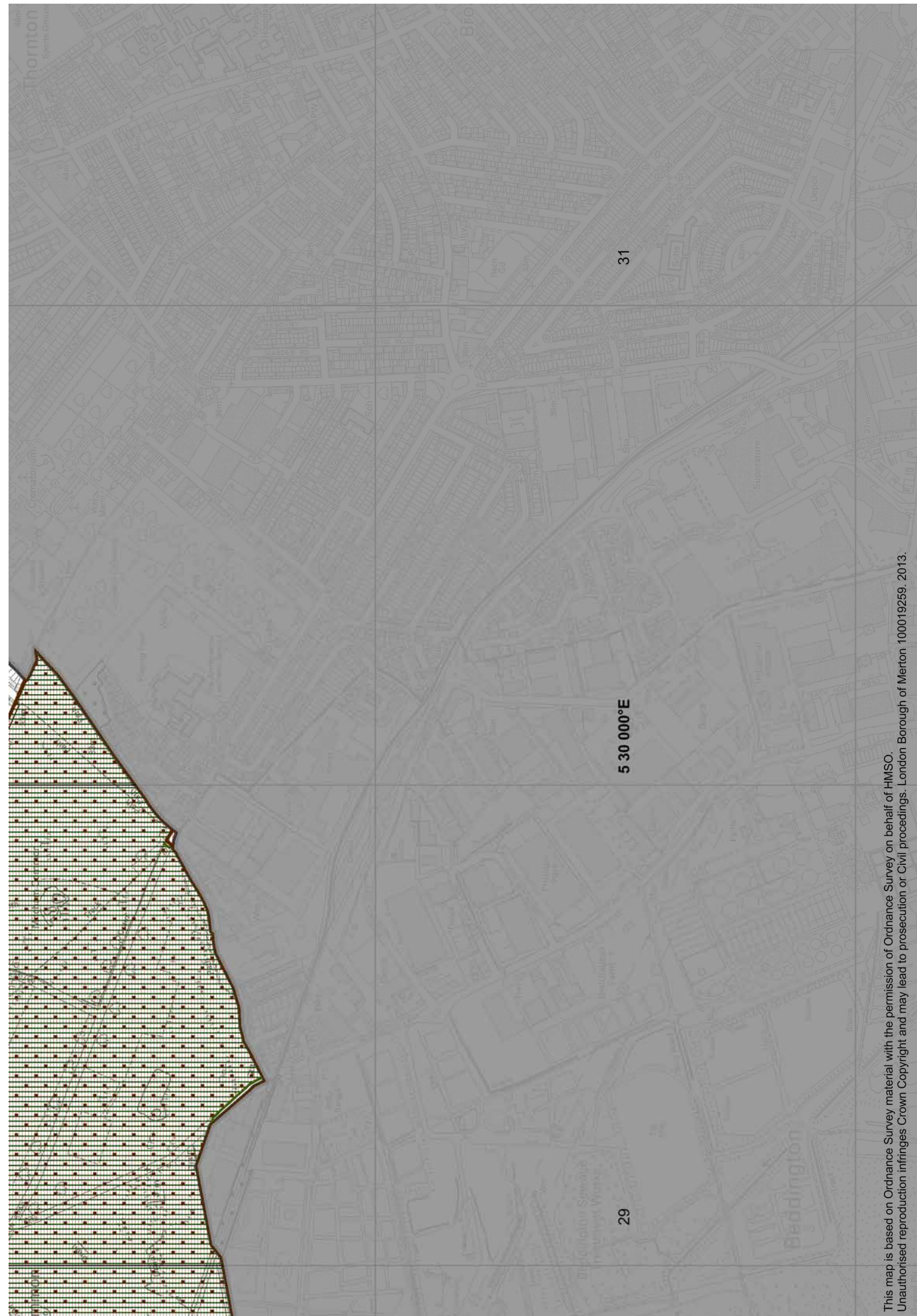
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