

Committee: Overview and Scrutiny Commission (call-in)

Date: 2 May 2013

Agenda item: 3

Wards: Abbey

Subject: Sale of land on The Broadway (P4)

Lead officer: Chris Lee

Lead member: Cllr Andrew Judge

Forward Plan reference number: 1246

Contact officer: Jacquie Denton

Recommendations:

- A. That the Overview and Scrutiny Commission consider whether to refer the decision back to cabinet for reconsideration, setting out in writing the nature of its concerns.
 - B. Refer the matter to full council where the Commission/panel determines that the decision is contrary to the Policy and/or budget framework.
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1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. The Overview and Scrutiny Commission is asked to consider the call in request together with the officer's comments and further information provided in response to the reasons for the call in.

2 DETAILS

- 2.1. Under the scheme of Management 2012 the Head of Sustainable Communities is authorised to negotiate and agree terms for the disposal of land.
- 2.2. Cabinet resolved at the meeting of 17 December 2007 the strategic principle that the development of the P4 site should be as a mixed development comprising commercial elements (residential and retail) and community facilities.
- 2.3. In order to ensure that the council achieve best consideration for the site a report was taken to Cabinet March 2013 recommending that the site be disposed of (in line with the Council's Asset Management Plan), without restriction on use and that the now out dated Planning Brief of 2003 be rescinded.
- 2.4. Cabinet resolved at the meeting of 11 March 2013 that (1) the decision taken on 17 December 2007 in respect of the site being linked to Hartfield Road car park be rescinded and that the site be disposed of on the open market without restriction on use; and (2) the existing Planning Brief published in 2003, entitled 3 WTC Site, Wimbledon be revoked. A copy of the report is attached in appendix 2.

- 2.5. Councillors Diane Neil Mills, Henry Nelles, Suzanne Grocott and Chris Edge have requested that this decision is called in for the reasons shown in part four of the request form (appendix 1)
- 2.6. The councils procedure for dealing with call in requests is set out in paragraph 16 of Part 4E of the constitution.
- 2.7. The monitoring Officer has accepted the call-in as valid and the Commission is required to consider the reason for the call in and decide

3 RESPONSE FROM OFFICERS

- 3.1. Question - There has been insufficient consultation with local groups with potential interest in the site including New Wimbledon Theatre, Polka Theatre, Wimbledon College of Art, and Wimbledon Choral Society. The site is of strategic importance and key to building a creative arts cluster (as identified in Merton's Economic Development Strategy).
 - 3.1.1 Response The site has been identified as a development opportunity in Merton's Unitary Development Plan (2003) and more recently, included in the Council's Draft LDF Sites and Policies Development Plan Document (DPD) and draft Policies Map which is currently out for consultation. The consultation commenced on 16th January and ended on 27th February 2013. Three stages of consultation on the DPD have previously taken place in July – September 2011, January – April 2012 and June – July 2012. Details of the DPD "call for site" documents and consultation, which this site is include in can be viewed at http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/sites_policies_dpd.htm
 - 3.1.2 Responses have been invited by the council at all stages to date of public consultation on the draft DPD. A number of responses on the P4 site have been received including those from the Wimbledon Society, Bell Hammer Ltd. and English Heritage.
 - 3.1.3 Wimbledon Theatre have always been fully aware that the car park use was temporary and that the site would be developed in the future.
 - 3.1.4 At Borough Plan Advisory Committee on 21st May 2012, members considered a number of viable redevelopment options for both Hartfield Road (P3) and The Broadway (P4) car parks. The proposed land uses and disposal do not prevent or restrict a creative/arts led development. However this is dependent on viable proposals coming forward via the site marketing process.
 - 3.1.5 At the meeting of March 11th Cabinet recommended the site's disposal on the open market without restriction on use. Therefore this does not preclude any uses, including those associated with building a creative arts cluster subject to accordance with relevant material considerations such as Merton's Development Plan.
- 3.2. Question - The decision to expedite the sale is justified in part to avoid the possibility of local groups requesting that the site be added to the list of sites eligible under Community Right to Bid; this is contrary to the Localism Act and is pre-emptive in spirit.

- 3.2.1 Response – the use of the site as a car park was always intended as an interim use, it has long been identified as a development site for town centre uses. As part of the ongoing process of asset management it was identified that the market may now support a disposal which offers better value to the council than its current use.
- 3.2.2 There has been no intention to avoid the possibility of local groups exercising their rights under the Localism Act (“the Act”). The Act applies to both council and non council owned assets. If an application were received the council would have to consider this in accordance with the procedure set out under the Act. If after doing so it was decided that the property was an asset of community value it will be listed on the council's register of community assets and will remain listed for five years. Whilst this wouldn't prevent a disposal it must be done in accordance with the Act. This requires the local authority to first offer the community group an opportunity to purchase the land which must be at the market value. They will have six weeks in which to decide and a further six month should they decide to get funds together. The councils procedures can be found at www.merton.gov.uk/community_right_to_bid.
- 3.3. Question - The purpose of selling the site is unclear; the Budget (6 March 2013) states that in depressed markets, asset sales will not be prioritised yet there is little appetite for new office accommodation on the Broadway and there is contraction in retail space across the UK, neither of which suggests that this is a good time to sell an asset, particularly one of great strategic importance. As an income generating asset, the use of the site as a car park is very valuable and when capital appreciation considered, a better investment than disposal. Even if the capital receipt were used for debt redemption, early redemption penalties are punitive in a low interest rate environment. The pressure is on the revenue budget not capital budget and the disposal would increase pressure further on the revenue budget. As of 31 January 2013, cash investments at Merton Council were in excess of £80 million.
- 3.3.1 Response - The purpose of selling the site is to achieve best value for the council from the asset. Indications are that the Wimbledon market has improved and therefore disposal may be advantageous to the council. The council considers assets on a site by site basis and has sought external advice on the viability of the site.
- 3.3.2 The loss in revenue income has already been taken into account in the Medium Term Financial Strategy (MTFS) as approved by council on 6th March 2013. This reduction has been included from the start of the 14/15 financial year.
- 3.3.3 The council actively reviews its debt portfolio to fund redemption opportunities as they arise. As at 31 March 2013 the average rate of the council debt portfolio was 5.72%. Current Public Works Loans Board (PWLB) borrowing rates are 1.72%. In the current economic climate of low interest rate and extremely low investment returns it is economical for the council to seek to reduce its debt currently at high interest rates rather than invest at low interest rates currently around 0.5%. This is however dependant on the premiums charged by lenders and these have precluded

viable debt redemptions recently. The 2013/14 Treasury management Strategy Paragraph 5.6 as approved by council on 6th March 2013 states the councils borrowing policy of debt rescheduling and redemption. Currently the councils Borrowing Strategy is to use its internal investments to finance the capital programme thereby maintaining an under borrowing position. The strategy is prudent in the current economic environment. The Director of Corporate Services regularly monitors interest rates. The council may use capital receipts in financing its debt redemption should the need arise. However this is a decision which would be made in consultation with members.

- 3.3.4 There is a significant amount of capital expenditure budgeted for in the next few financial years and it is anticipated that this will reduce the council's cash balances and then result in a need to borrow externally. Cash received from the disposal of assets will reduce the need for substantial long term external borrowing to support the capital programme. Capital Receipts can be used to directly fund Capital Expenditure
- 3.4. Question - The use of the site as a car park is of great amenity value; parking at another car park (e.g. Queen's Road) is not a substitute for P4. The desire to use the site to regenerate the area is flawed as (a) the loss of parking will lead to a decline in the local businesses (including shops, bars, restaurants, the New Wimbledon Theatre and the Polka Theatre) and (b) there are other sites that make a negative contribution to the state of the Broadway that should be prioritised for redevelopment. The P4 site makes a positive contribution to the local area in amenity terms and does not detract from the visual aspects of the street scene
- 3.4.1 Response – In considering this site the council has also looked at Queens Road car park and Hartfield Road P4. There is no evidence to support the view that the loss of parking will lead to a decline in the local businesses. The site is well served by public transport and is directly served by 4 bus services (routes 57, 93, 131 and 219). Other bus services are available a short walk away at the Sir Cyril Black Way bus stand. This site is also 5 minutes' walk from Wimbledon Station with its rail, tram and underground connections.
- 3.4.2 Whilst the 2012 parking surveys for Wimbledon identified this as a very busy car park, it also demonstrated that across the town centre sufficient spare car parking capacity was available to accommodate the potential loss of parking from this site. Alternative public car parks are available within a reasonable walking distance (up to 400- 500m) and during the day some on-street parking is also available close by around South Park Gardens. There is no restriction on the future development of the site and therefore the scheme could include parking. Redevelopment of the site is likely to bring people/business to the area.
- 3.5. Question - No consideration has been made of (a) disposing of another car park with lower utilisation rates than P4, which has a utilisation rate in excess of 100 percent (b) retention of the freehold (c) sale to New Wimbledon Theatre and/or Polka Theatre and/or Wimbledon College of Art (d) use of powers to redevelop dilapidated office blocks on the Broadway. If

P3 were to be developed, P4 would be of even greater importance for provision of parking.

- 3.5.1 Response (a) Consideration has been made with regard to disposal of other car parks. The only public car park in council ownership with lower utilisation rates than the Broadway Car Park is the predominately long stay car park in Queens Road. However, there are issues relating to access and regarding Network Rail which would affect any redevelopment of the site.
- 3.5.2 The 2012 parking demand study demonstrated that the town centre retained sufficient capacity overall (including both private and council owned car parks) to accommodate the redevelopment of both the P3 and P4 sites. Although it is accepted that movement patterns around the town centre (vehicular and pedestrians) are likely to change as a result. Nevertheless, both sites are highly accessible by public transport and are supported by a network of accessible links.
- 3.5.3 (b) retention of the freehold would affect the ability of developers to obtain funding and would affect the capital receipt achievable.
- 3.5.4 (c) Sale to Wimbledon theatre. Wimbledon theatre are free to put forward a bid for the site which would be considered with all bids
- 3.5.5 (d) use of powers to redevelop other office buildings on The Broadway. The council has no plans, or seen a credible business case to support using its powers as a planning authority, including compulsory purchase, to redevelop other buildings in Wimbledon. The P3 site is not being considered for development until 2019 at the earliest. In the event of any future redevelopment, P3 is of sufficient size to include re-provision of parking on-site, subject to detailed proposals.

4 ALTERNATIVE OPTIONS

- 4.1. None. The monitoring Officer has deemed the call in request to be valid and the commission is required to consider the request as the matter falls within its remit.

5 CONSULTATION UNDERTAKEN OR PROPOSED

- 5.1. None for the purpose of this report. Any consultation undertaken, as part of the decision being considered, will be referred to in the report on which the decision was based.

6 TIMETABLE

- 6.1

7 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 7.1. Included within the body of this report and the cabinet report of 11 March 2013

8 LEGAL AND STATUTORY IMPLICATIONS

- 8.1. Included within the body of this report and the cabinet report of 11 March 2013

9 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

9.1. None for the purposes of this report

10 CRIME AND DISORDER IMPLICATIONS

10.1. None for the purpose of this report.

11 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

11.1. None for the purpose of this report

12 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT

- Appendix 1 Call in request form
- Appendix 2 Report to cabinet 11 March 2013
- Appendix 3 External valuations of P4 CONFIDENTIAL
- Appendix 4 Parking Study (2013) Extracts which particularly relate to Wimbledon are attached the full report can be viewed at http://www.merton.gov.uk/environment/planning/planningpolicy/1df/planningresearch/parking_research_2012.htm
- Appendix 5 Minutes of the Integrated Project Team (IPT) on 15 June 2012 and the new development brief prepared following the action point from that meeting
- Appendix 6 Details of which departments were consulted in the preparation of the Cabinet report (Paragraph 4.2) and the feedback that was given as part of that consultation.
- Appendix 7 Economic analysis of the minimum price the council would be willing to accept, including all assumptions.
- Appendix 8 Details of any debt redemption considerations/proposals in the 2012/13 and 2013/14 financial years (including calculations of penalties due, impact on revenue budget, etc)
- Appendix 9 E-mail from Ms MacNab local resident.

13 BACKGROUND PAPERS

13.1. Cabinet report 11 March 2013

Merton Council - call-in request form

1. Decision to be called in: (required)

Sale of Land on Broadway (P4)

2. Which of the principles of decision making in Article 13 of the constitution has not been applied? (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution - tick all that apply:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);	
(b) due consultation and the taking of professional advice from officers;	√
(c) respect for human rights and equalities;	
(d) a presumption in favour of openness;	√
(e) clarity of aims and desired outcomes;	√
(f) consideration and evaluation of alternatives;	√
(g) irrelevant matters must be ignored.	

3. Desired outcome

Part 4E Section 16(f) of the constitution- select one:

(a) The Panel/Commission to refer the decision back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns.	√
(b) To refer the matter to full Council where the Commission/Panel determines that the decision is contrary to the Policy and/or Budget Framework	√The decision is contrary to the Budget Framework, the Localism Act and the Economic Development Strategy.
(c) The Panel/Commission to decide not to refer the matter back to the decision making person or body *	
* If you select (c) please explain the purpose of calling in the decision.	

4. Evidence which demonstrates the alleged breach(es) indicated in 2 above (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution:

b) Due consultation and the taking of professional advice from officers

There has been insufficient consultation with local groups with potential interest in the site including New Wimbledon Theatre, Polka Theatre, Wimbledon College of Art, and Wimbledon Choral Society. The site is of strategic importance and key to building a creative arts cluster (as identified in Merton's Economic Development Strategy).

d) A presumption in favour of openness

The decision to expedite the sale is justified in part to avoid the possibility of local groups requesting that the site be added to the list of sites eligible under Community Right to Buy; this is contrary to the Localism Act and is pre-emptive in spirit.

e) Clarity of aims and desired outcomes

The purpose of selling the site is unclear; the Budget (6 March 2013) states that in depressed markets, asset sales will not be prioritised yet there is little appetite for new office accommodation on the Broadway and there is contraction in retail space across the UK, neither of which suggests that this is a good time to sell an asset, particularly one of great strategic importance. As an income generating asset, the use of the site as a car park is very valuable and when capital appreciation considered, a better investment than disposal. Even if the capital receipt were used for debt redemption, early redemption penalties are punitive in a low interest rate environment. The pressure is on the revenue budget not capital budget and the disposal would increase pressure further on the revenue budget. As of 31 January 2013, cash investments at Merton Council were in excess of £80 million.

The use of the site as a car park is of great amenity value; parking at another car park (eg, Queen's Road) is not a substitute for P4. The desire to use the site to regenerate the area is flawed as (a) the loss of parking will lead to a decline in the local businesses (including shops, bars, restaurants, the New Wimbledon Theatre and the Polka Theatre) and (b) there are other sites that make a negative contribution to the state of the Broadway that should be prioritised for redevelopment. The P4 site makes a positive contribution to the local area in amenity terms and does not detract from the visual aspects of the street scene.

f) Consideration and evaluation of alternatives

No consideration has been made of (a) disposing of another car park with lower utilisation rates than P4, which has a utilisation rate in excess of 100 percent (b) retention of the freehold (c) sale to New Wimbledon Theatre and/or Polka Theatre and/or Wimbledon College of Art (d) use of powers to

redevelop dilapidated office blocks on the Broadway. If P3 were to be developed, P4 would be of even greater importance for provision of parking.

5. Documents requested

- External valuations of P4
- Parking Study (2013)
- Minutes of the Integrated Project Team (IPT) on 15 June 2012 and the new development brief prepared following the action point from that meeting
- Details of which departments were consulted in the preparation of the Cabinet report (Paragraph 4.2) and the feedback that was given as part of that consultation
- Economic analysis of the minimum price the council would be willing to accept, including all assumptions
- Details of any debt redemption considerations/proposals in the 2012/13 and 2013/14 financial years (including calculations of penalties due, impact on revenue budget, etc)

6. Witnesses requested

Councillor Andrew Judge; Councillor Mark Allison; Caroline Holland; Chris Lee, Gavin Shuman, General Manager of the New Wimbledon Theatre;
TBC: Wendy Macnab, Local Resident
TBC: Viviane Delbourgo, Local Resident

7. Signed (not required if sent by email):

8. Notes

Call-ins must be supported by at least three members of the Council (Part 4E Section 16(c)(a)(i))

The call in form and supporting requests must be received by 12 Noon on the third working day following the publication of the decision (Part 4E Section 16(c)(a)(iii)).

The form and/or supporting requests must be sent **EITHER** by email from a Councillor's email account (no signature required) to democratic.services@merton.gov.uk **OR** as a signed paper copy (Part 4E Section 16(c)(a)(iv)) to the Assistant Head of Democracy Services, 8th floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Assistant Head of Democracy Services on 020 8545 3361

Appendix 2

Report to: Cabinet

Date: 11 March 2013

Wards: Abbey

Subject: Land at The Broadway, Wimbledon, SW19 (known as P4)

Lead officer: James McGinlay

Lead member: Councillor Andrew Judge

Forward Plan reference number: 1246

Contact officer: Jacquie Denton

Recommendations:

- A. That the decision of Cabinet at its meeting of 17 December 2007 be rescinded and that the P4 site be disposed of on the open market without restriction on use.
 - B. That the existing Planning Brief published in 2003, entitled 3 WTC Site, Wimbledon be revoked.
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1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report considers the disposal of the P4 site, The Broadway, Wimbledon.

2 DETAILS

- 2.1. The P4 site extends to approximately 0.22 ha (0.54 acres) and currently comprises a public car park as identified on the plan appendix 1.
- 2.2. The car park provides 70 spaces which generate a net income of £220,000 per annum excluding VAT
- 2.3. There is a licence to allow use by the tenant of 105-109 The Broadway of a strip of the car park for fire escape purposes. This licence can be ended at any time but this action would considerably limit the use of 105-109 The Broadway. There is also an emergency escape onto the car park from the studio theatre, access rights for the substation at the rear of the theatre and the theatre itself requires access to the parking spaces at the rear of the building. The actual parking spaces used by the theatre are included within their lease (these rights are shown hatched on the plan Appendix 2).
- 2.4. The P4 site was acquired in 1990 for the replacement of Civic Facilities from the Wimbledon Town Hall site. Part of the site (119-123 The Broadway, including 25 and 26 Wimbledon Arcade) was acquired using compulsory purchase powers. 111-117 The Broadway and 125-127 The Broadway were acquired voluntarily.
- 2.5. Cabinet resolved at the meeting of 17 December 2007 the strategic principle that the development of the P4 site should be as a mixed development comprising commercial elements (residential and retail) and community facilities.

- 2.6. The existing planning brief for the site, was published nearly 10 years ago (2003) when a different planning and legislative framework prevailed. Since then there have been a number of changes including the publication of the National Planning Policy Framework in March 2012, The London Plan (July 2011), and Merton's Core Planning Strategy (July 2011). The brief proposed the site be developed for retail and food and drink uses (A1 and A3) and a new public hall (community/leisure/recreational uses) with associated car parking and service access. The planning brief is now out of date as it refers to a number of policies and guidance which have since been superseded. Furthermore the site is included within the Council's draft sites and Policies Development Plan Document and draft Policies Map (2013) which is currently out for consultation (please refer to section 4 of this report). The site is proposed in the draft DPD for an appropriate mix of residential and town centre uses including retail, café and restaurants, cultural, leisure and entertainment, offices and hotel.
- 2.7. At its meeting of 15 June 2012 the Integrated Project Team (IPT) agreed that the disposal be progressed and that a development brief be prepared for a car free scheme consisting of ground floor retail with residential on upper floors.
- 2.8. It is proposed that the site be disposed of on the open market by way of an informal tender, with the benefit of a development brief. With this method the property is generally marketed with a date by which purchasers must submit a bid. A purchaser can then be selected from the bids following a previously agreed criteria. The process has the advantage that it formalises the sales process and creates a procedural surety around it. This method will maximise capital receipt whilst allowing consideration of the proposed development to also be a key element of the selection criteria.
- 2.9. Whilst the development brief will reflect the Council's preferred uses, as agreed by the IPT at its meeting of 15 June, it will also indicate that the Council is prepared to consider other proposals for other land uses, provided that they are compatible with the town centre location and contain active ground floor uses.

3 ALTERNATIVE OPTIONS

- 3.1. That the site remain as a car park and continues to generate income.
- 3.2. That the site be disposed of with the restriction on use agreed by Cabinet in December 2007, a mixed development comprising commercial elements (residential and retail) and community facilities.

4 CONSULTATION UNDERTAKEN OR PROPOSED

- 4.1. The site is included in the Council's Draft Sites and Policies Development Plan Document and draft Policies Map (DPD) which is currently out for consultation. The consultation commenced on 16th January and will end on 27th February 2013. Three stages of consultation on the DPD have previously taken place in July – September 2011, January – April 2012 and June – July 2012.

- 4.2. Other departments of the council have been consulted in the preparation of this report.

5 TIMETABLE

- 5.1. It is proposed that the site be placed on the market in spring 2013
- 5.2. It is likely that offers made will be conditional on obtaining planning consent for the proposed development and therefore it is expected that the current use as car park will continue to operate for the year 2013/14.

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 6.1. The disposal will produce a capital sum. There will be a loss of income of approximately £220,000p.a. parking services budgets will need to be amended accordingly to reflect this. A rent of £95,750p.a. is paid from Parking Services to Property Management and Review budget, therefore PMR budget will also need to be amended to reflect this.
- 6.2. The use of the site as a car park was intended as an interim use pending development.
- 6.3. It is intended that the disposal will be dealt with in house using existing resources.
- 6.4. Property implications are included within the body of this report.

7 LEGAL AND STATUTORY IMPLICATIONS

- 7.1. The council has an obligation under section 123 of the Local Government Act 1972 dispose of an interest in land to obtain best consideration reasonably obtainable.
- 7.2. In 1992 the predecessor of the Department for Communities and Local Government ("DCLG") introduced The Crichton Down Rules ("the Rules") under which surplus Government land which was acquired by, or under a threat of, compulsion should be offered back to former owners, their successors, or to sitting tenants. It is recommended by the DCLG that local authorities and statutory bodies in England follow the Rules, however, they are not binding on local authorities and there is no legislative or mandatory requirement that local authorities follow them. The Rules are policy guidance to be taken into account, where relevant, by the bodies to which the Rules are addressed, and any decision on whether or not to apply them should be made by the body in question, ie the Council.
- 7.3. Where the Council wishes to dispose of land to which the Rules apply, former owners will, as a general rule, be given a first opportunity to repurchase the land previously in their ownership, provided that its character has not materially changed since acquisition (Rule 10). The character of the land may be considered to have 'materially changed' where, for example, dwellings or offices have been erected on open land, mainly open land has been afforested, or where substantial works to an existing building or the demolition of a building have effectively altered its character. It is for the Council to decide what constitutes a material change. If it deems that the character of the land is significantly altered, then the Rules do not come into operation.

- 7.4. The general obligation to offer back property to former owners will not apply to “non agricultural land” which becomes surplus and available for disposal more than 25 years after the date of acquisition. The date of acquisition is the conveyance, transfer or general vesting declaration (where the property is acquired under a compulsory purchase order). Records held by Merton and Richmond Legal Services indicate that the land at 111-117 The Broadway was acquired by the Council on or before 27 January 1987 so the Rules do not apply to this land. The land at 119-123 The Broadway including 25 and 26 Wimbledon Arcade was acquired under a Compulsory Purchase Order made on 9 March 1990 but the date when the this land became vested in the Council is unknown but assumed some time during 1990. As this land was acquired less than 25 years ago, the Rules apply. However, all buildings comprised within this land were demolished many years ago and therefore the Council considers that the character of the land has materially changed since the Council’s acquisition so the Rules do not come into operation.
- 7.5. Due to the length of time since the acquisition and the fact that the buildings were demolished soon after it is considered that the Rules do not apply and it is not considered appropriate to try to trace or contact the previous owners.
- 7.6. The localism Act 2011 gave parish councils and local voluntary and community organisations the ability to nominate local land or buildings they would like to see included in lists of community assets. If the local authority agree to list a property then this property will remain on the list for five years during which time the owner will be unable to dispose of the property without first giving community interest groups an opportunity to purchase the property. This could delay the sale by up to six months. There is a possibility that parish councils and local voluntary and community organisations may nominate the P4 site. This could delay the sale as outlined if this council decide to list the property.

8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 8.1. None for the purposes of this report

9 CRIME AND DISORDER IMPLICATIONS

- 9.1. None for the purposes of this report

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 10.1. None for the purposes of this report

11 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT

- Appendix 1 site plan
- Appendix 2 plan showing rights across site.

12 BACKGROUND PAPERS

- 12.1. Cabinet report of 17 December 2007.



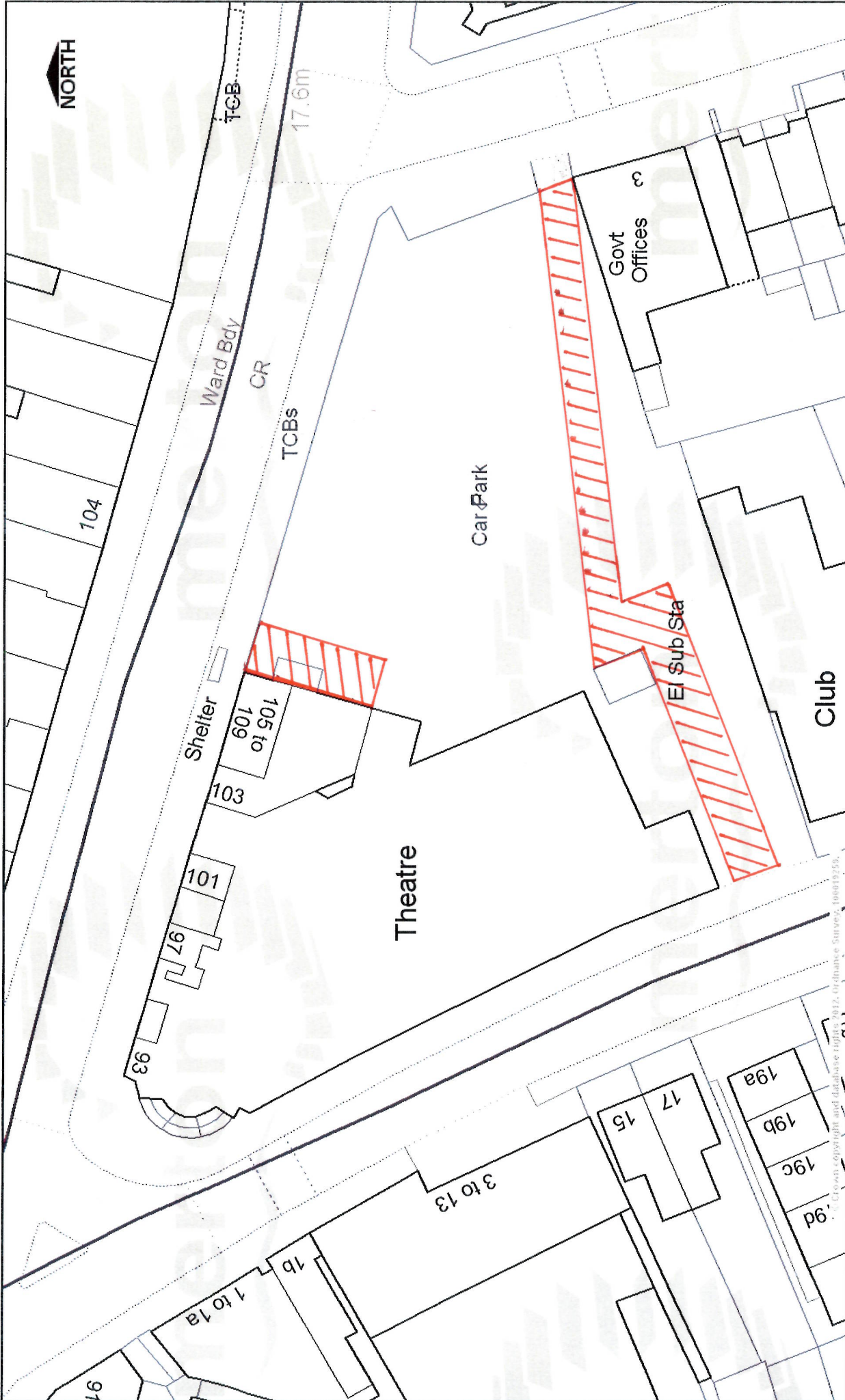
London Borough of Merton
 100 London Road
 Morden
 Surrey
 SM4 5DX

Scale 1/1250
 Date 7/2/2013

111-127 The Broadway
 SW19

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PROPERTY MANAGEMENT



London Borough of Merton
 100 London Road
 Morden
 Surrey
 SM4 5DX

Scale 1/500
 Date 7/2/2013

111-127 The Broadway

SW19

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PROPERTY MANAGEMENT

Appendix 4

Parking Study (August 2012) - Extracts specific to Wimbledon
(The 2013 consultation related to neighbourhood parade parking provision)

The full report can be viewed at

http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/planningresearch/parking_research_2012.htm

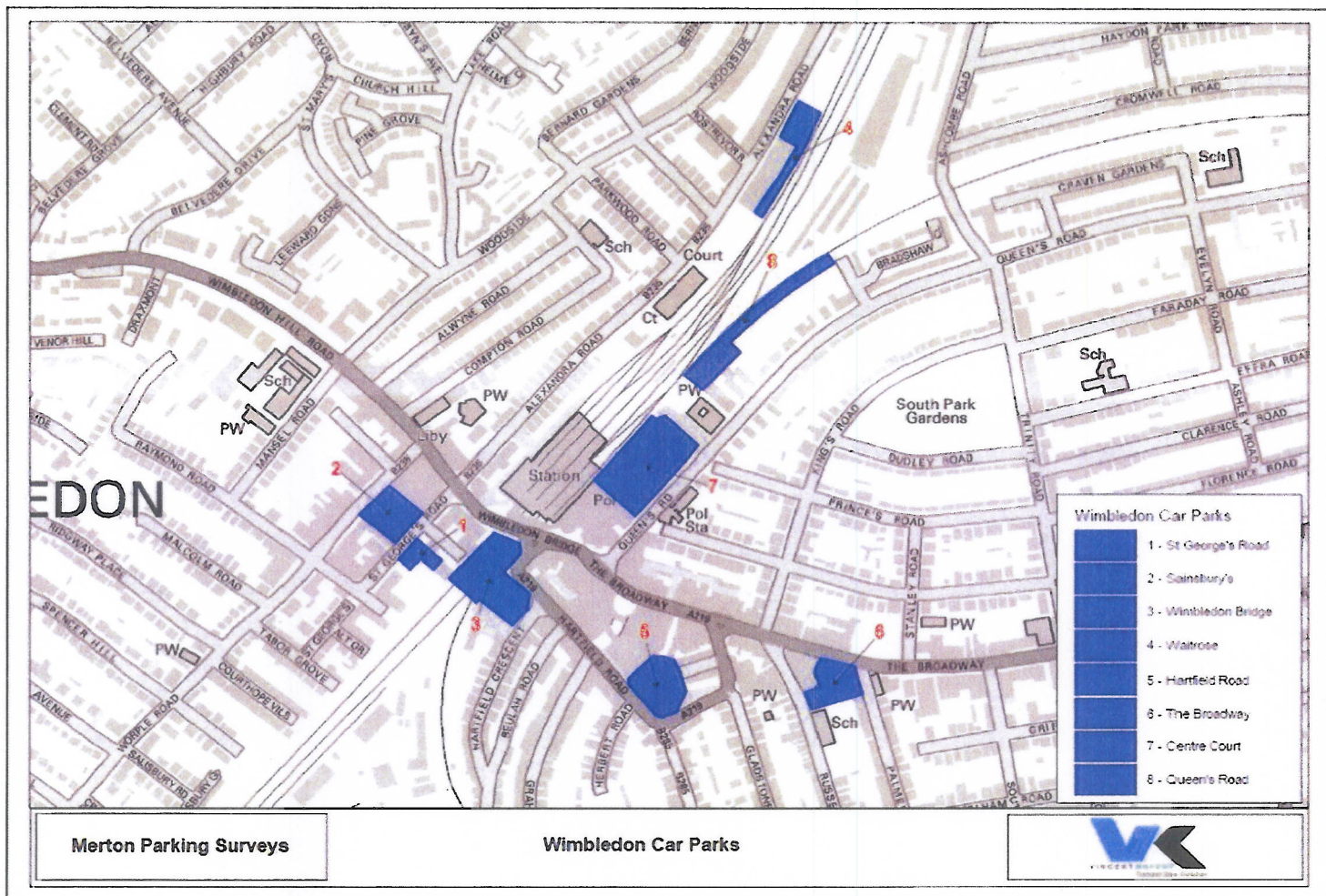
London Borough of Merton

Parking Surveys in Wimbledon and Morden

August 2012

Technical Report

Figure 1.2: Plan of Wimbledon Car Parks



3 Car Park Survey Findings - Wimbledon

3.1 Findings Per Each Wimbledon Car Park

3.1.1 The findings in each of Wimbledon's car parks are presented in Figures 3.1 to 3.42 below:

1 – St George's Road

Figure 3.1: St George's Road accumulation, arrival and departure profile – Saturday 9th June

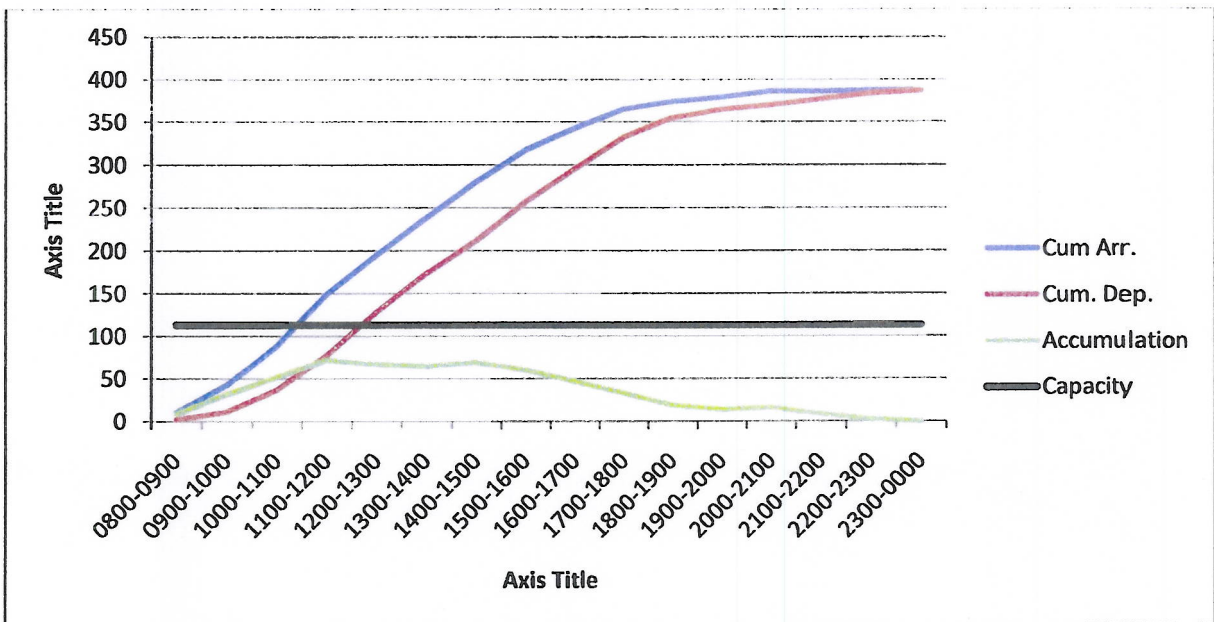


Figure 3.2: St George's Road accumulation, arrival and departure profile – Thursday 14th June

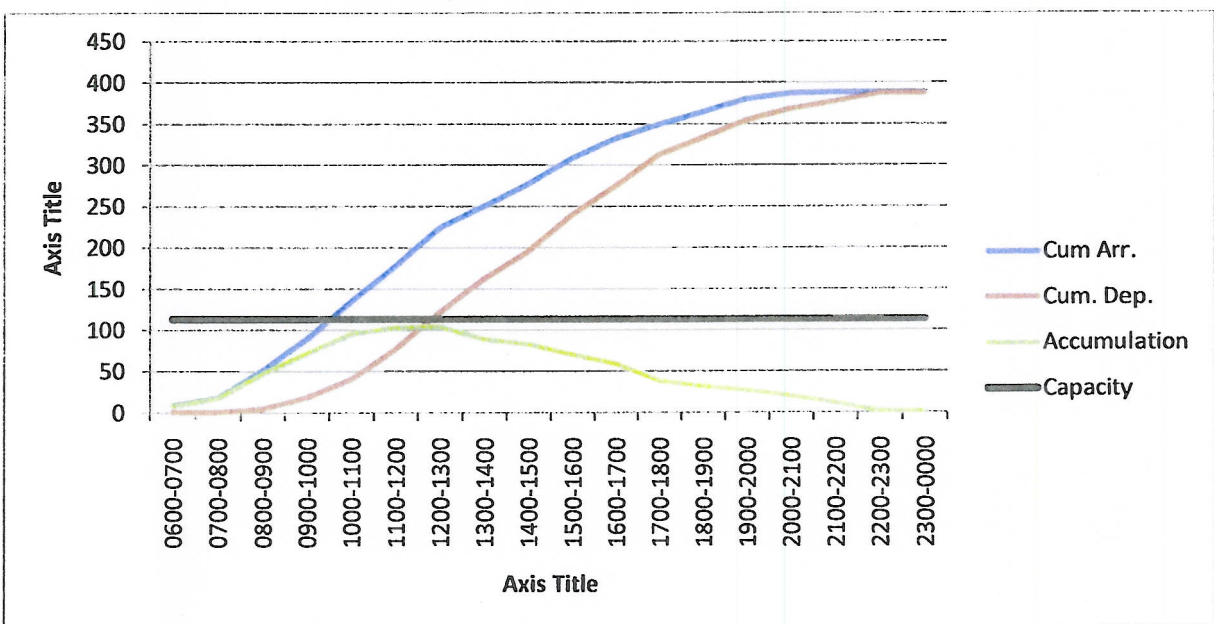
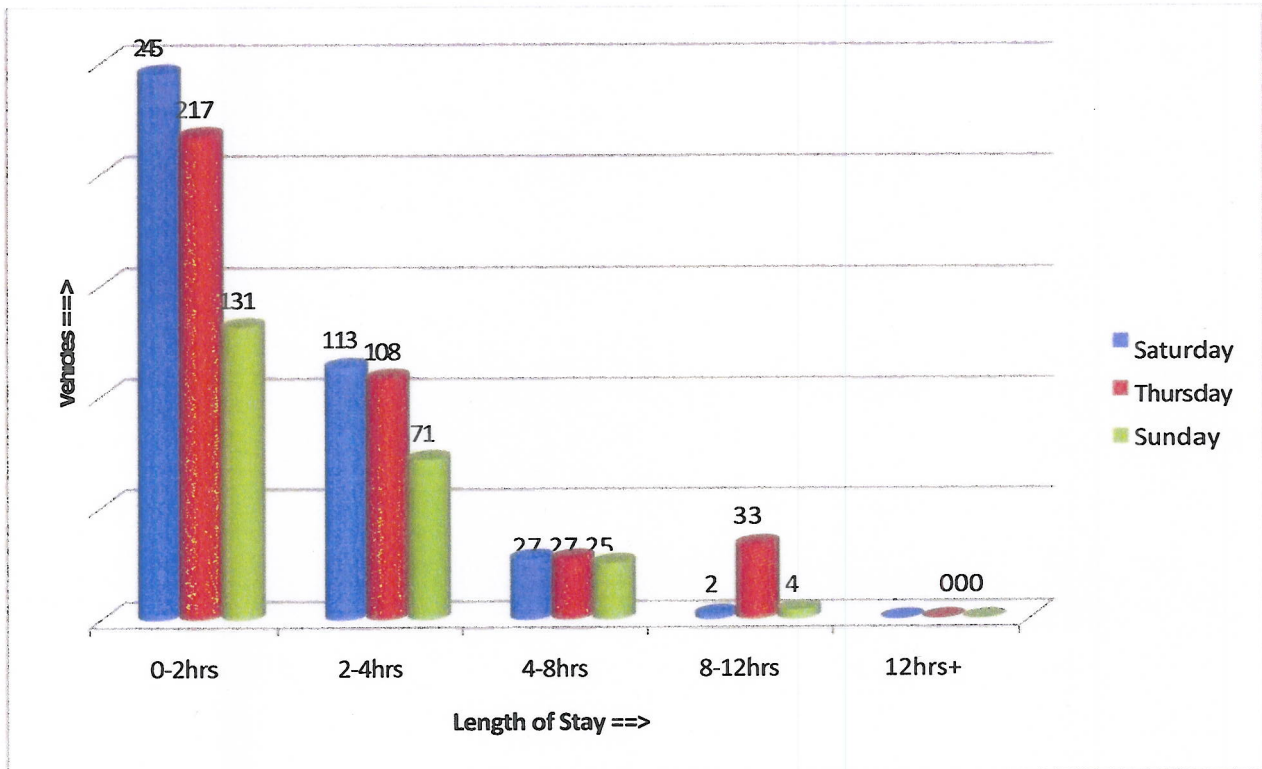
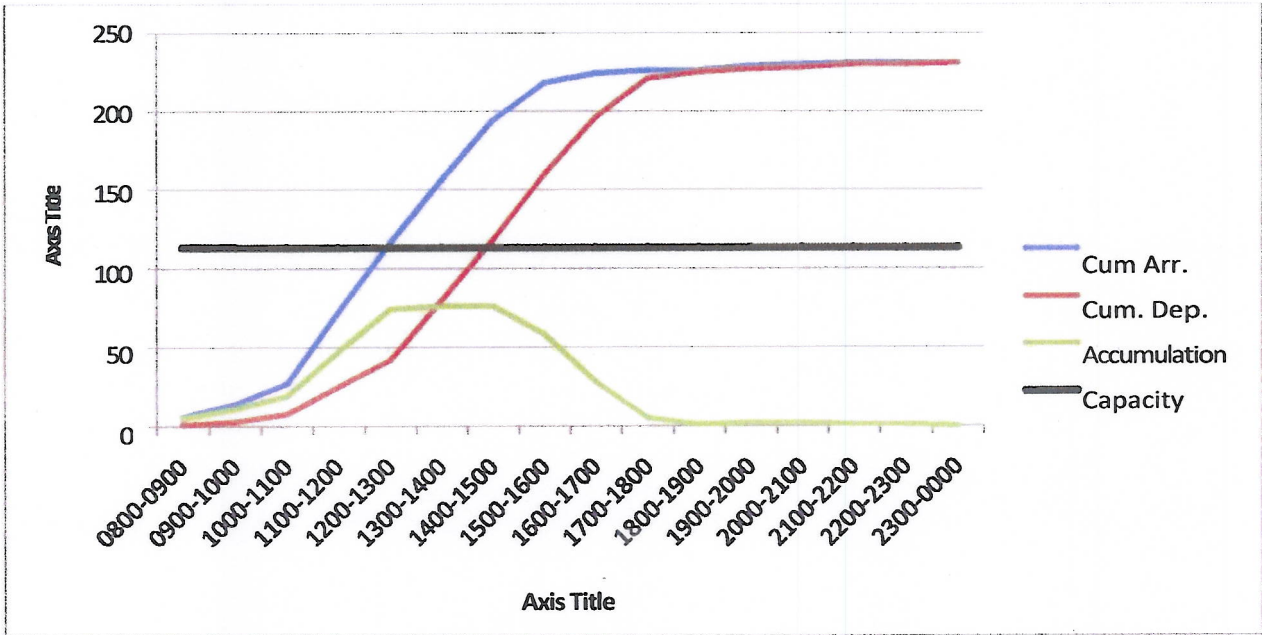


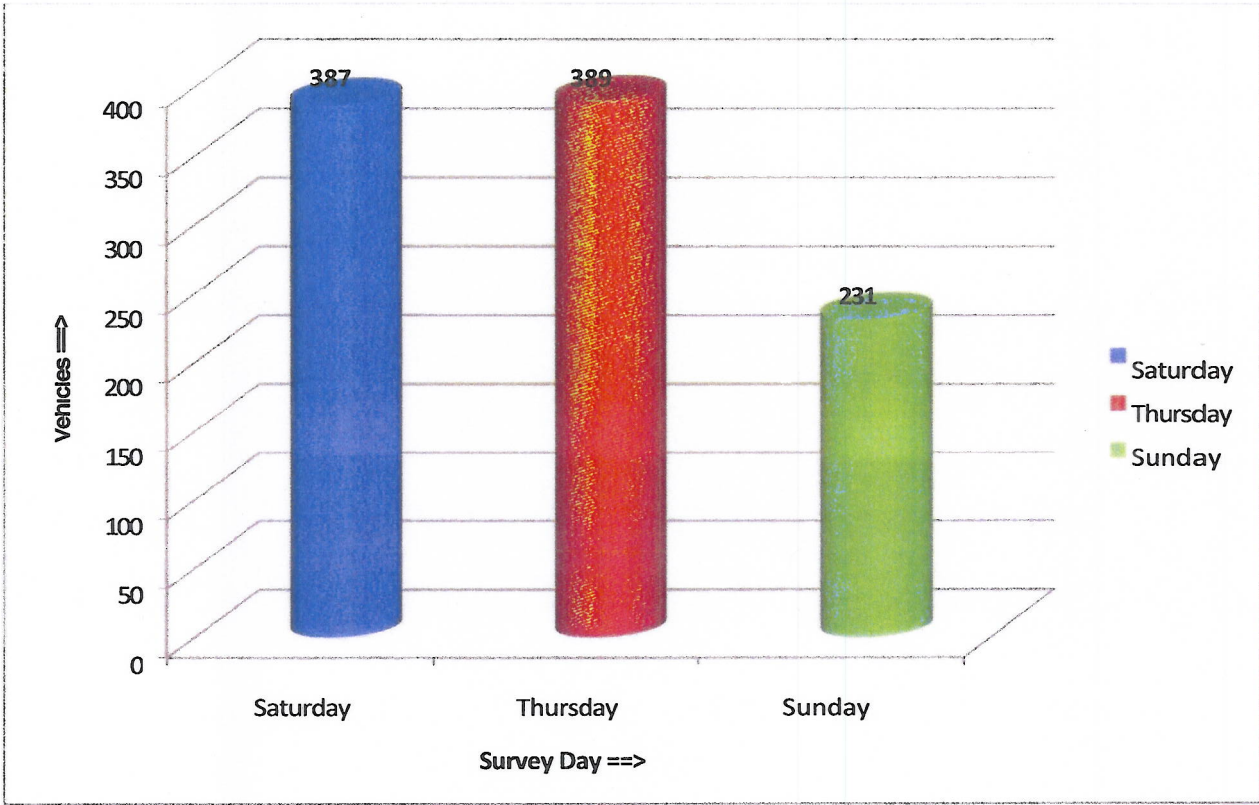
Figure 3.3: St George's Road accumulation, arrival and departure profile – Sunday 17th June

Figure 3.4: St George's Road – Duration of stay



3.12

Figure 3.5: St George's Road – Total parking events
Whilst there were a similar number of parking acts on Saturday and Thursday, the



occupancy was far higher on Thursday, with the peak occupancy of 92% (9 spare spaces) recorded between 1200-1300, compared to 61% on Saturday. This can be attributed to large amount of long stay (8-12 hour) parking acts which occurred on Thursday (33), compared to only 2 on Saturday. No vehicles parked for longer than 12 hours during the study.

2 – Sainsbury's

Figure 3.6: Sainsbury's accumulation, arrival and departure profile – Saturday 9th June

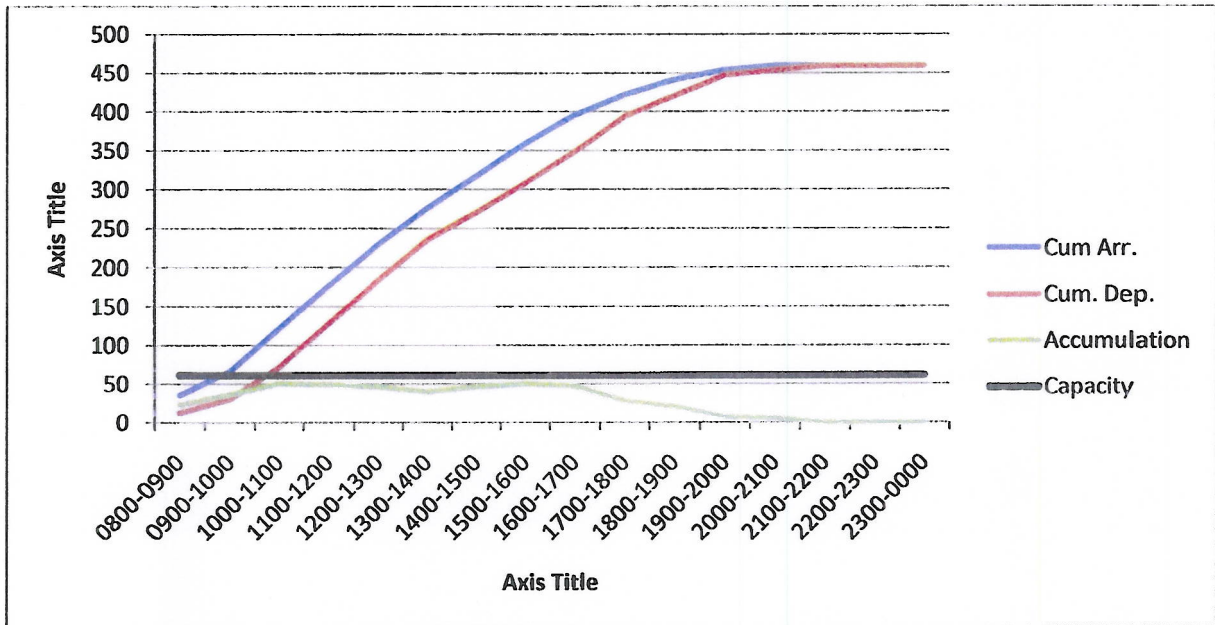


Figure 3.7: Sainsbury's accumulation, arrival and departure profile – Thursday 14th June

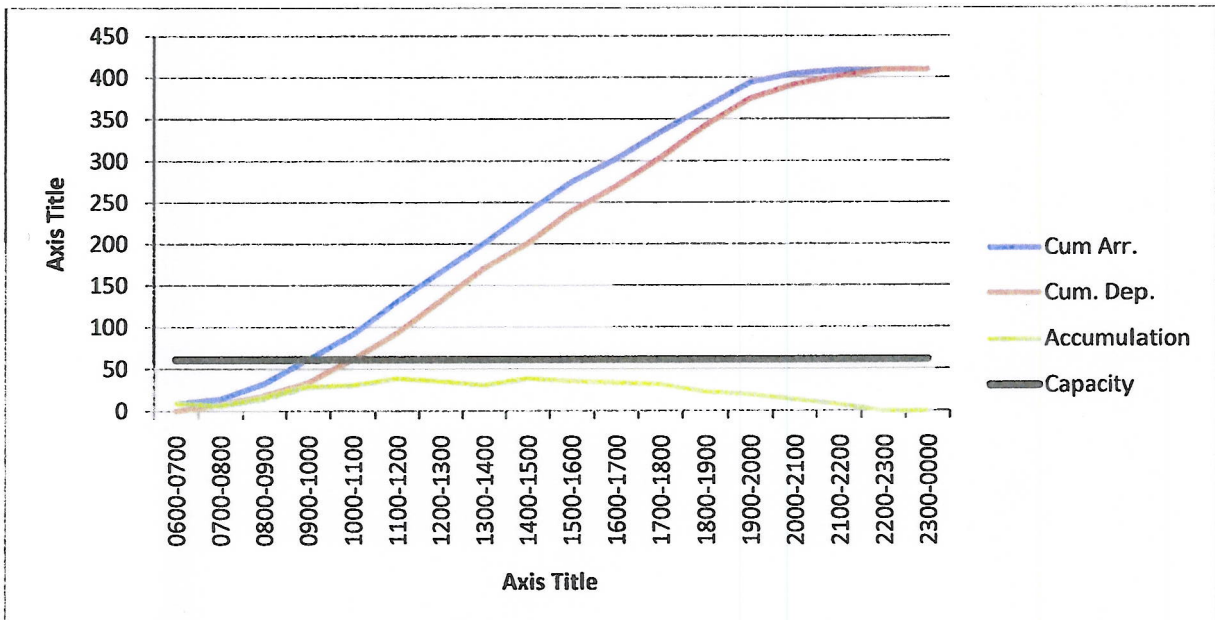
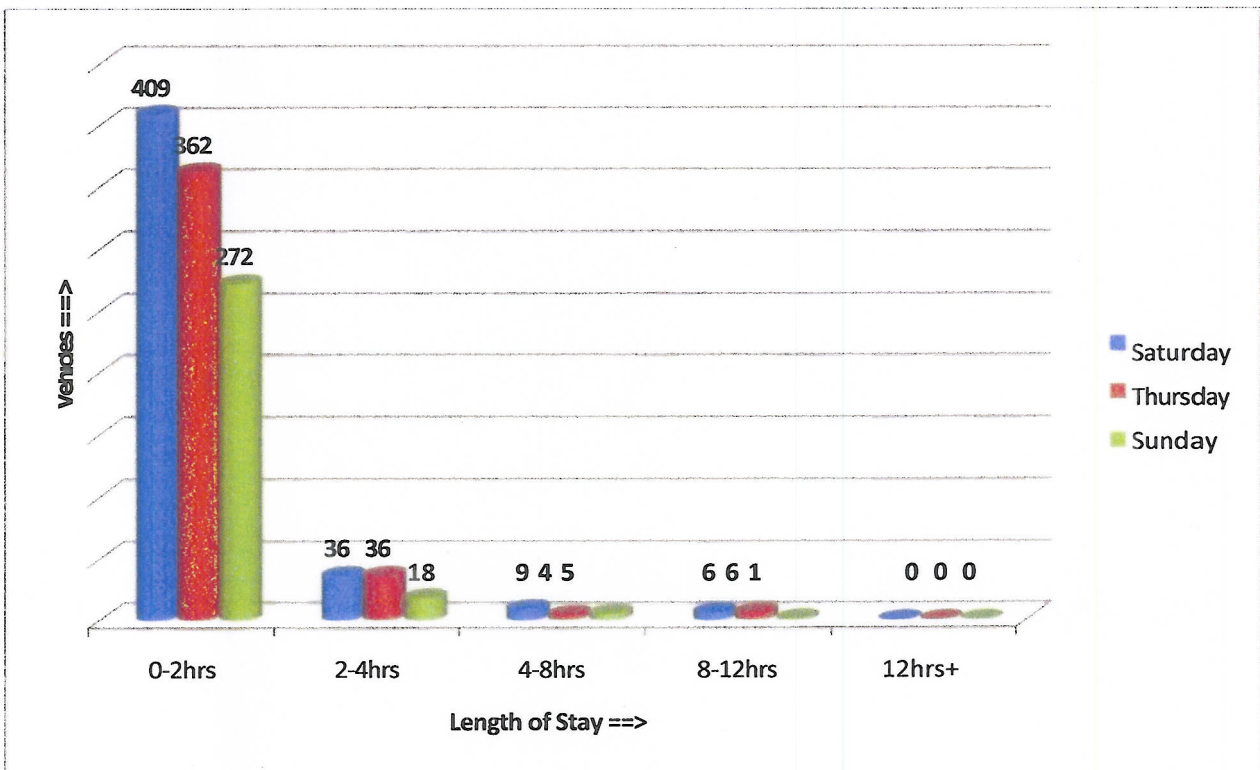
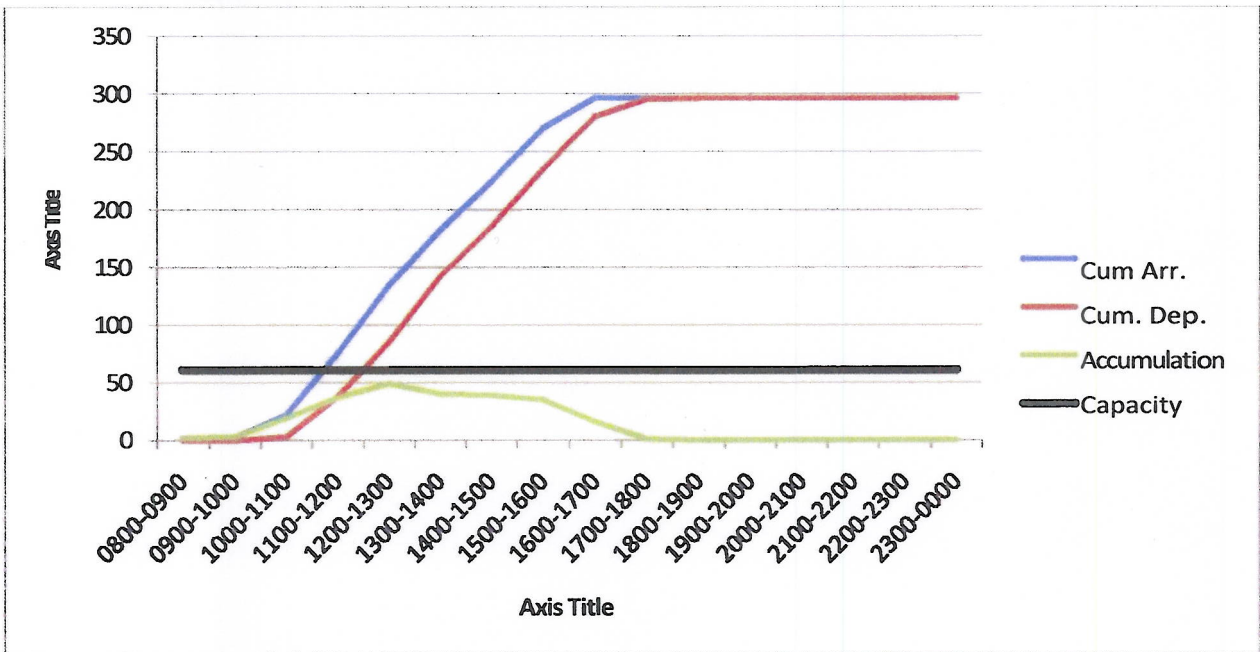
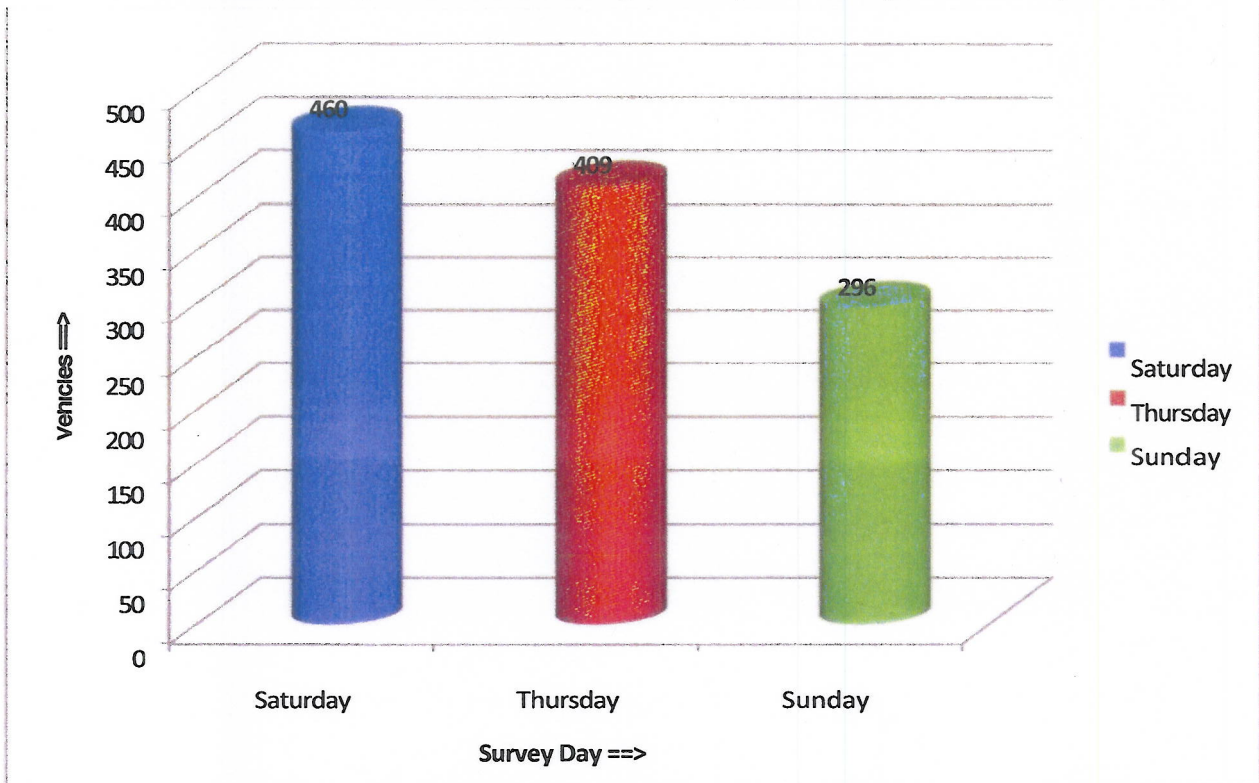


Figure 3.8: Sainsbury's accumulation, arrival and departure profile – Sunday 17th June
Figure 3.9: Sainsbury's – Duration of stay



3.1.3 **Figure 3.10: Sainsbury's – Total parking events**
Sainsbury's car park was busier during Saturday and Sunday, with both days



experiencing peak occupancies of over 80%, whilst Thursday was slightly quieter with a peak occupancy of 64%. During the study there was never less than ten free spaces, and the majority of vehicles parked for less than two hours.

3 – Wimbledon Bridge

Figure 3.11: Wimbledon Bridge accumulation, arrival and departure profile – Saturday 9th June

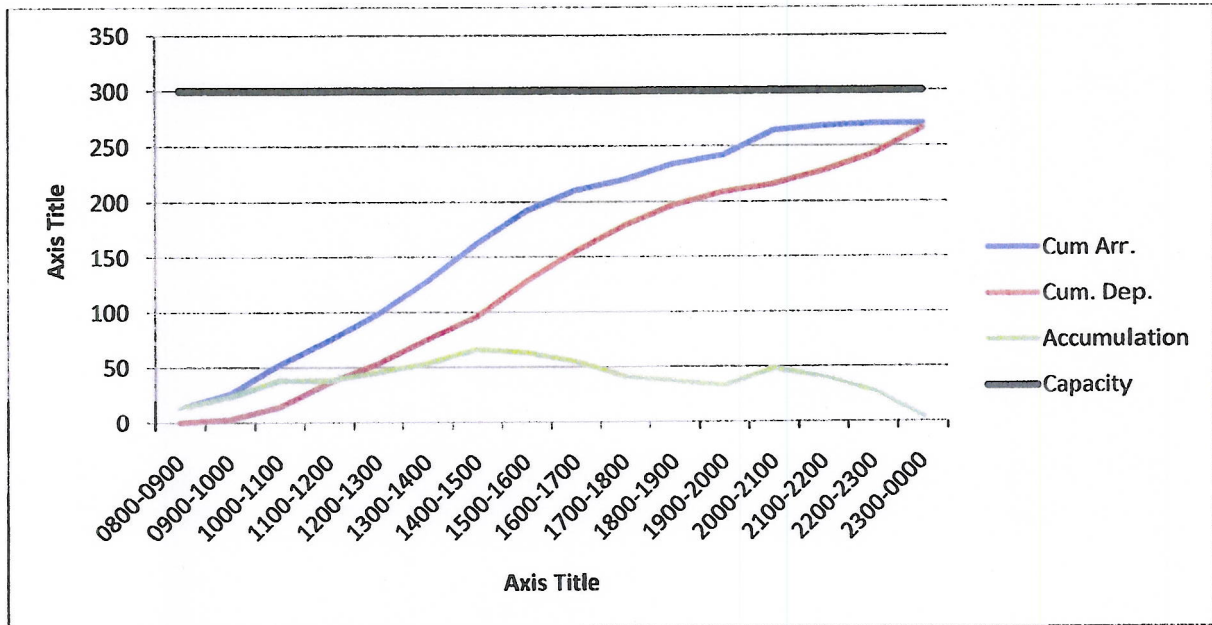


Figure 3.12: Wimbledon Bridge accumulation, arrival and departure profile – Thursday 14th June

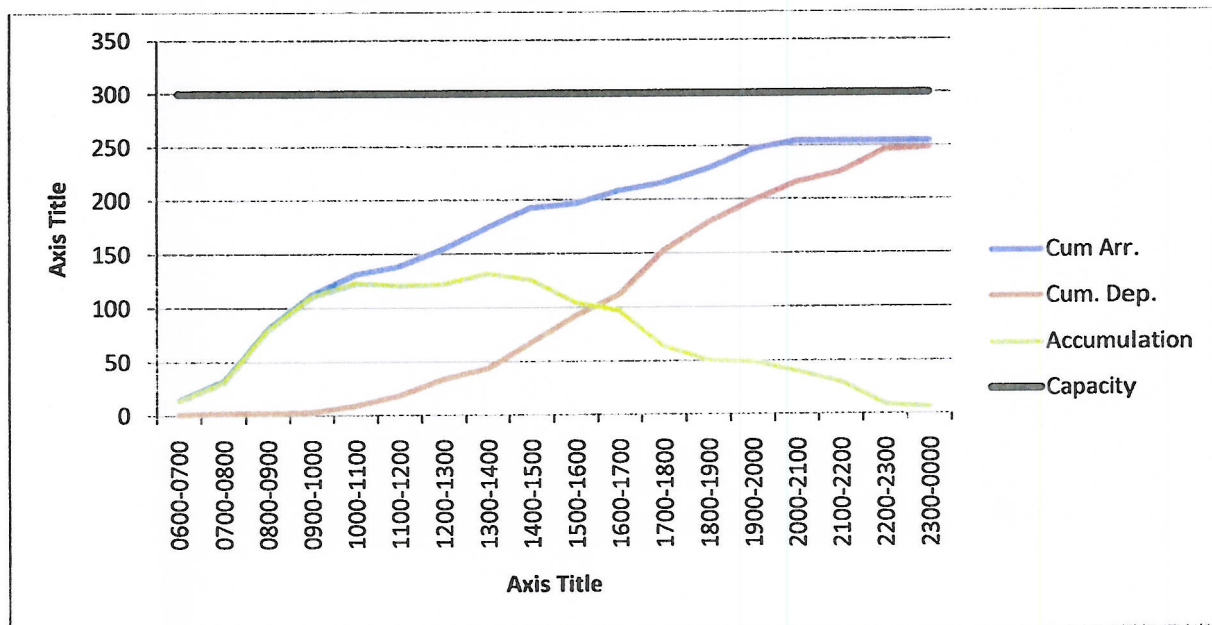


Figure 3.13: Wimbledon Bridge accumulation, arrival and departure profile – Sunday 17th June
Figure 3.14: Wimbledon Bridge – Duration of stay

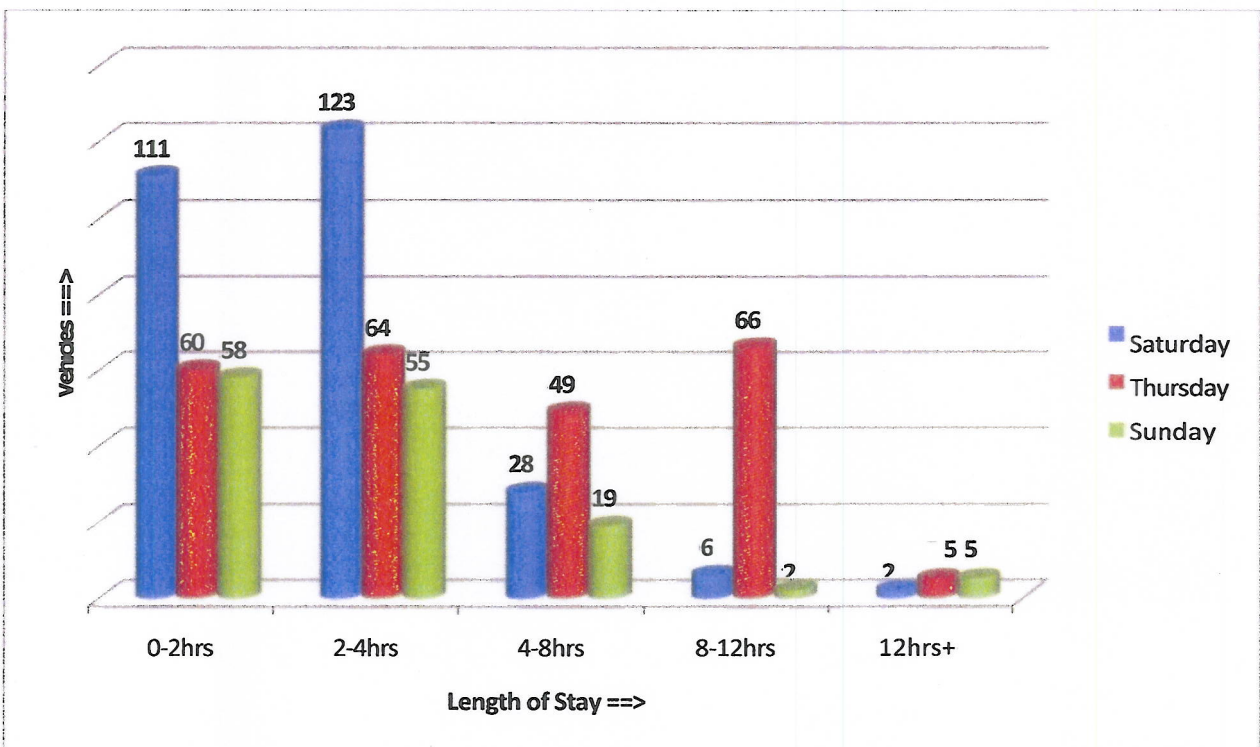
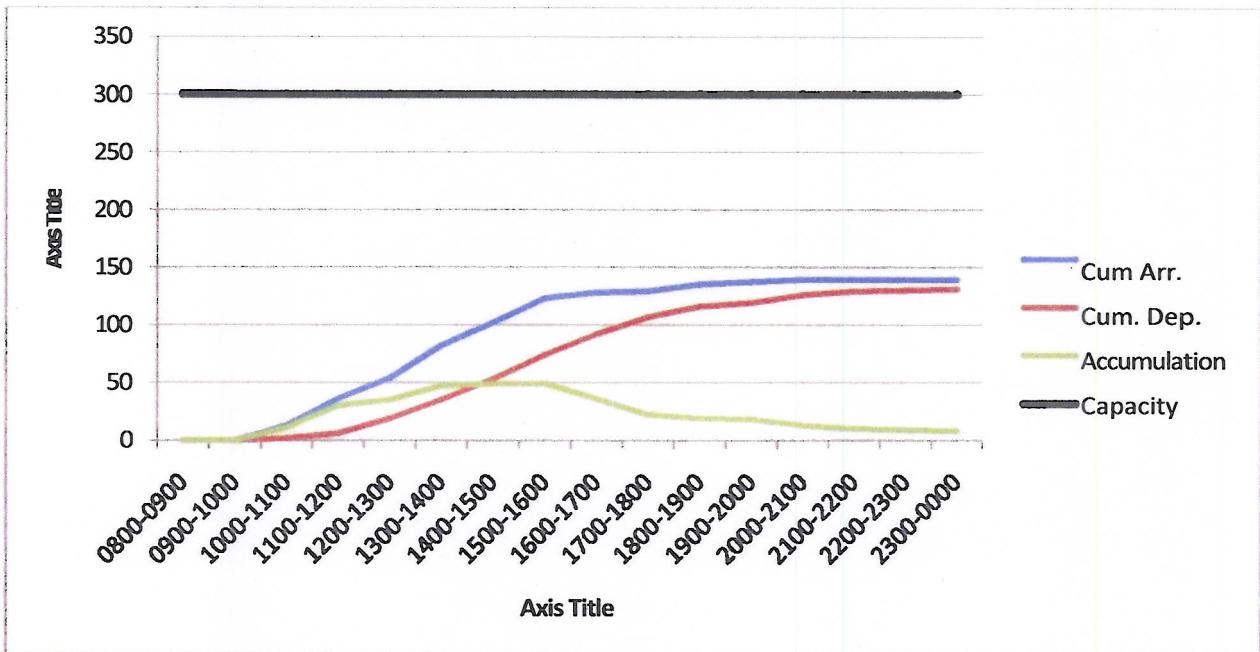
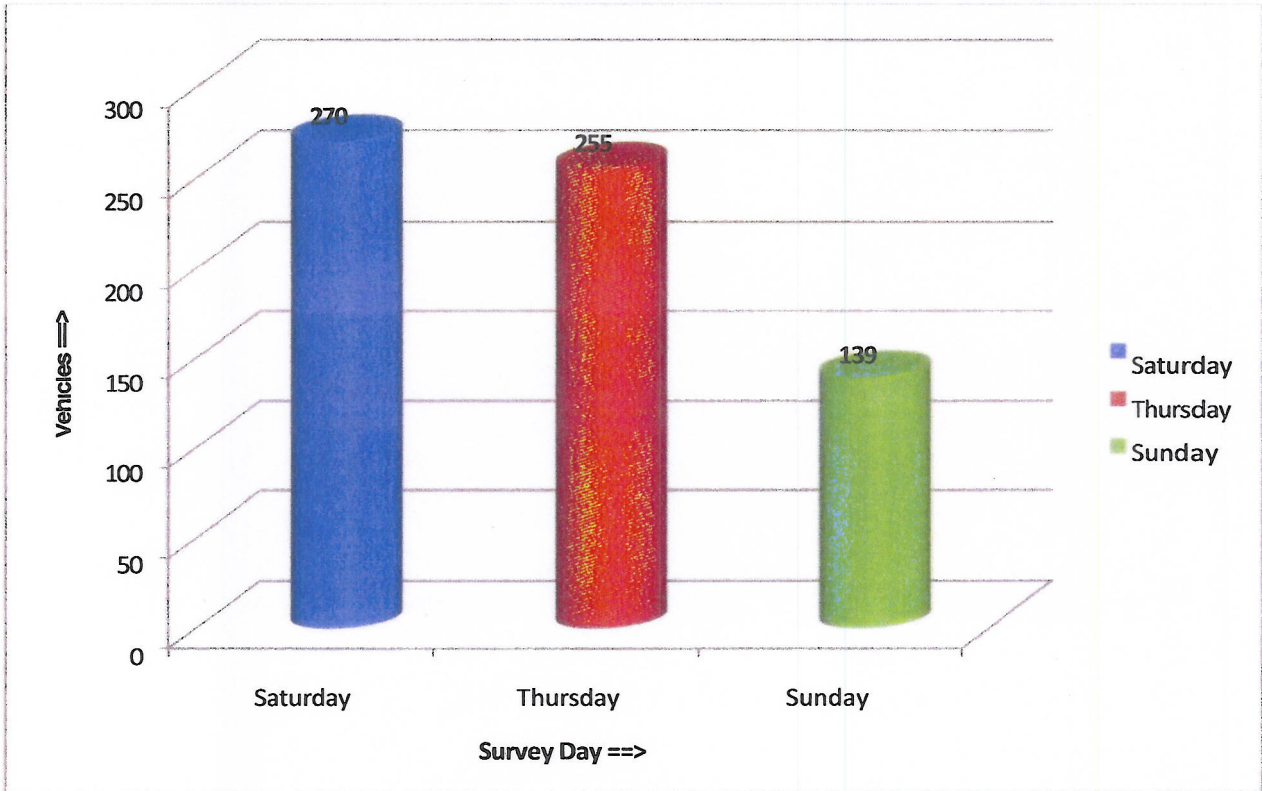


Figure 3.15: Wimbledon Bridge – Total parking events

3.14 Wimbledon Bridge car park was relatively quiet during the study, reaching a peak



occupancy of 44% on Thursday 14th, which still left 168 spaces available. Sunday was the quietest day, where the peak occupancy was only 16%, leaving 254 spaces available. Of the 270 parking events on Saturday 9th, 41.1% stayed for less than 2 hours, whilst on Thursday there were more long stay/ commuter acts, with 66 vehicles (25%) staying for 8 hours or more.

4 – Waitrose

Figure 3.16: Waitrose accumulation, arrival and departure profile – Saturday 9th June

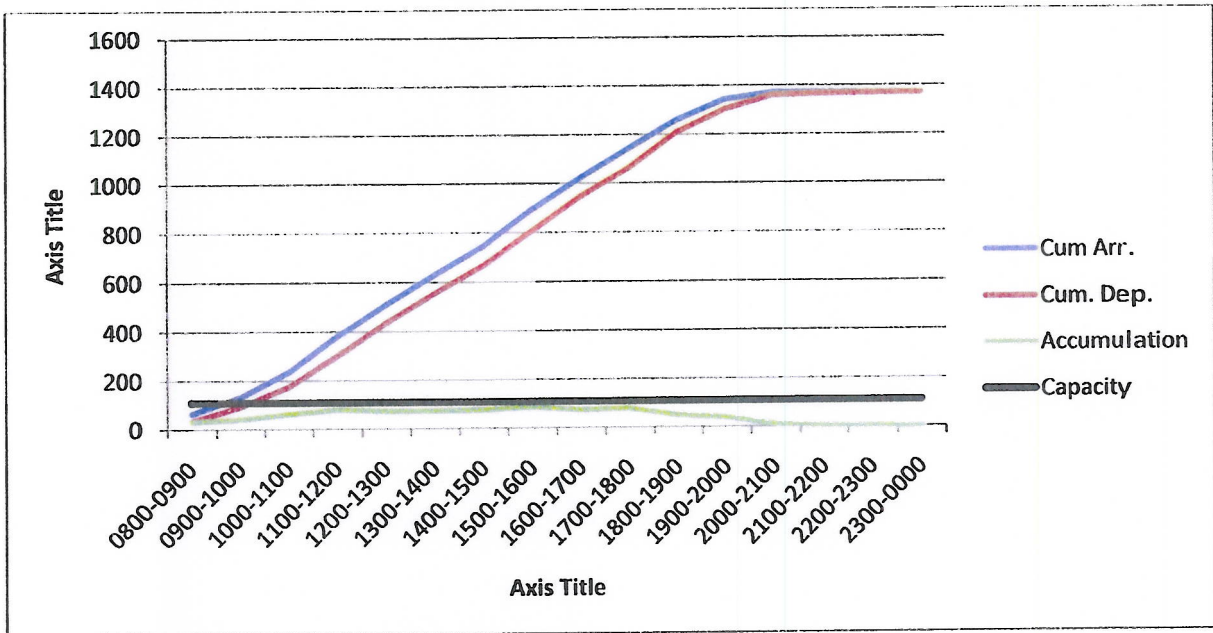


Figure 3.17: Waitrose accumulation, arrival and departure profile – Thursday 14th June

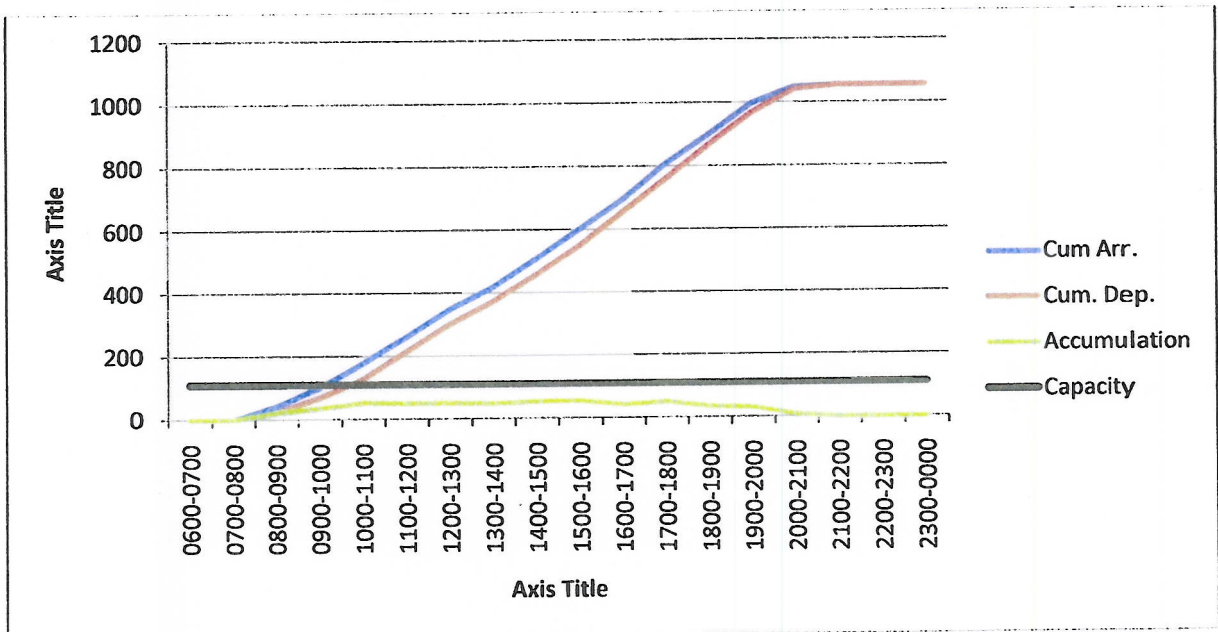
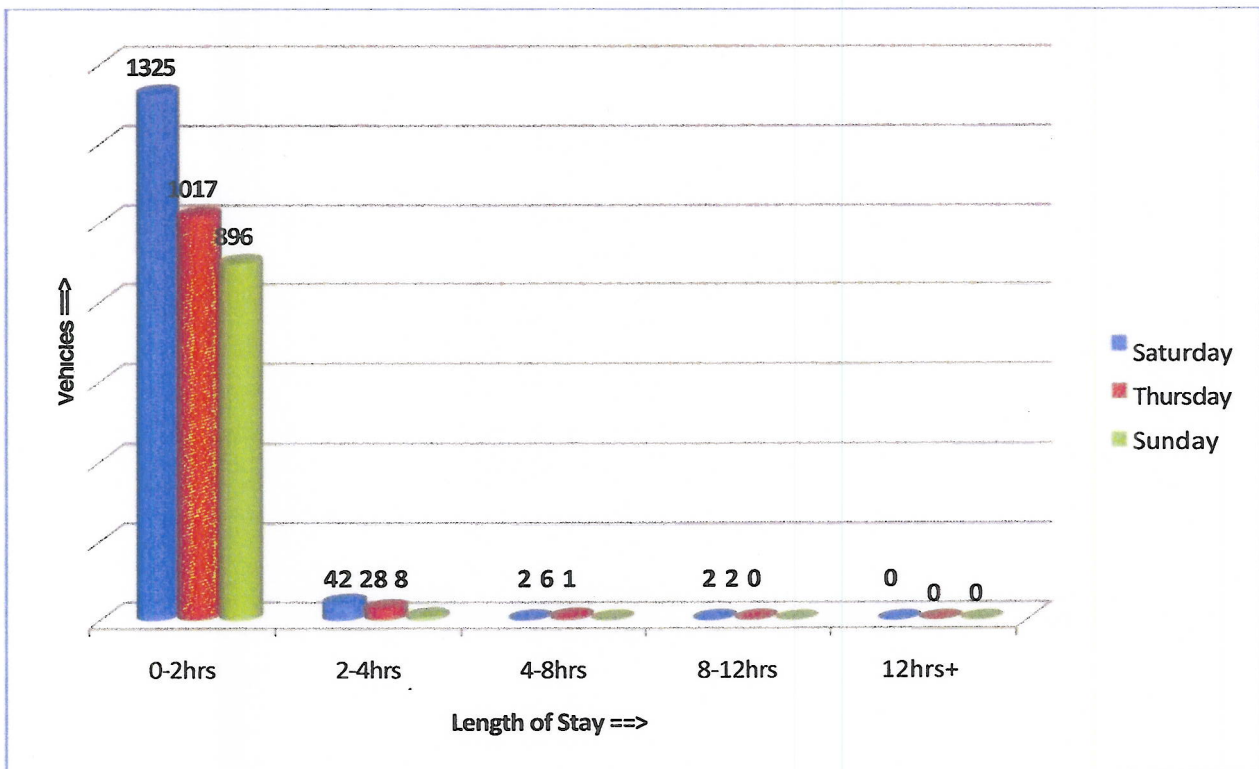
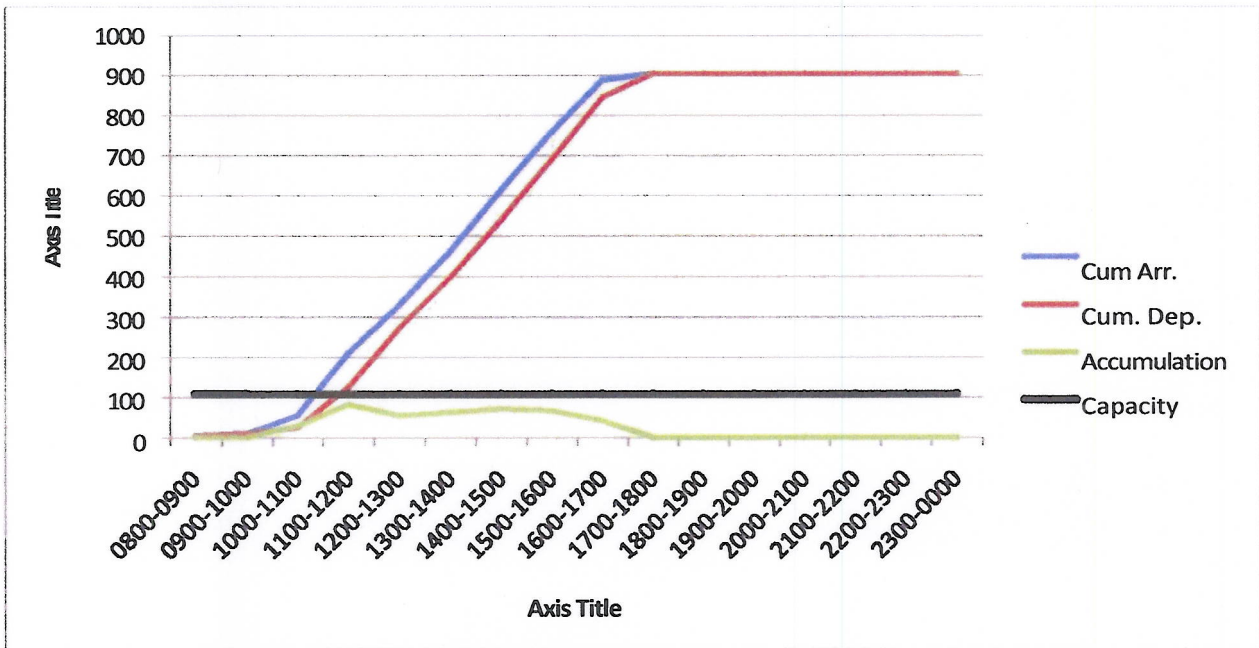
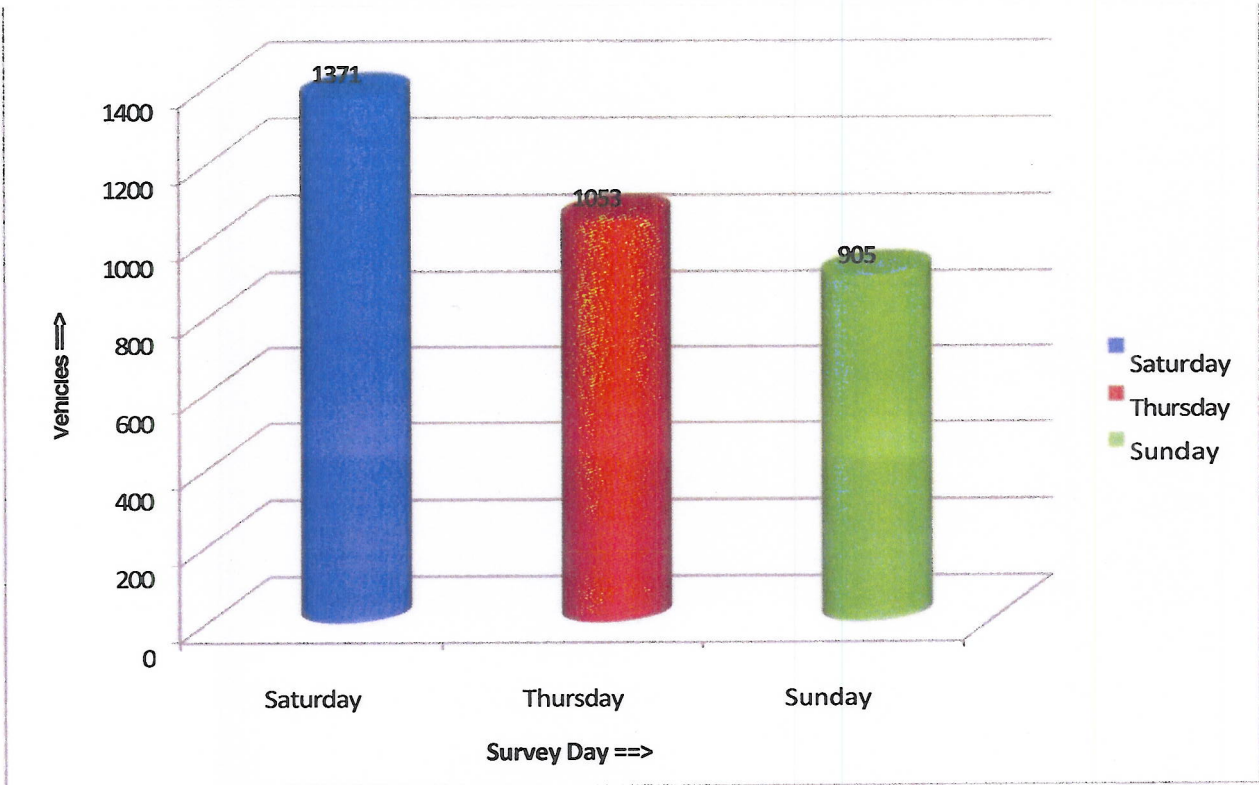


Figure 3.18: Waitrose accumulation, arrival and departure profile – Sunday 17th June

Figure 3.19: Waitrose – Duration of stay



3.1.5 **Figure 3.20: Waitrose – Total parking events**
Waitrose was busier during the weekend than during week, with the peak occupancy of



79% recorded between 1500-1600 on Saturday 9th. Throughout the study there was ample parking available for patrons. Of the 905 parking acts on Sunday 17th, 896 (99%) stayed for less two hours, a pattern which was very similar throughout the study.

5 – Hartfield Road

Figure 3.21: Hartfield Road accumulation, arrival and departure profile – Saturday 9th June

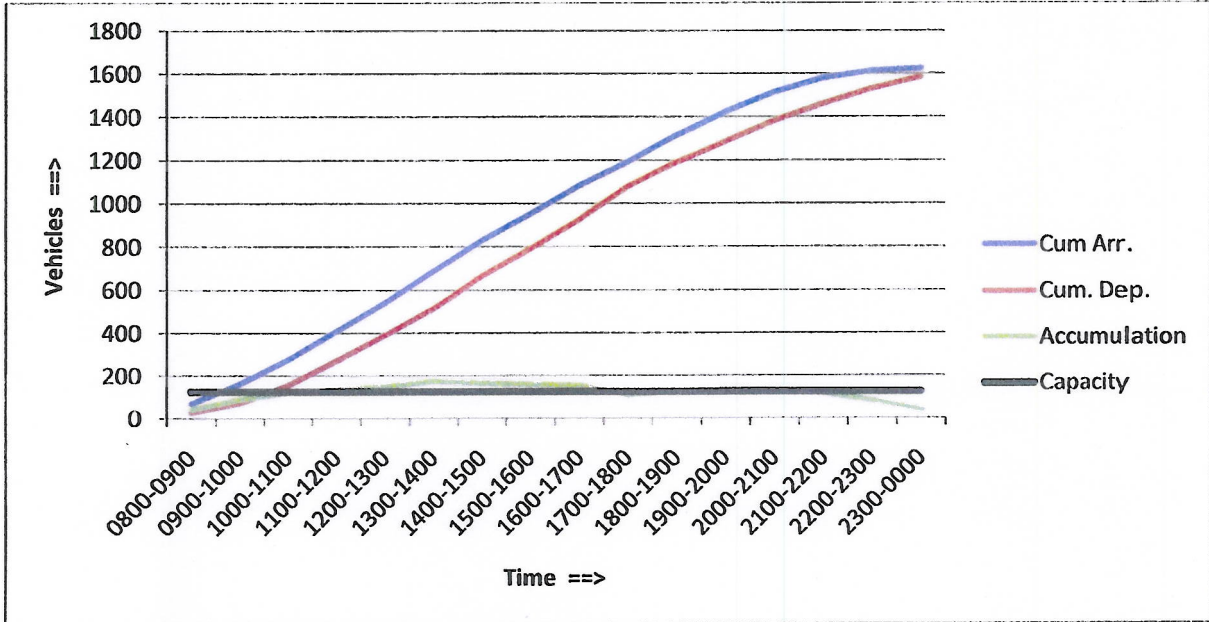


Figure 3.22: Hartfield Road accumulation, arrival and departure profile – Thursday 14th June

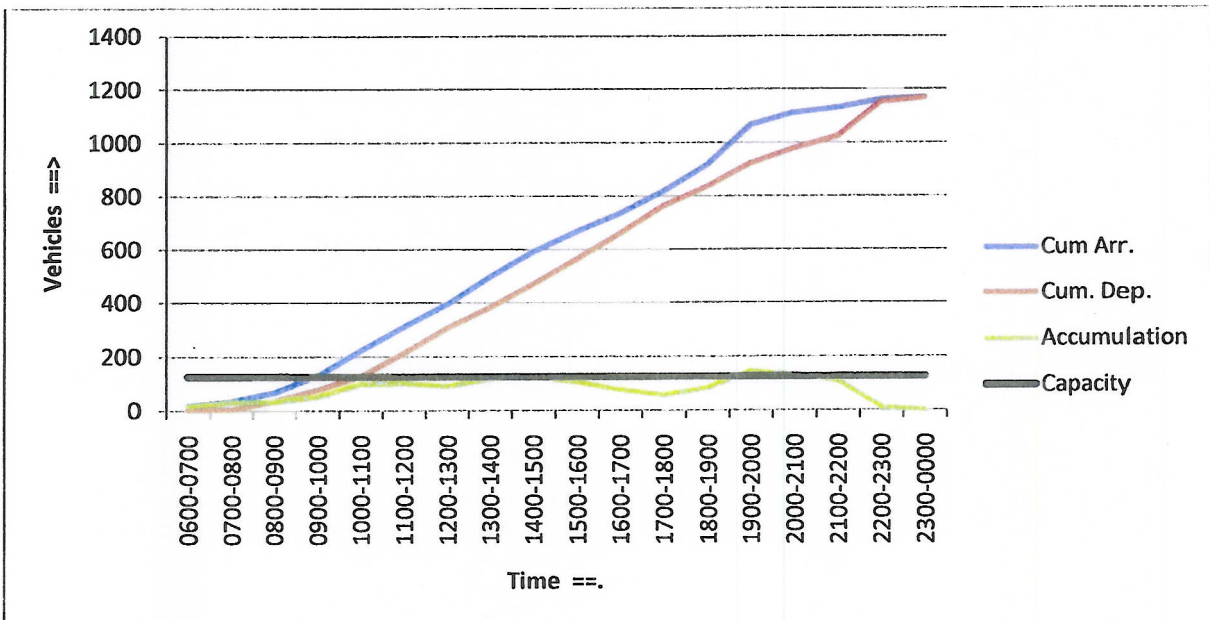


Figure 3.23a: Hartfield Road accumulation, arrival and departure profile – Saturday 16th June

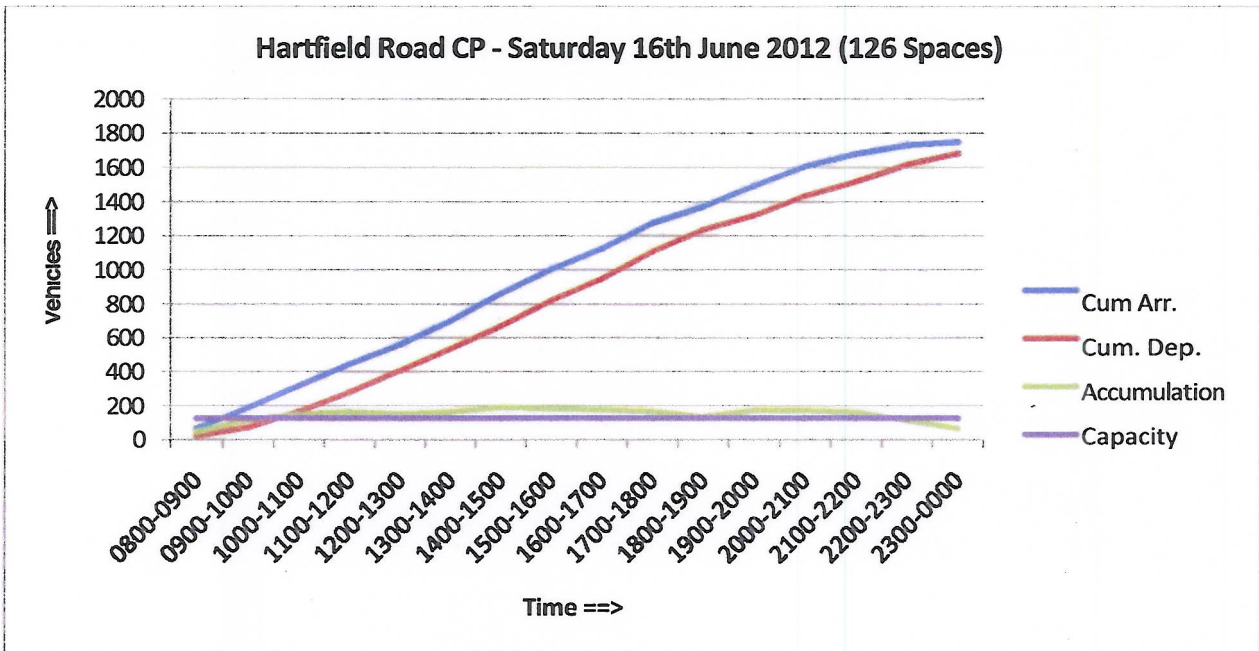
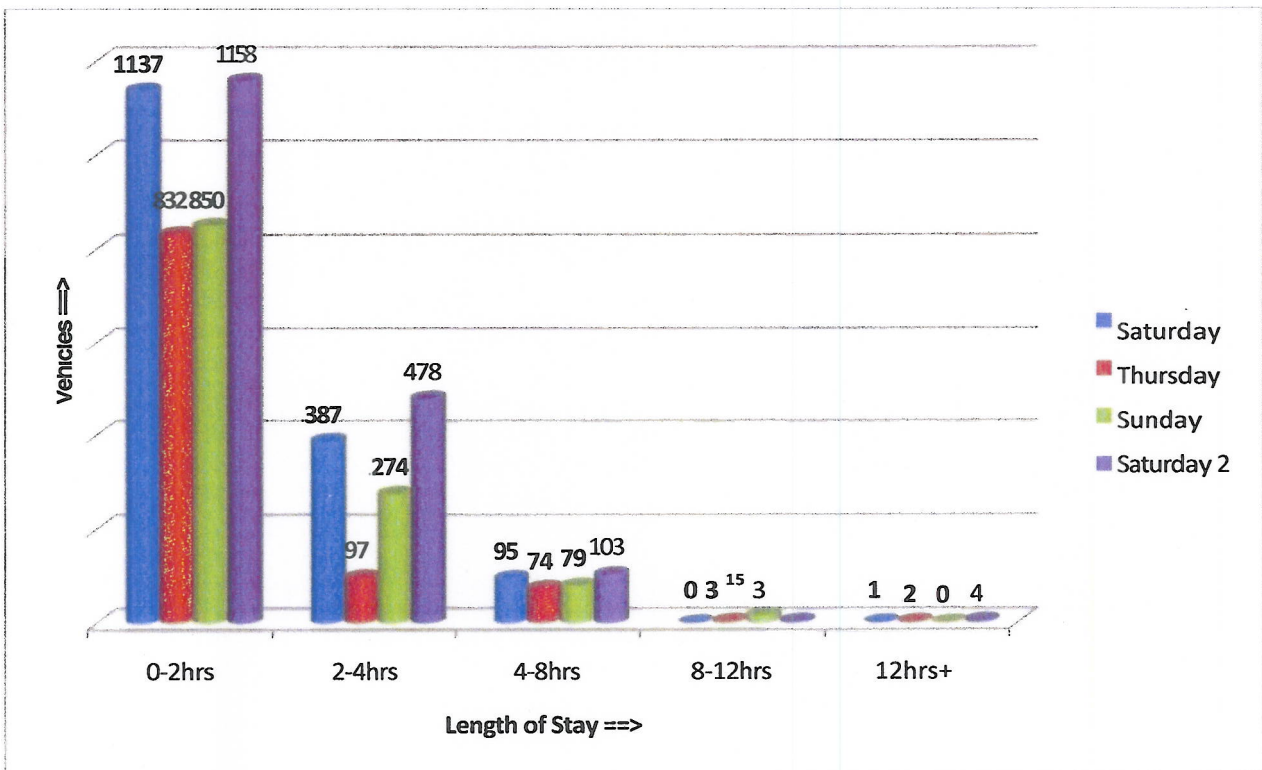
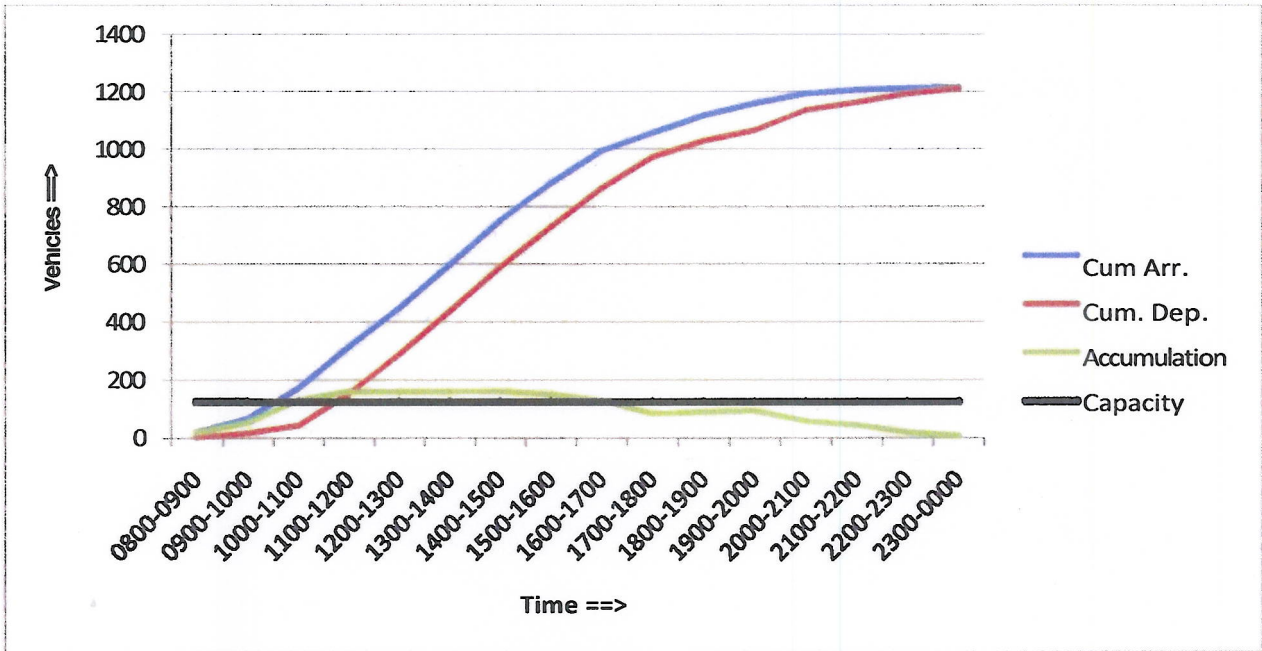


Figure 3.23: Hartfield Road accumulation, arrival and departure profile – Sunday 17th June

Figure 3.24: Hartfield Road – Duration of stay



6 – The Broadway

Figure 3.26: The Broadway accumulation, arrival and departure profile – Saturday 9th June

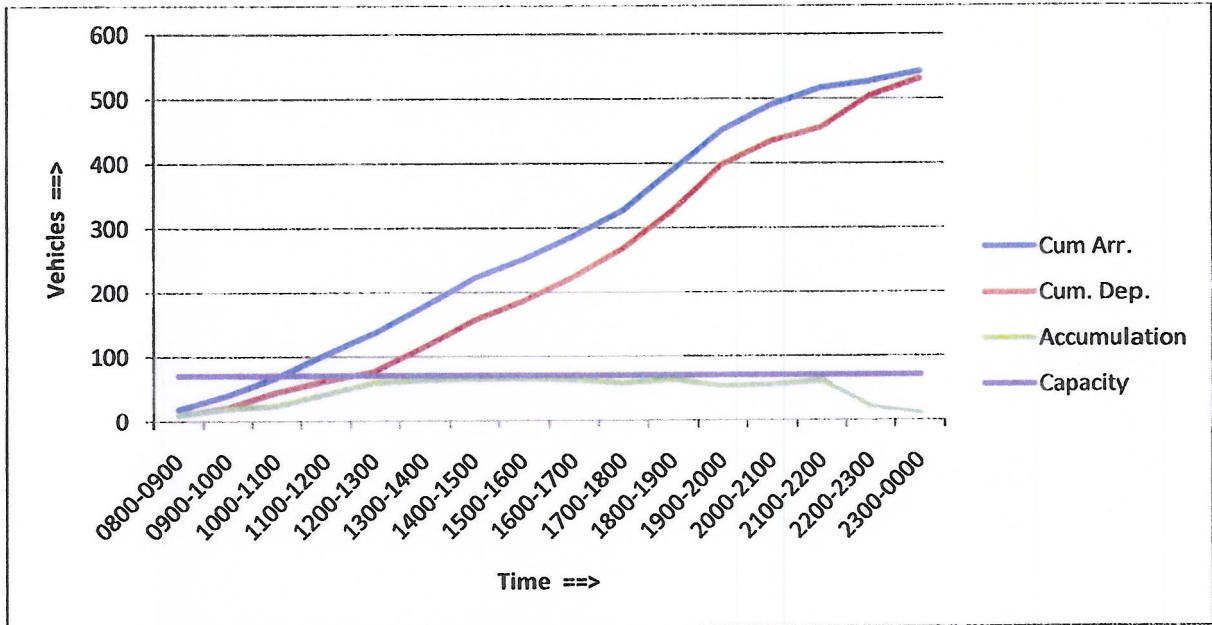


Figure 3.27: The Broadway accumulation, arrival and departure profile – Thursday 14th June

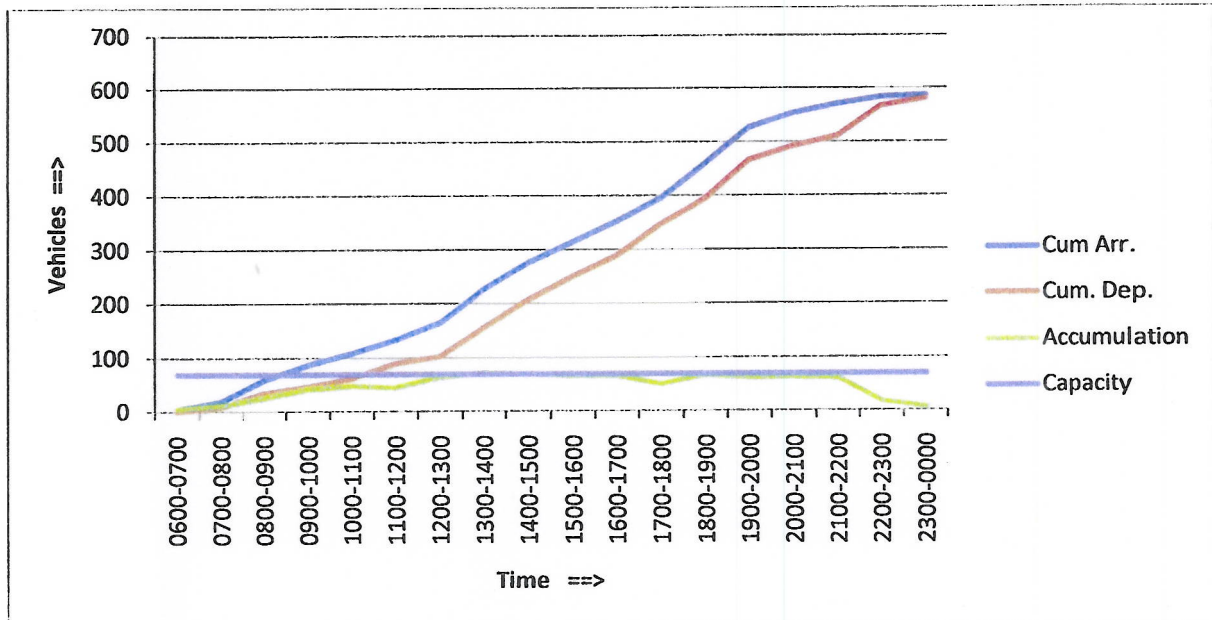
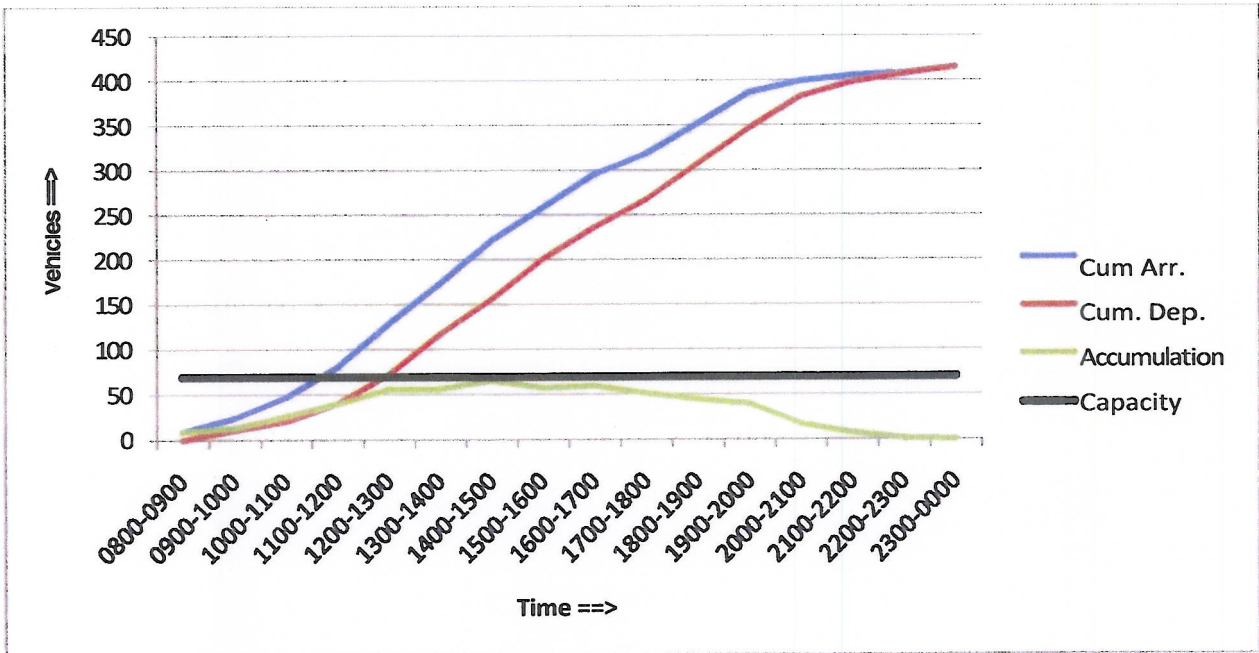


Figure 3.28: The Broadway accumulation, arrival and departure profile – Sunday 17th June

Figure 3.29: The Broadway accumulation, arrival and departure profile –Saturday



16th June

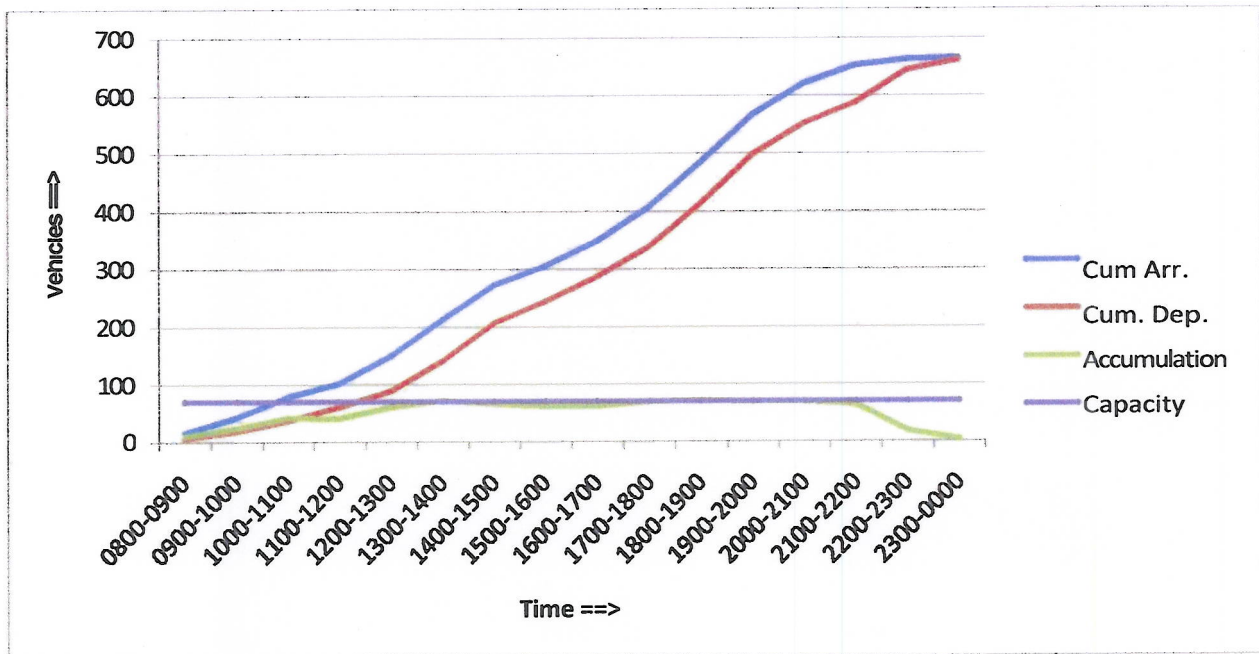


Figure 3.30: The Broadway – Duration of stay

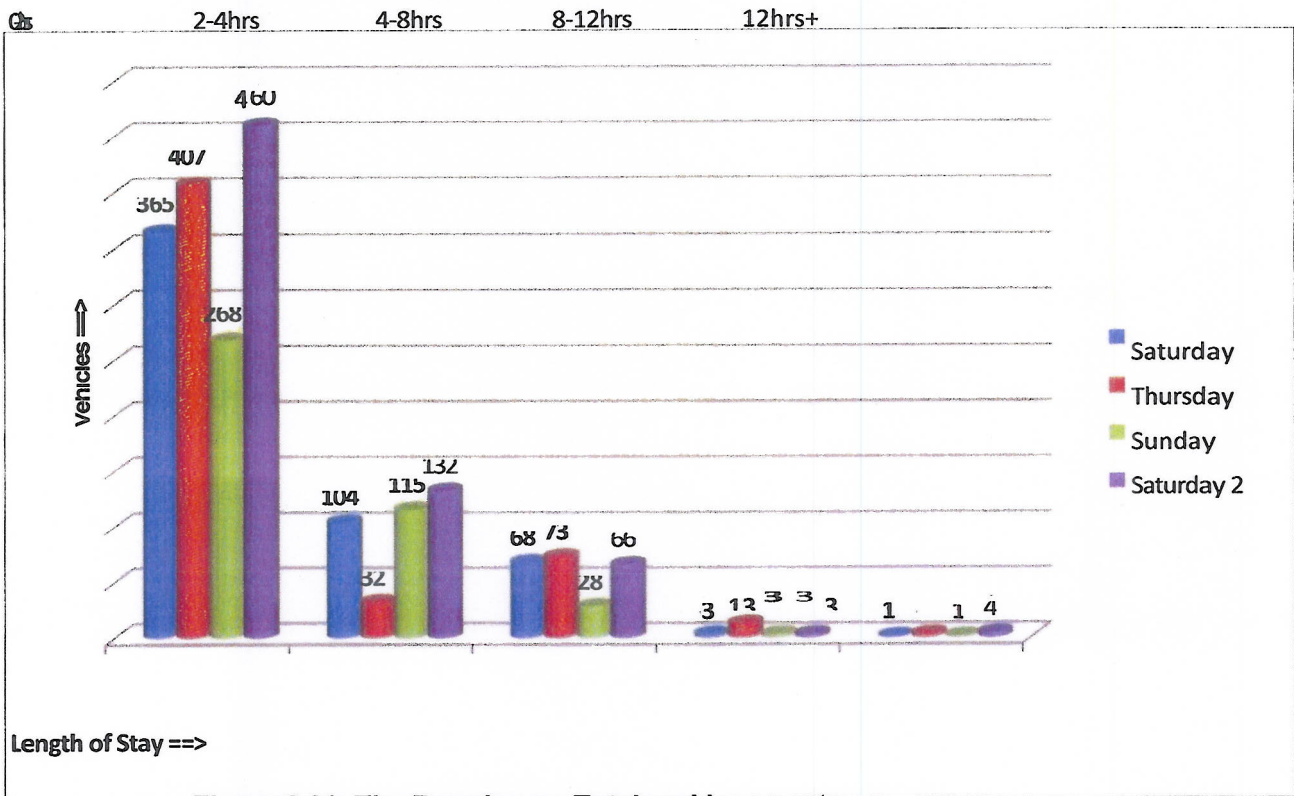
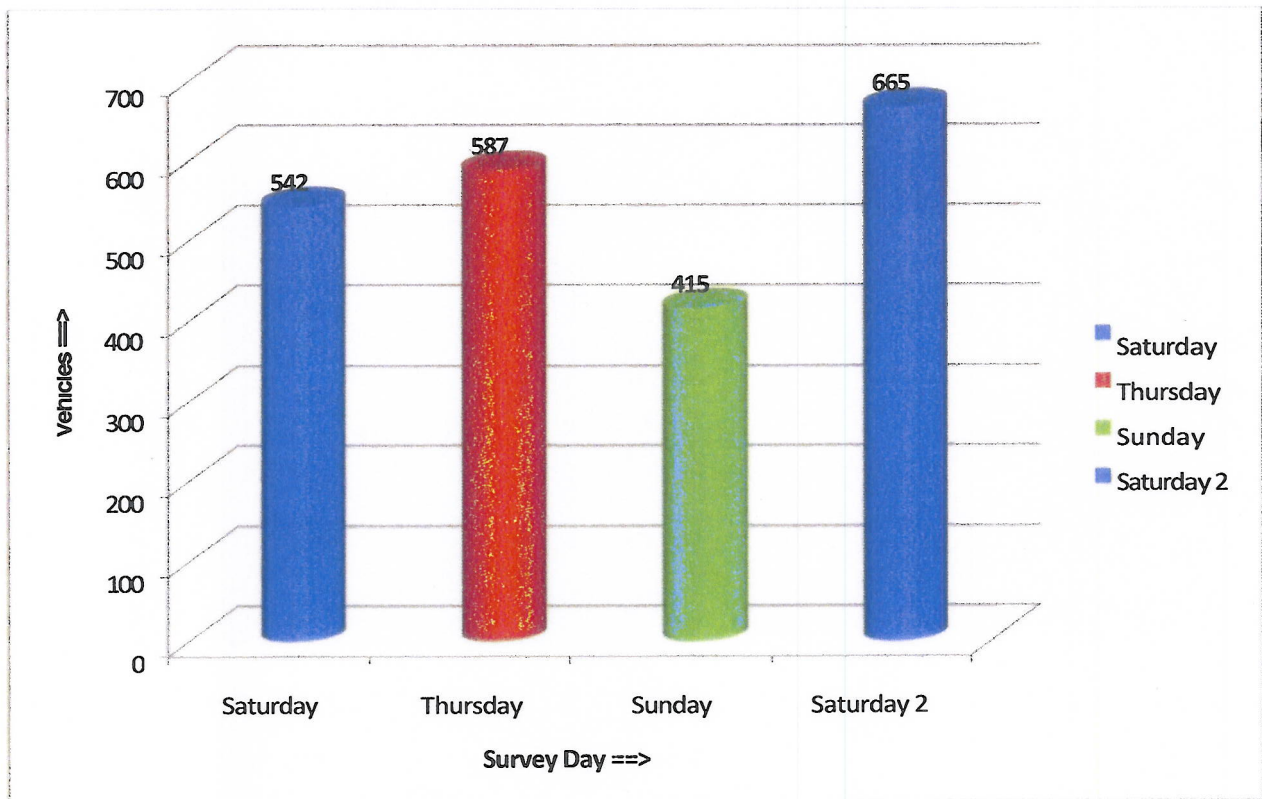


Figure 3.31: The Broadway – Total parking events

3.1.8 The Broadway car park, similar to Hartfield Road, is centrally located in the town, and



therefore attractive to visitors. On all four days of the study The Broadway was very busy, going over capacity on three occasions, and over 90% capacity during 20 of the 66 hourly

survey periods. The additional Saturday was the busiest day, with 665 parking events. Of the 665 acts, 347 (52.2%) stayed for less than one hour, a pattern which was familiar throughout the study.

7 – Centre Court

Figure 3.32: Centre Court accumulation, arrival and departure profile – Saturday 9th June

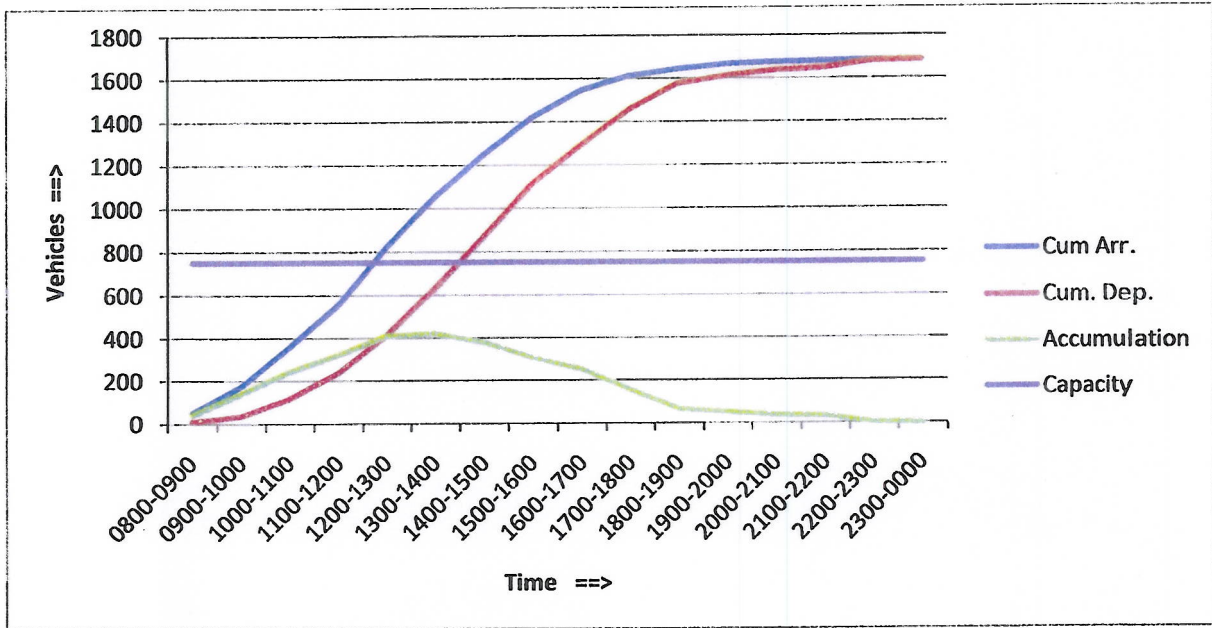
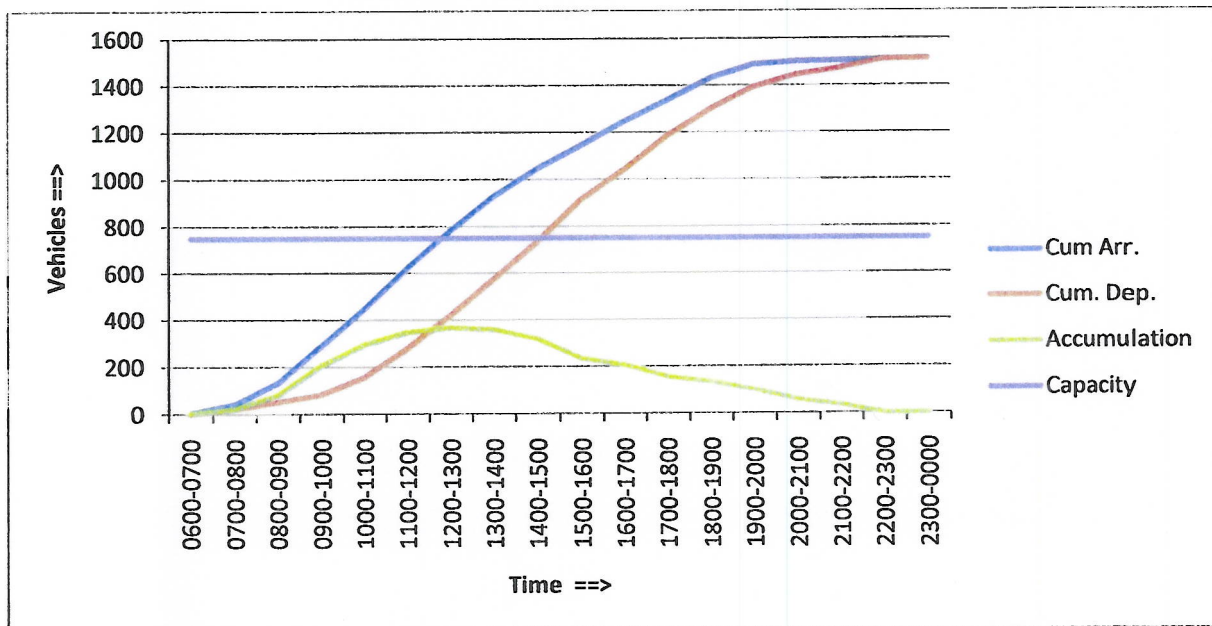
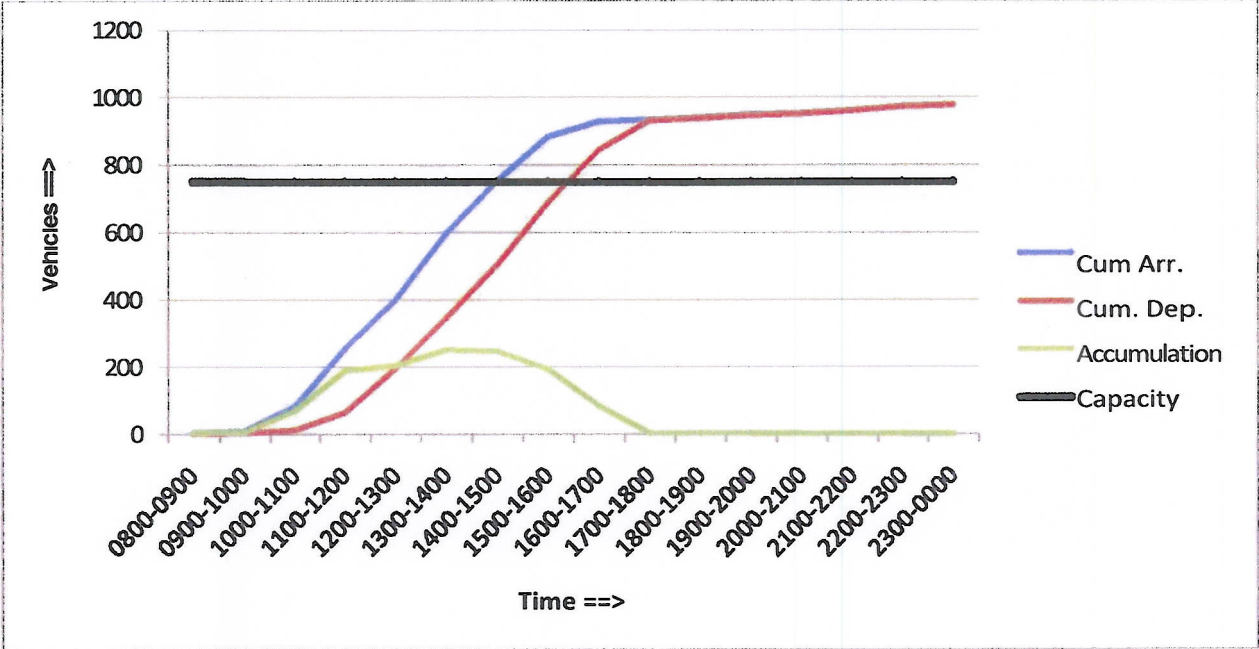


Figure 3.33: Centre Court accumulation, arrival and departure profile – Thursday 14th June



**Figure 3.34: Centre Court accumulation, arrival and departure profile – Sunday
 17th June**

Figure 3.35: Centre Court accumulation, arrival and departure profile – Saturday



16th June

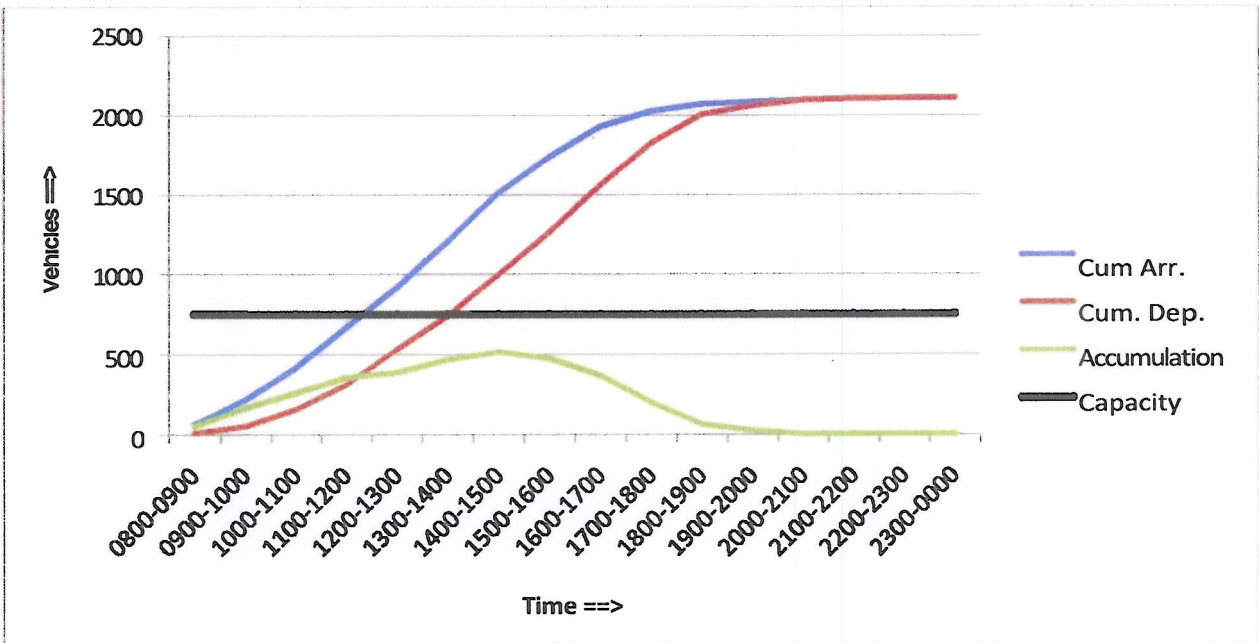
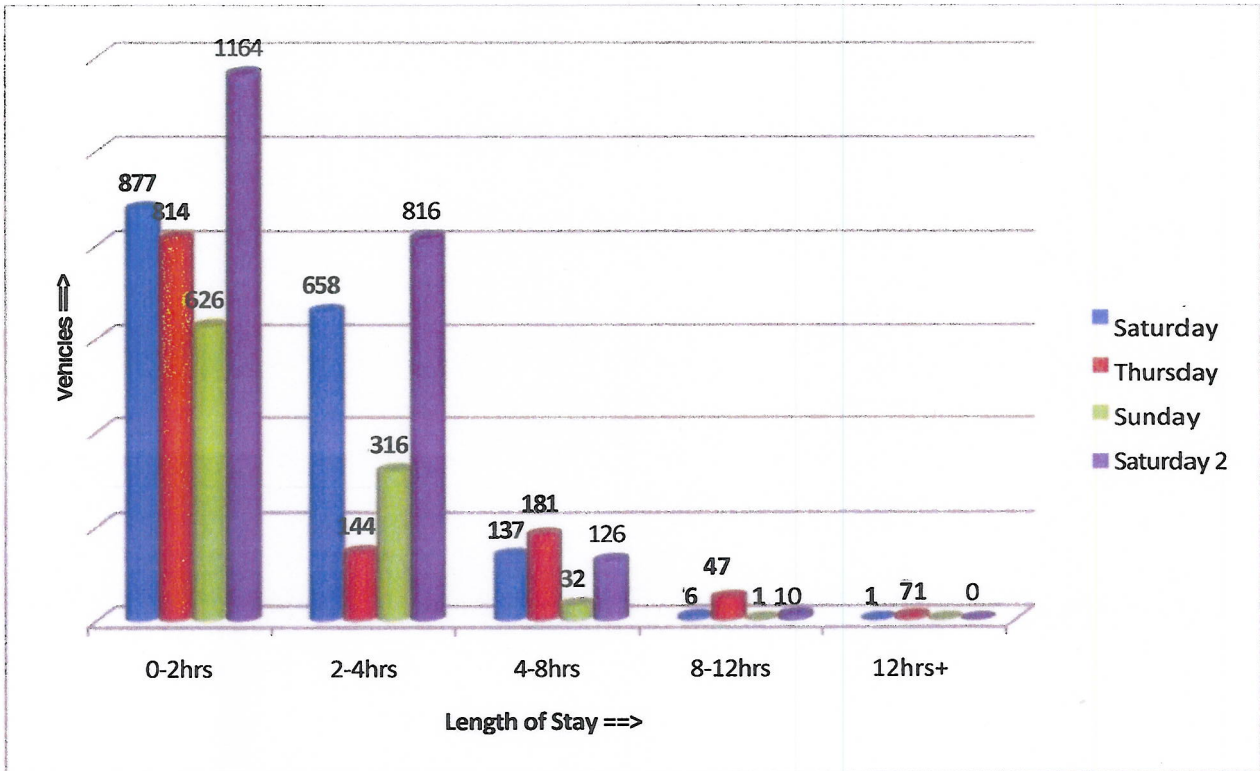
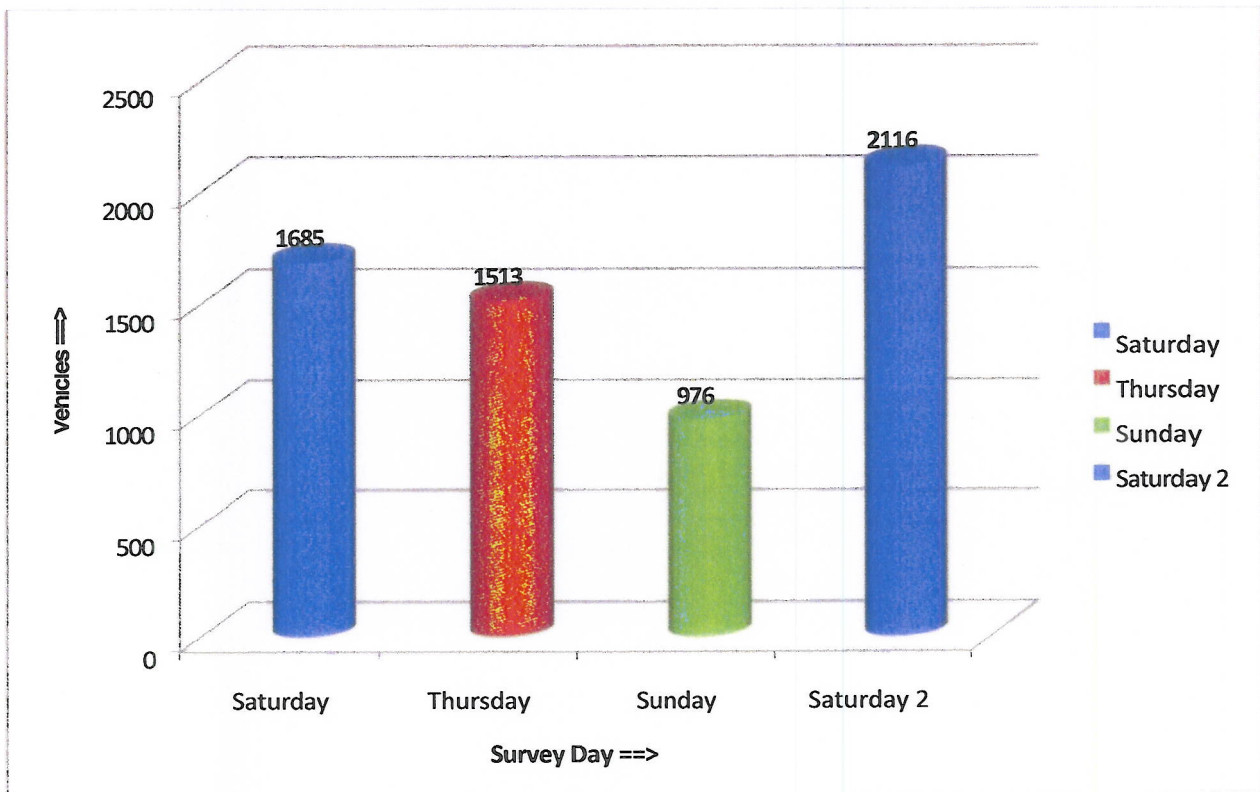


Figure 3.36: Centre Court – Duration of stay
Figure 3.37: Centre Court – Total parking events



3.1.9 Centre Court is the biggest car park in the study, and therefore attracts the most number



of parking events. Due to its great size however, the occupancy throughout the study remains comparatively low. During the study, there were only four hourly periods where

the occupancy exceeds 50%, between 1200-1500 on Saturday 9th and between 1200-1300 on Saturday 16th. Even during these periods, there are still more 300 parking spaces available. During the study, 50% or more of the vehicles using Centre Court parked for less than two hours. On Thursday 14th, 15% of vehicles parked for longer than four hours, although this was not replicated during the weekend.

8 – Queen’s Road

Figure 3.38: Queen’s Road accumulation, arrival and departure profile – Saturday 9th June

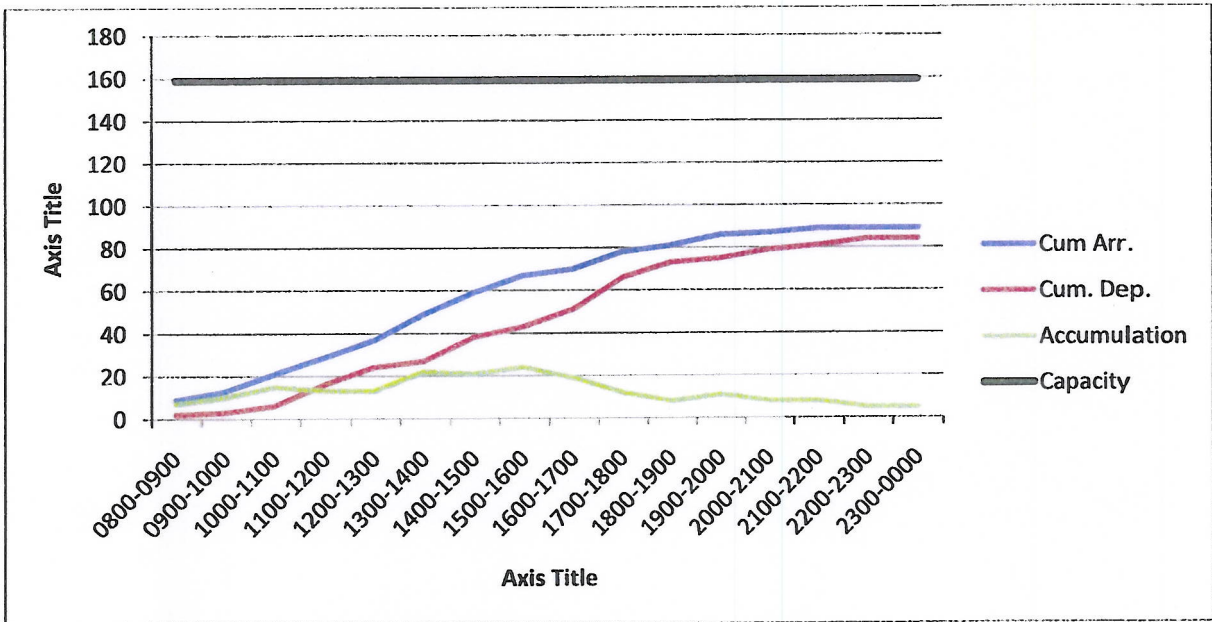


Figure 3.39: Queen’s Road accumulation, arrival and departure profile – Thursday 14th June

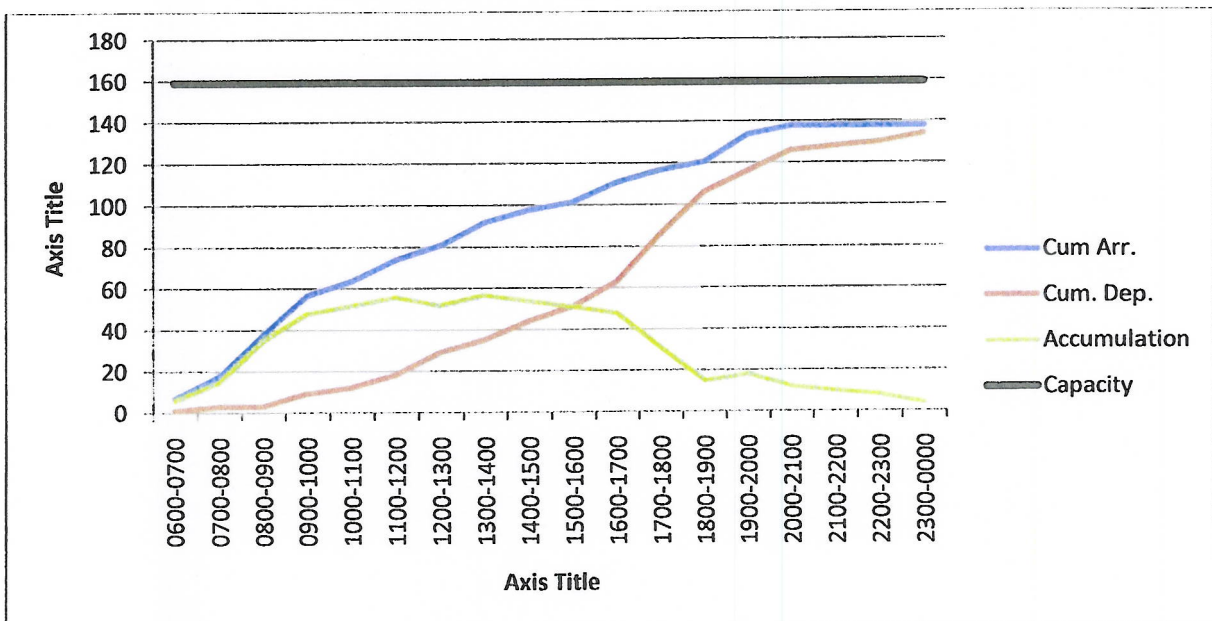


Figure 3.40: Queen's Road accumulation, arrival and departure profile – Sunday 17th June
Figure 3.41: Queen's Road – Duration of stay

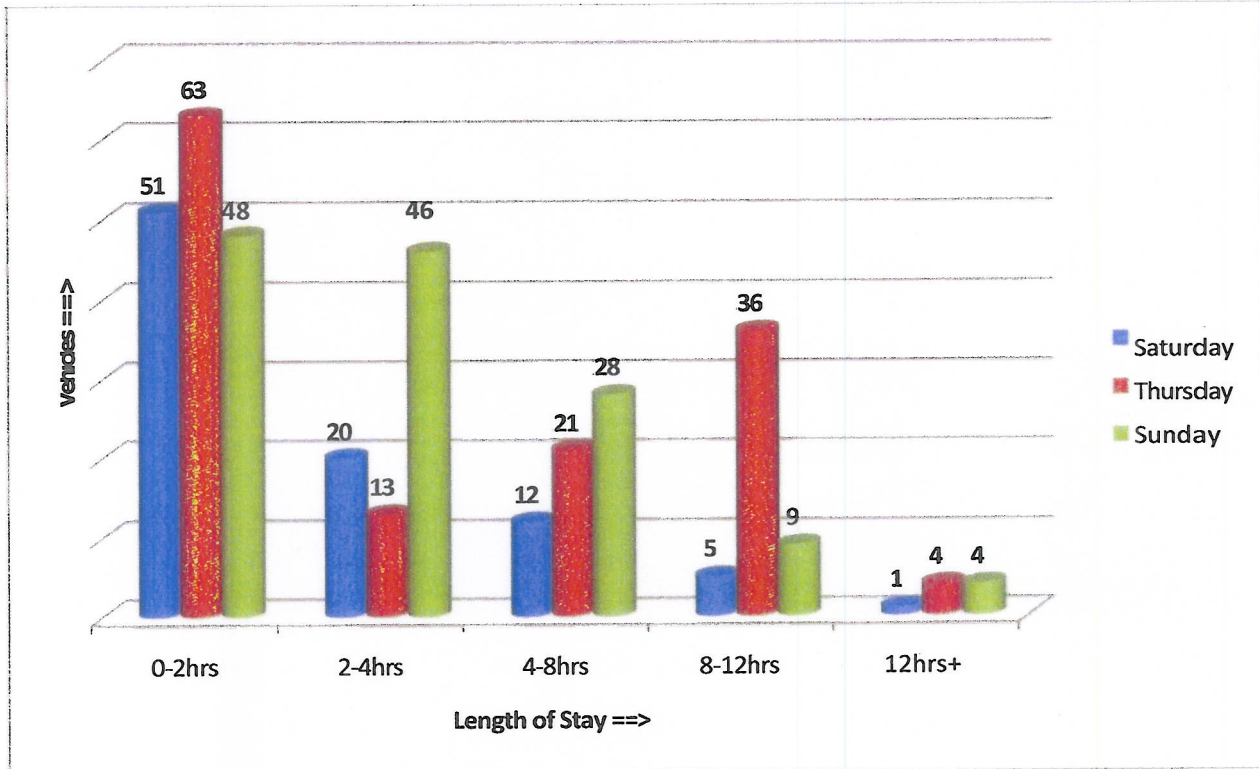
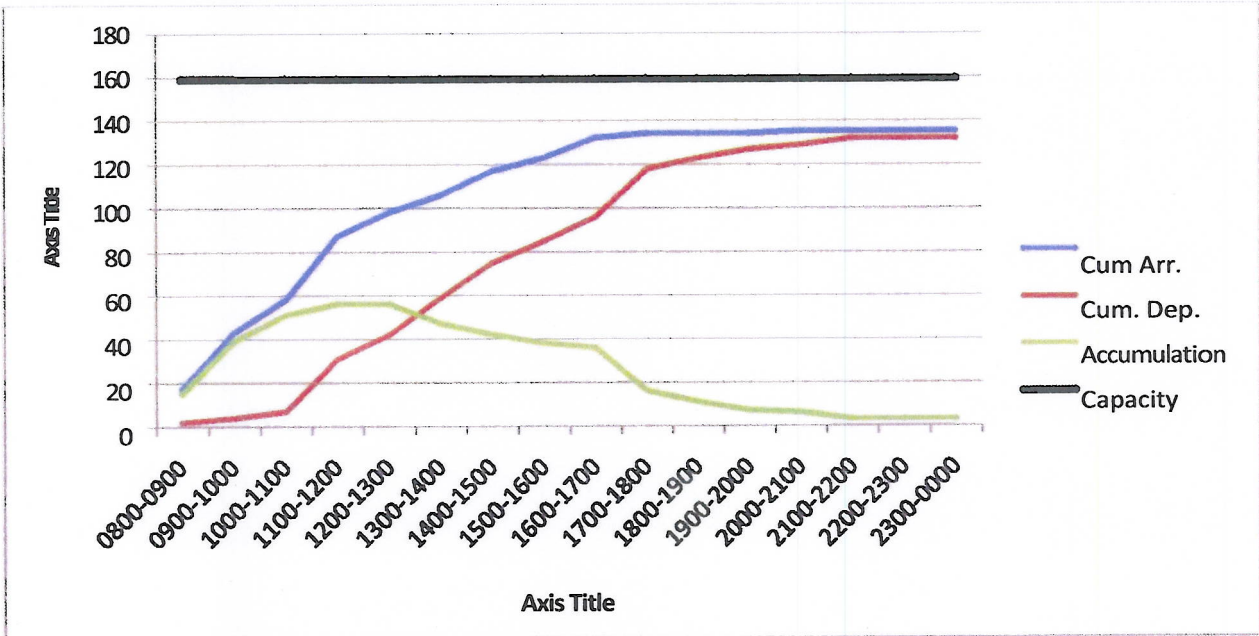
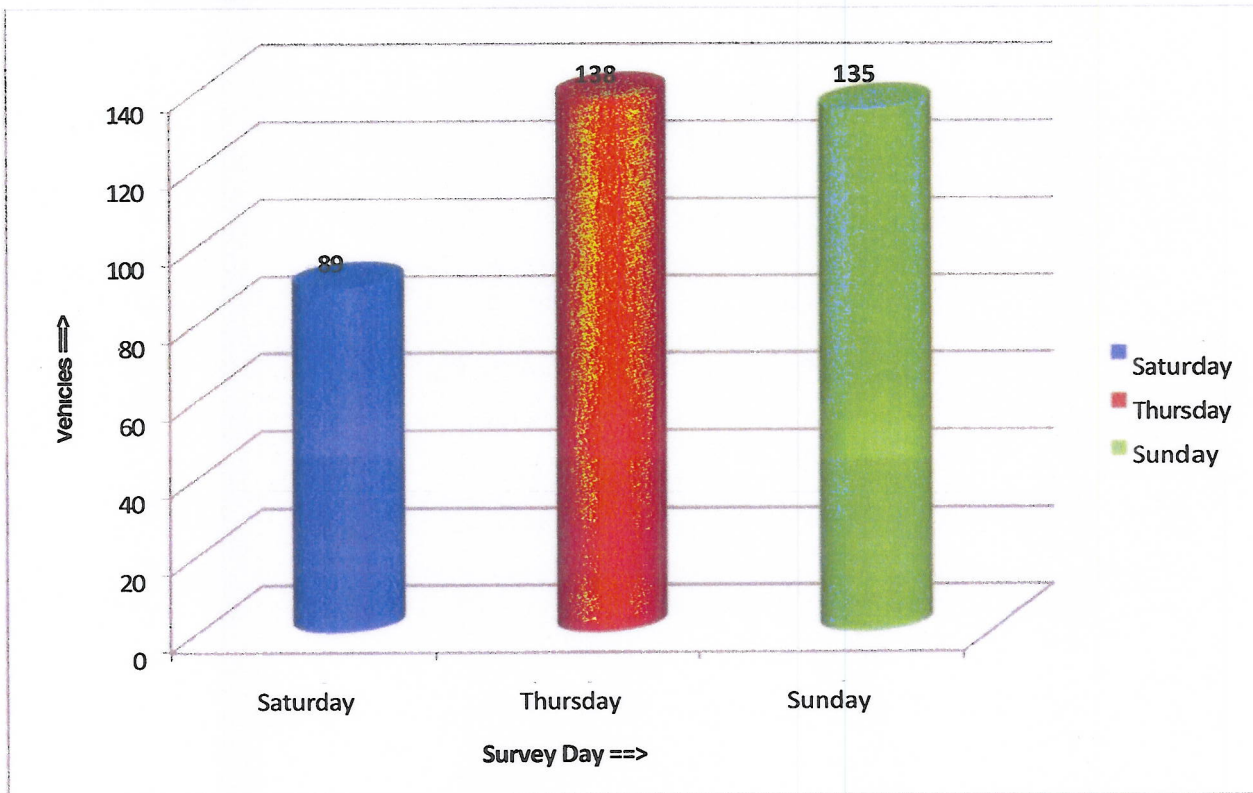


Figure 3.42: Queen's Road – Total parking events
3.1.10 Queens Road car park is a lightly utilised car park which is accessed via Centre Court.



Peak occupancy was 36%, recorded between 1300-1400 on Thursday 14th. Sunday 17th was busier than Saturday 16th, and reached a peak of 35% between 1100-1300. Whilst the car park was quiet, it had a much higher proportion of long stay visitors than the other Wimbledon car parks. On Thursday 14th, 44% parked for longer than 4 hours, and 18% longer than ten hours, suggesting some commuters may utilise this car park due to its close proximity the Wimbledon town centre and station, and cheaper parking charges than Centre Court.

32 Wimbledon’s Council and Private Car Park Totals

3.2.1 The following figures 3.43 to 3.47 show the findings amongst all of Wimbledon’s Council car parks and Figures 3.48 to 3.52 Private car parks.

3.2.2 Those that are Council and privately managed are as follows:

- Council – St George’s Road, Hartfield Road, The Broadway, Queens Road.
- Private – Sainsbury’s, Wimbledon Bridge, Waitrose, Centre Court.

Figure 3.43: Wimbledon council car parks accumulation, arrival and departure profile – Saturday 9th June

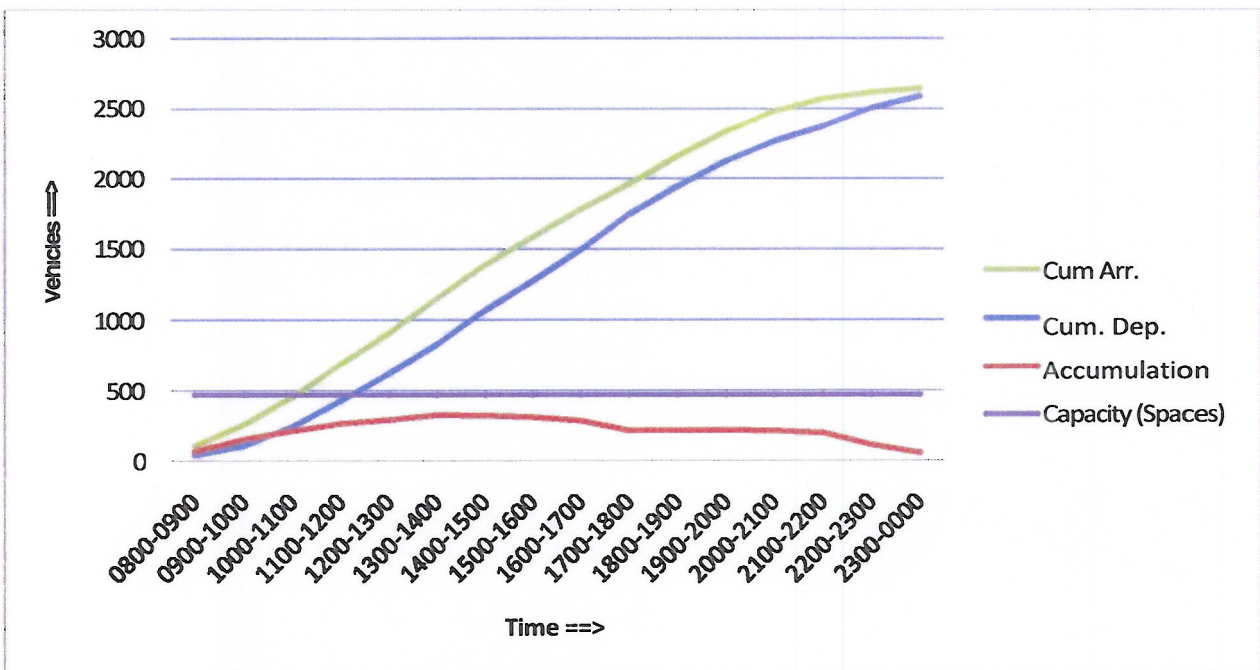


Figure 3.44: Wimbledon Council car parks accumulation, arrival and departure profile – Thursday 14th June

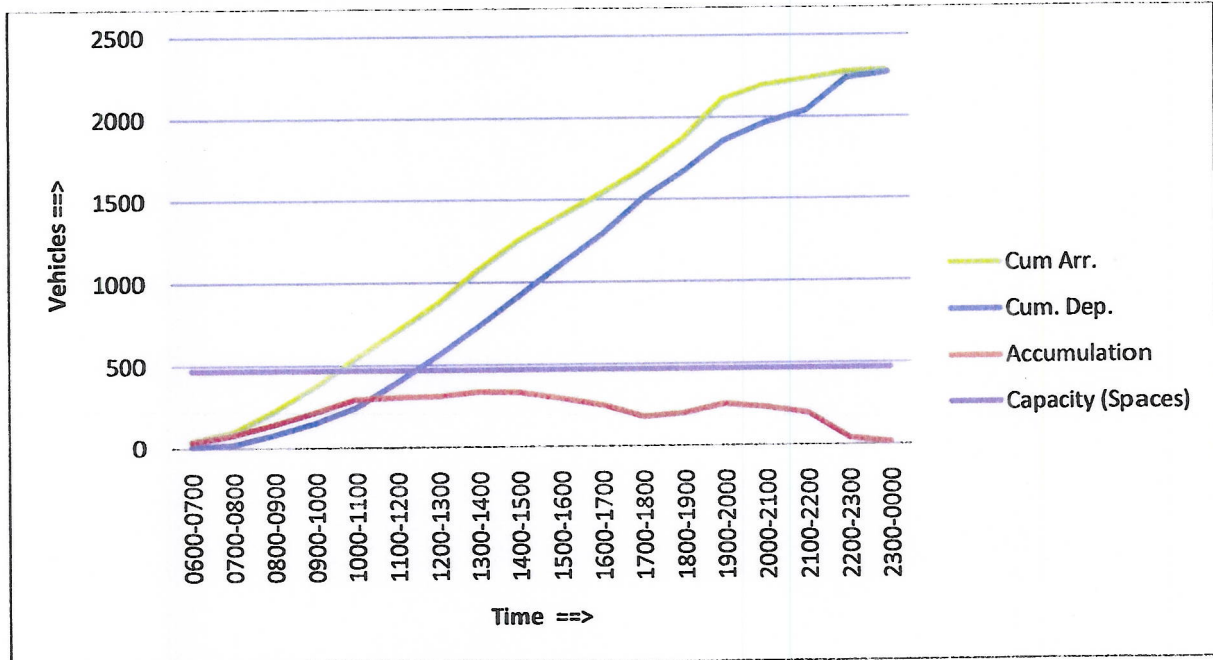


Figure 3.45: Wimbledon Council car parks accumulation, arrival and departure profile – Sunday 17th June

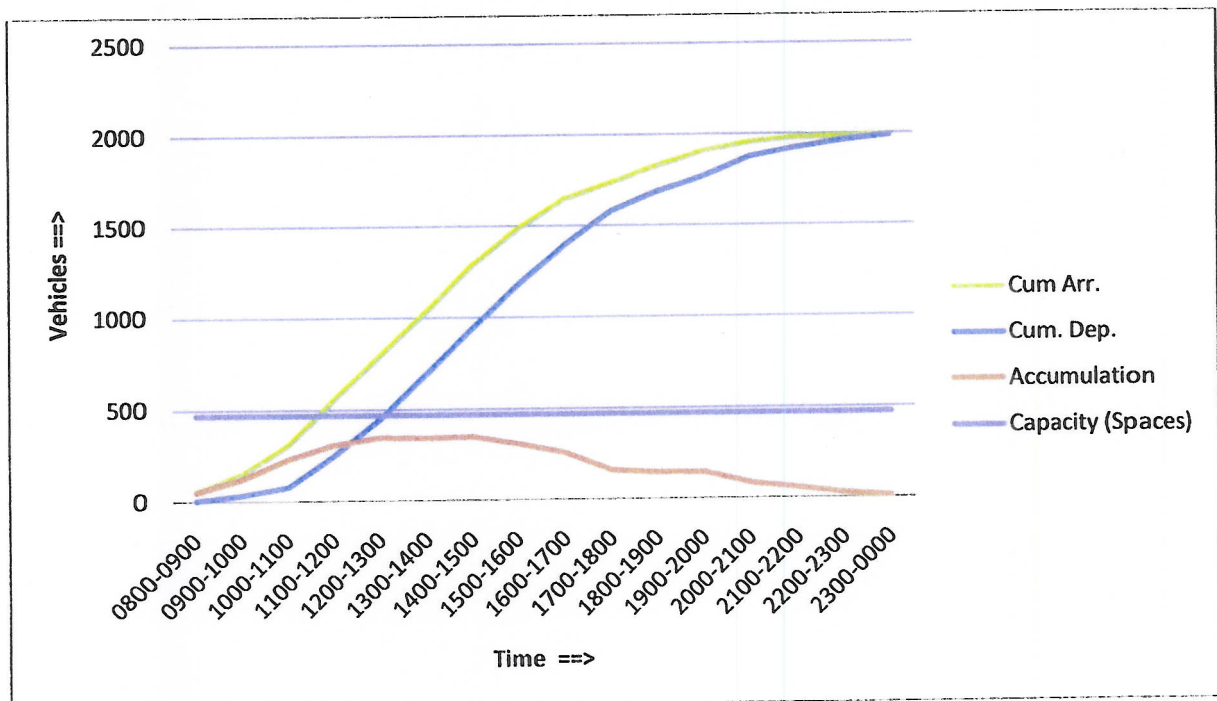


Figure 3.46: Wimbledon Council car parks – Duration of stay

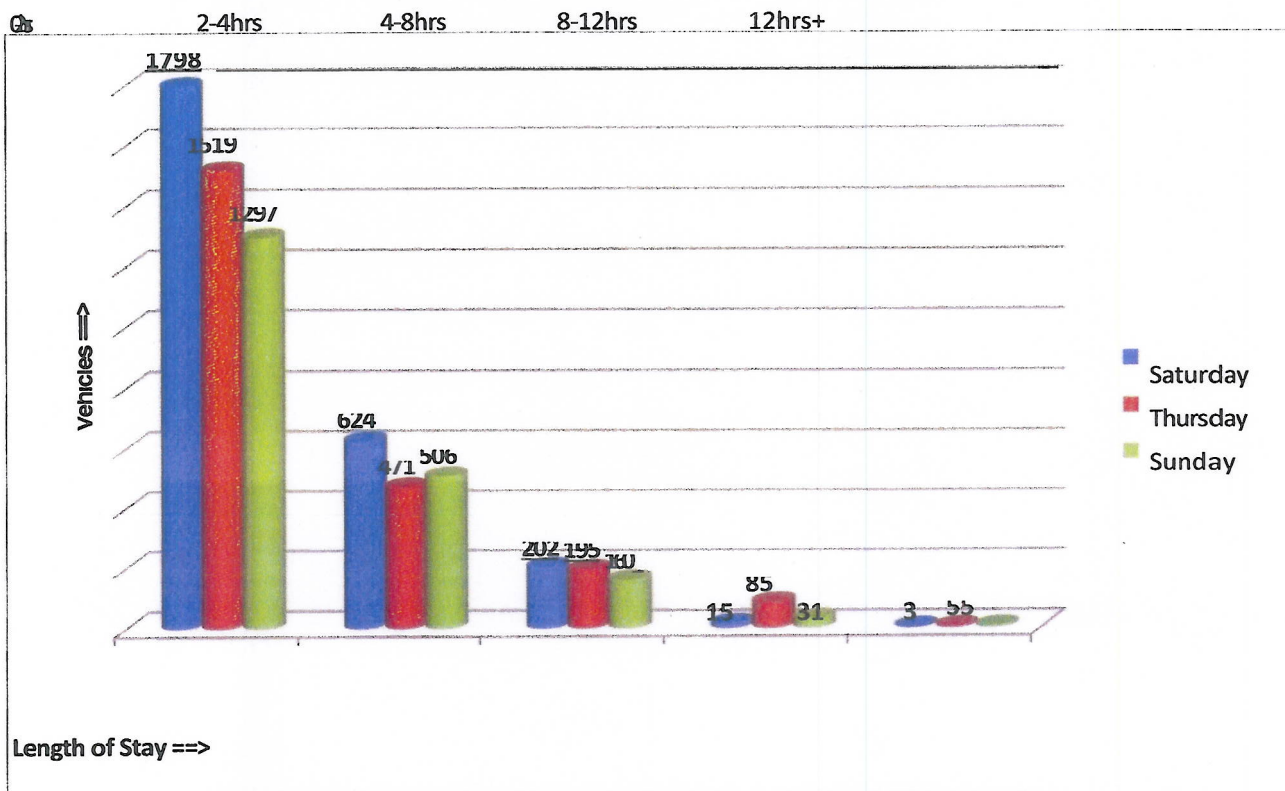


Figure 3.47: Wimbledon Council car parks – Total parking events

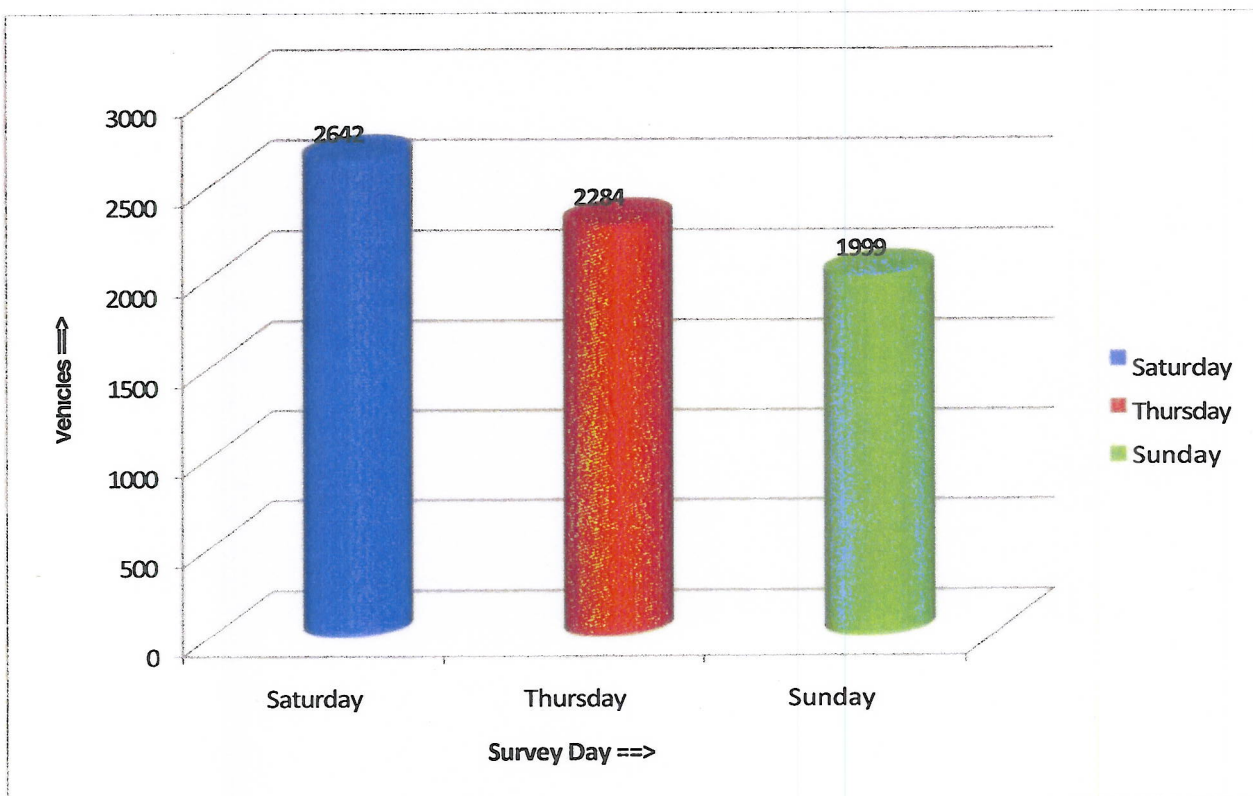


Figure 3.48: Wimbledon private car parks accumulation, arrival and departure profile – Saturday 9th June

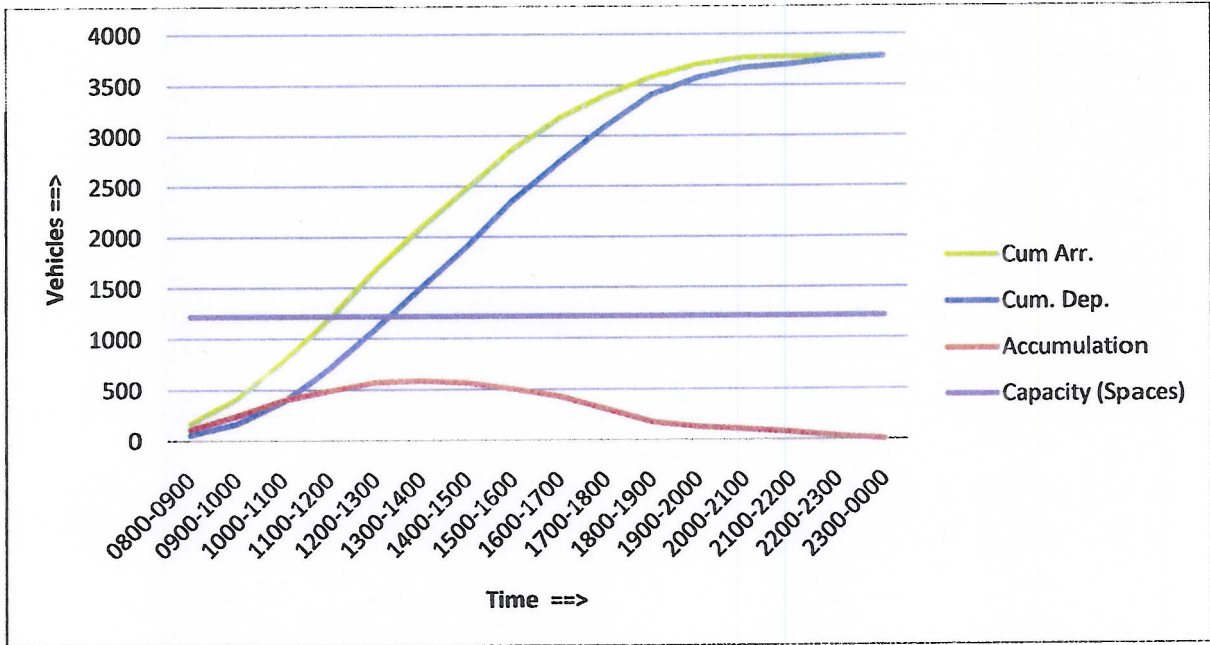


Figure 3.49: Wimbledon private car parks accumulation, arrival and departure profile – Thursday 14th June

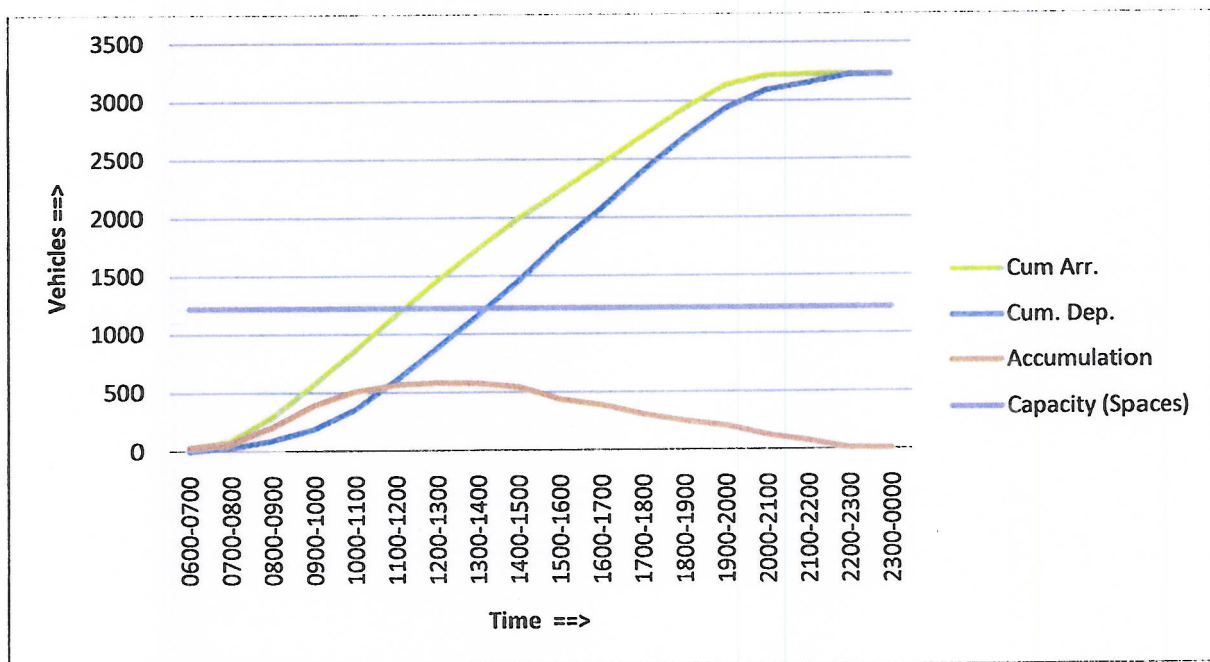


Figure 3.50: Wimbledon private car parks accumulation, arrival and departure profile – Sunday 17th June

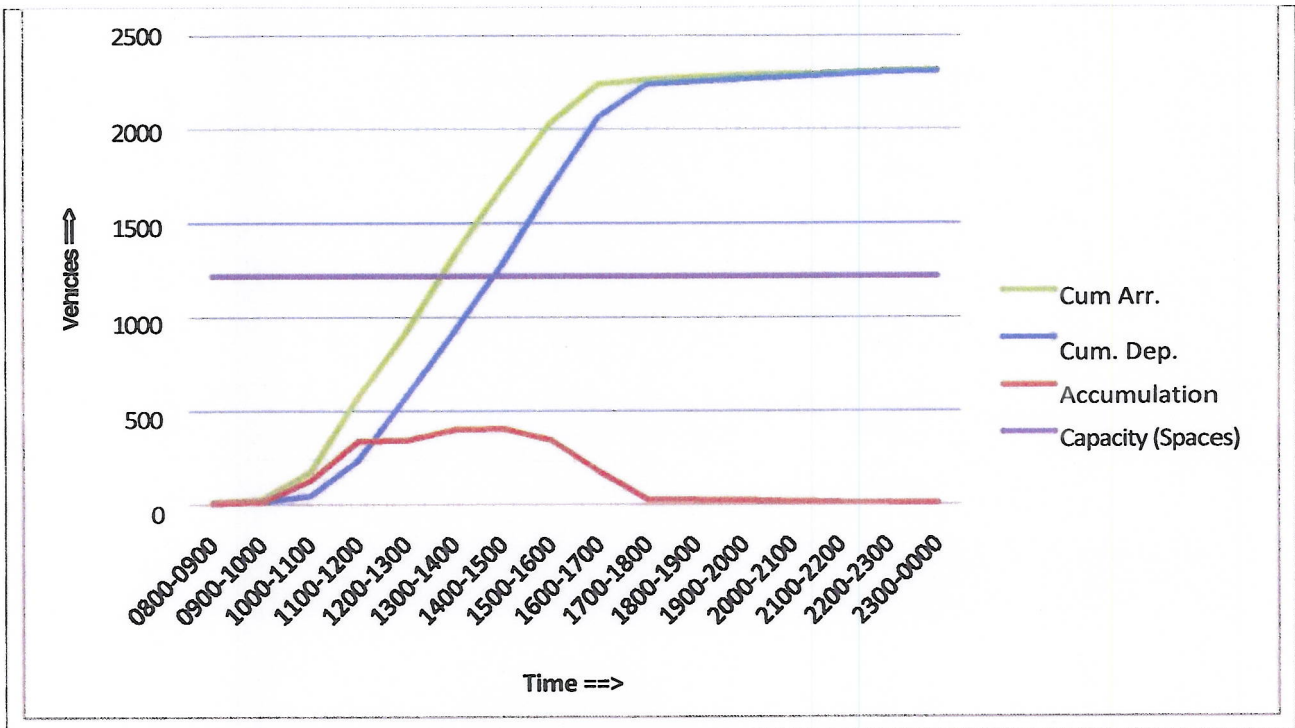
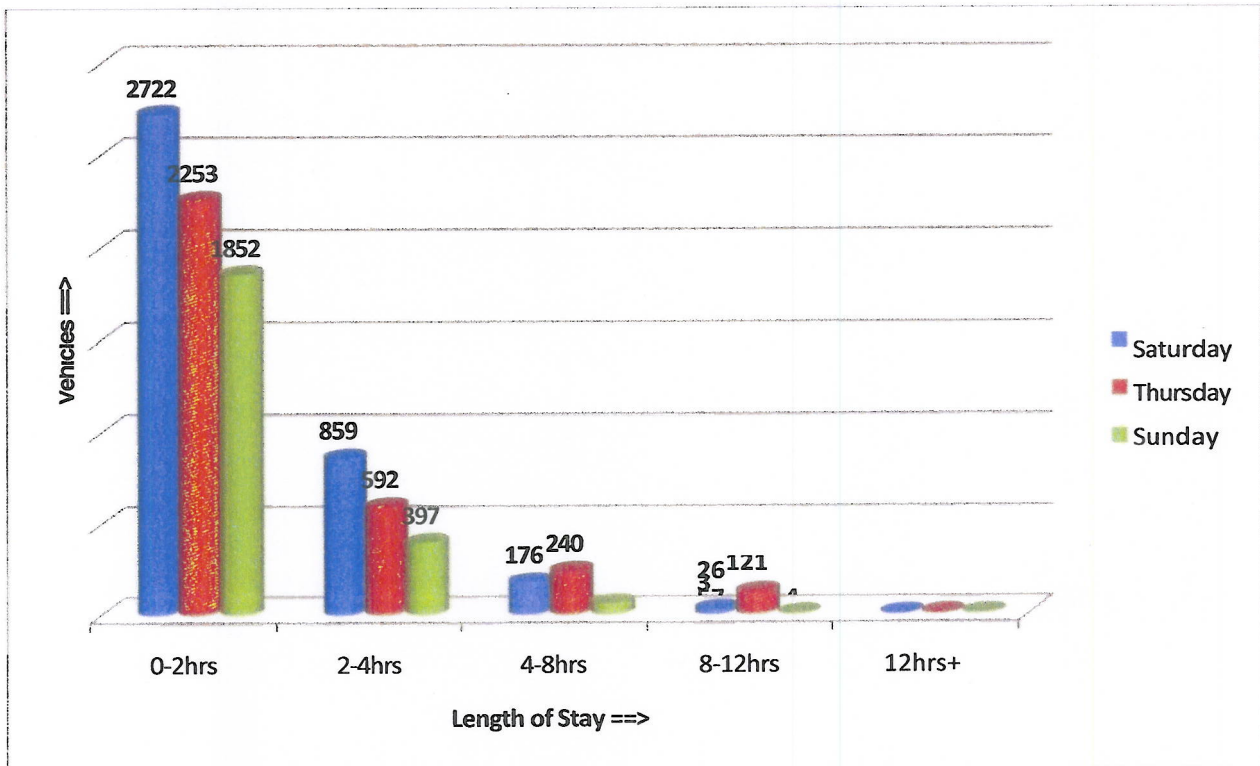
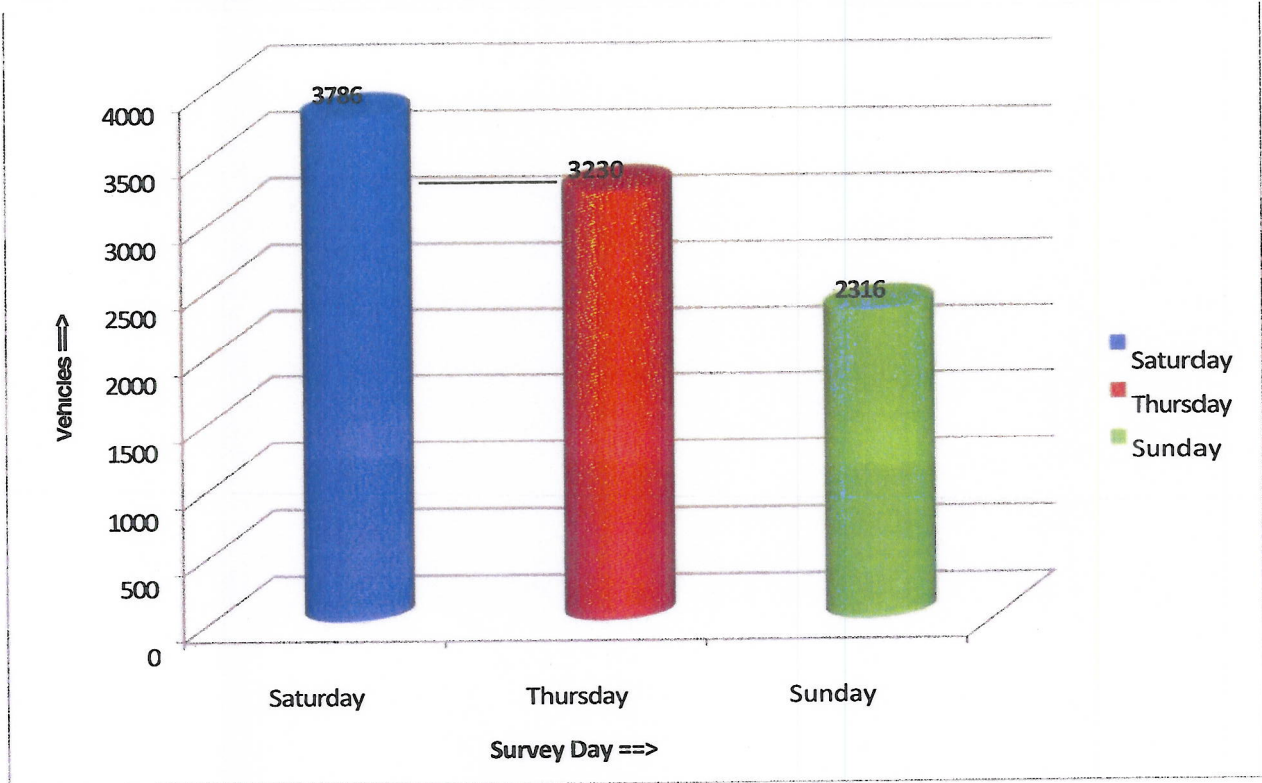


Figure 3.51: Wimbledon private car parks – Duration of stay



3.2.3 **Figure 3.52: Wimbledon private car parks – Total parking events**
There were 6,925 parking events in the council owned car parks, compared with 9,332 in



the privately owned car parks within the Wimbledon study area. When comparing the occupancy of both sets of car parks, the council owned car parks were busier, with a peak occupancy of 74% recorded between 1400-1500 on Sunday 14th June. During this peak period there were 938 available parking spaces, 124 in the council owned car parks, and 814 in the privately owned.

33 Wimbledon's Car Park Totals

3.3.1 The results amongst all car parks in Wimbledon are shown in Figures 3.53 to 3.57 below.

Figure 3.53: All Wimbledon car parks accumulation, arrival and departure profile – Saturday 9th June

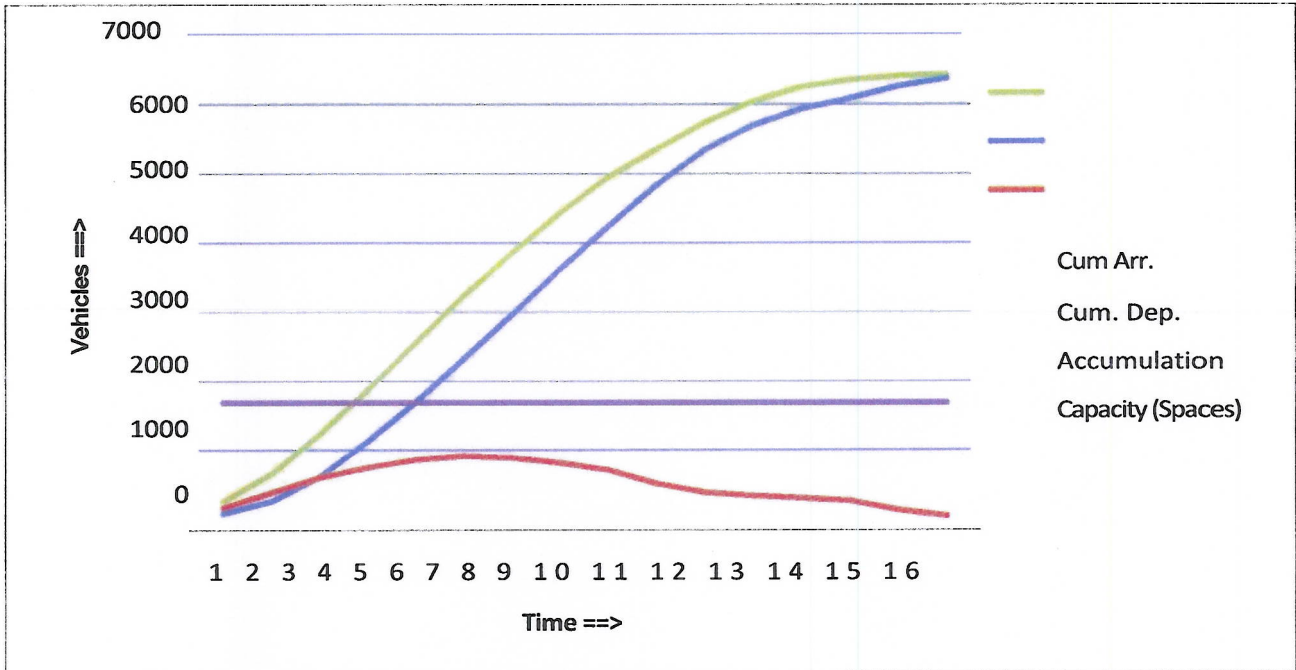


Figure 3.54: All Wimbledon car parks accumulation, arrival and departure profile – Thursday 14th June

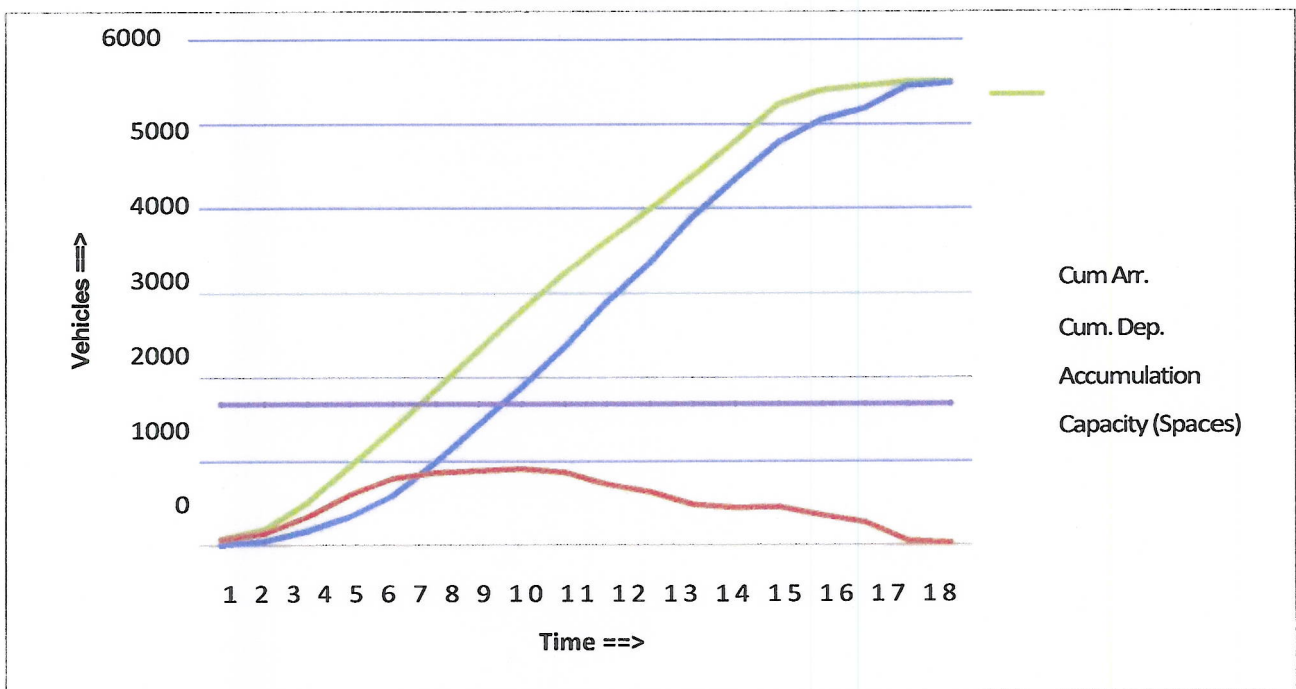


Figure 3.55: All Wimbledon car parks accumulation, arrival and departure profile – Sunday 17th June

Figure 3.56: All Wimbledon Car Parks – Duration of stay

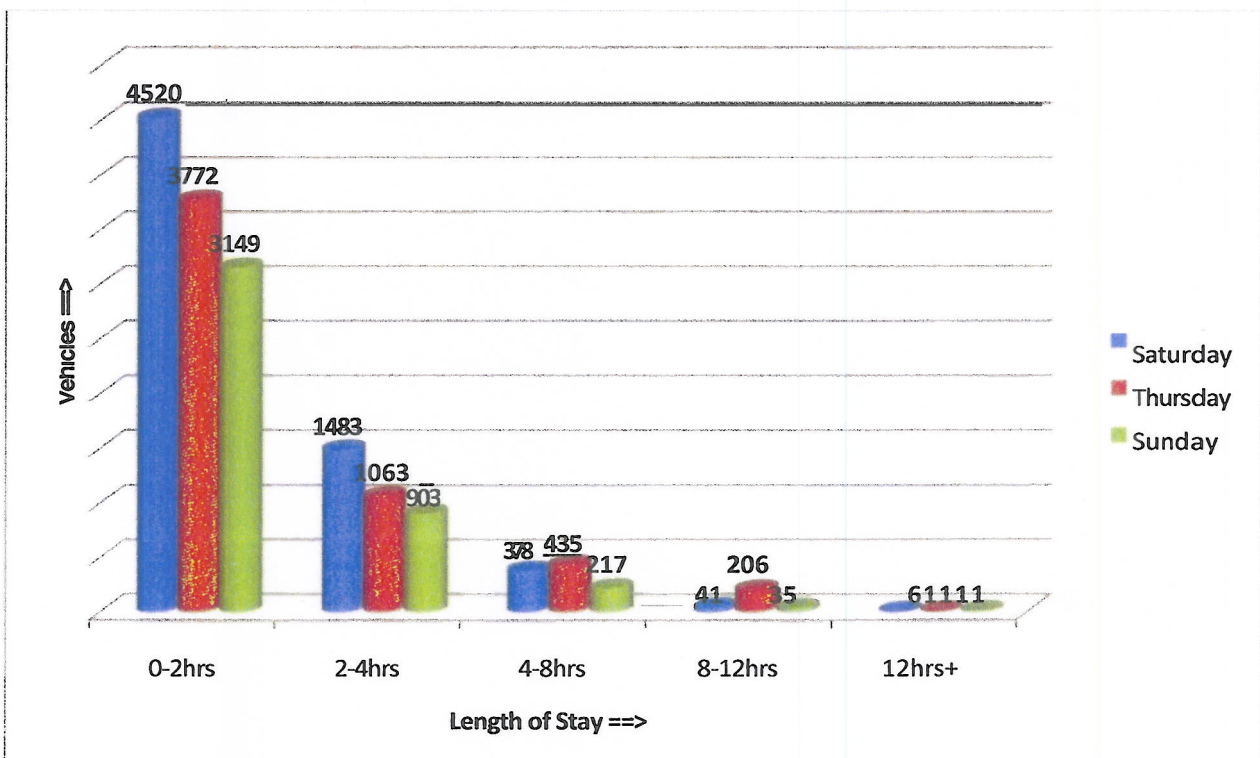
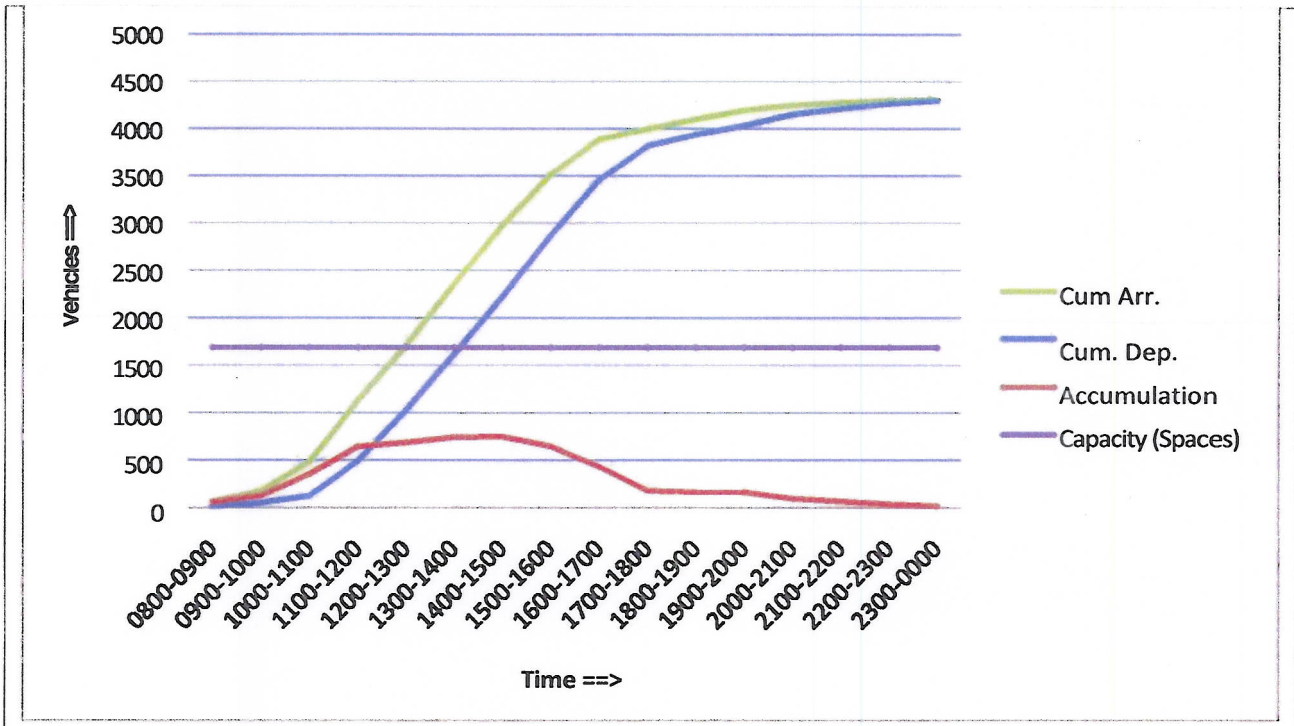
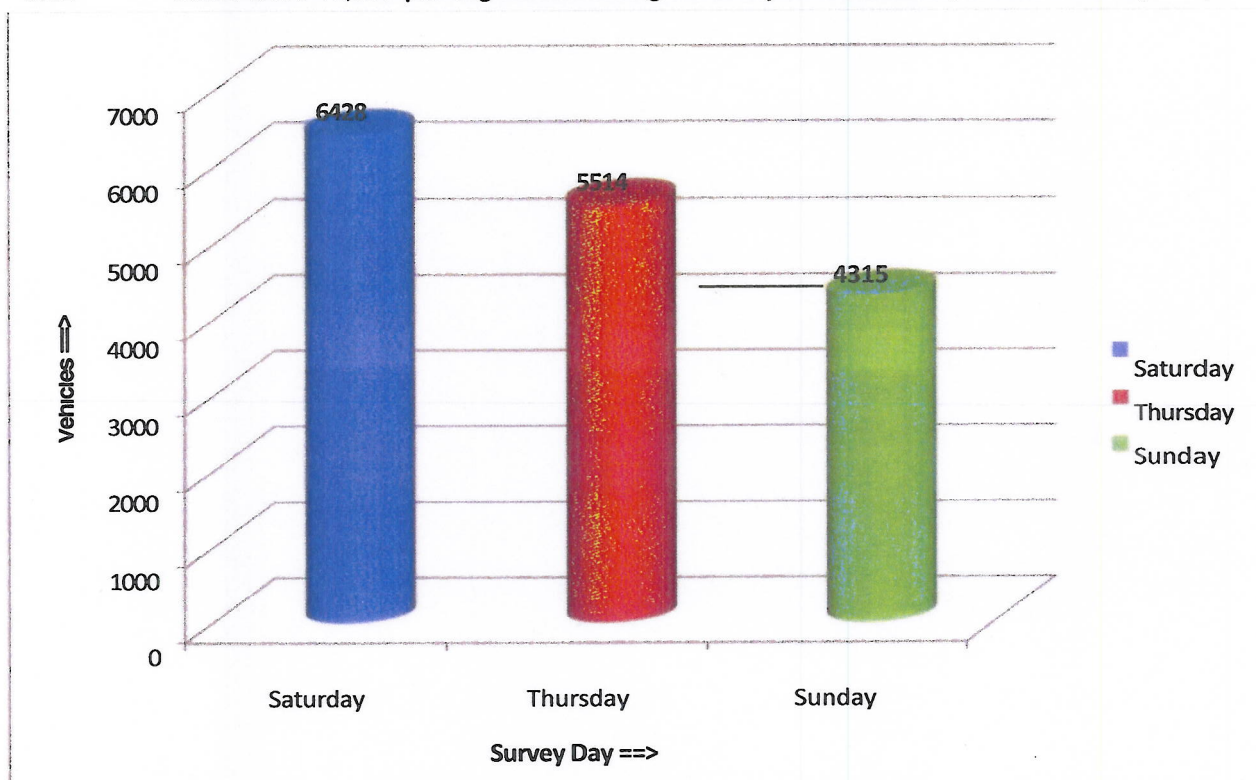


Figure 3.57: All Wimbledon Car Parks – Total parking events

3.3.2 There were 16,257 parking events during the study in Wimbledon, of which 6428 (39%)



were on Saturday 9th. Peak occupancy (54%) was recorded between 1300-1400 on Saturday 9th and Thursday 14th. During these periods there were still 780 available parking spaces. More than 65% of all parking events during the study were for less than

Appendix 5

Minutes of IPT meeting of 15 June 2012

And

Development brief



Minutes

Integrated Project Team (Property & Regeneration)

Notes of meeting on Friday 15th June 2012

Present: Chris Lee
Caroline Holland
James McGinlay
Paul McGarry
Howard Joy
Valerie Mowah
Jacquie Denton
Paul Garrett
Nuala Hickey

Item	Actions
1. Introductions	
2. Redevelopment of P3 and P4	<p>Presentation attached</p> <p>Agreed to undertake preliminary work in conjunction with IPT identifying procurement / disposal methods. Research methods adopted by other boroughs. (VM/JD)</p> <p>Undertake local member consultation (Dates TBC) (PMcG)</p> <p>Report site options to Borough Plan Advisory Committee (BPAC) (Dates TBC) (PMcG)</p> <p>Initiate draft development brief (VM)</p> <p>Agreed to proceed with P4, and delaying P3 until 2017-2019 due to car parking covenant.</p>
3. Project Governance	Agreed and attached to minutes
4. AOB	None

REPORT TO THE IPT BOARD

15th JUNE 2012

GOVERNANCE PROPOSALS

1.0 Introduction

In order to monitor the performance of the Council's Regeneration Delivery Plan and the sites disposal programme, it is proposed that a single board be established to ensure that progress is made against the regeneration delivery plan and the sites disposal programme; it would replace the current IPT Board. This is in addition to the project governance that is in place to deliver the strategy.

2.0 Proposed Structure

2.1 The proposed structure is as follows –

A Regeneration Board is established to oversee the overarching vision and monitors the delivery of the vision and site disposal strategy. This Board will be advisory only.

It is made up of Members (Cabinet member for Environmental Sustainability and Regeneration and the Cabinet member for Community and Culture or Cabinet member for Performance and Implementation), representatives from the opposition parties, representatives from each Council department and key partner organisations – Chaired on alternate by Chris Lee and Caroline Holland.

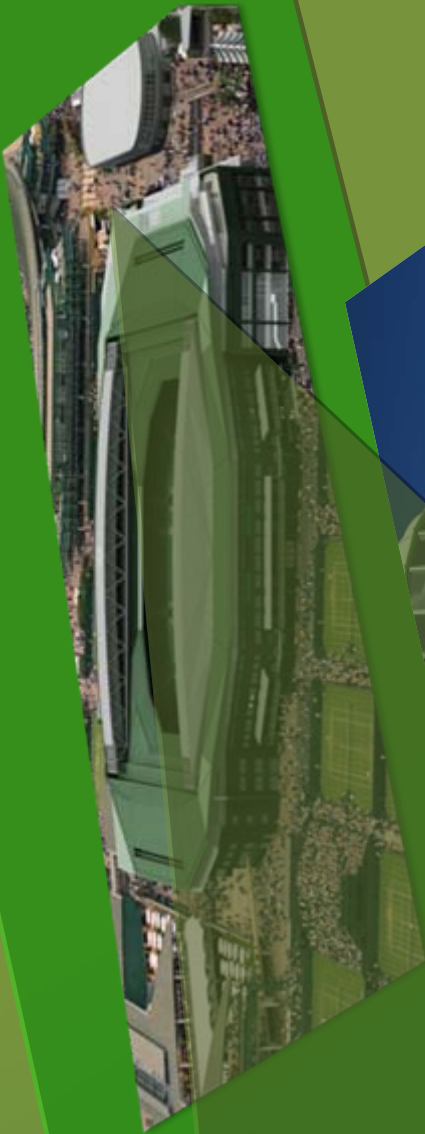
2.2 The Regeneration Board will be supplemented by a IPT / Regen Group that is made up of officers only; chaired By Chris Lee and Caroline Holland and will monitor performance against programme

It will meet quarterly (two of the meetings will follow the Regeneration Board).

It is also proposed that the Employability sub-group of the Sustainable Communities Transport Partnership (SCTP) to consider economic development and employment issues relating to the strategy and rollout of the regeneration plan and will meet as per SCTP schedule

3.0 Conclusion and Recommendation

The IPT Board is asked to consider and approve the proposed governance structure.



London Borough of Merton

Integrated Project Team

FutureMerton & Property: P3 & P4 Site Options



P3 & P4 Research Team

James McGinlay

Paul McGarry

Howard Joy

Valerie Mowah

Jacquie Denton

Paul Garrett

Nuala Hickey

59

Research into viable development scenarios for

Hartfield Road Car Park [P3]

Broadway Car Park [P4]



Introduction – Valerie Mowah

Overview of the project, process and findings:

- Objectives
- Findings
- Work undertaken to date

66

Development Options: P3

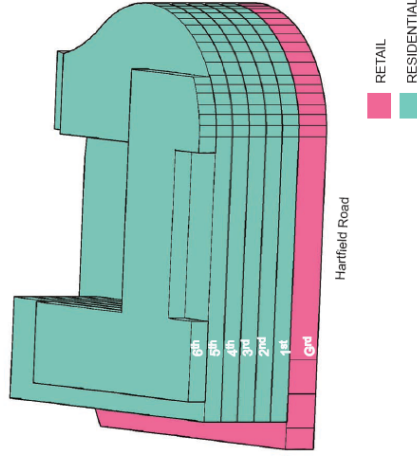
Massing and floorspace analysis for potential redevelopment for retail and residential | Option B: One large retail unit at ground floor with residential on upper floors

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

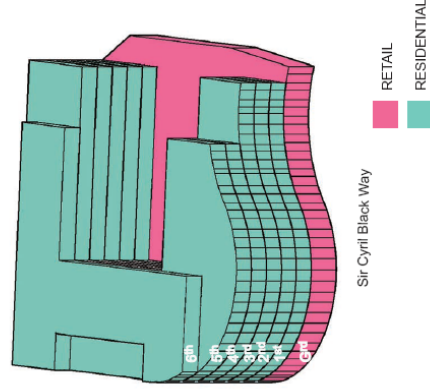
Notes

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

SW MASSING VIEW



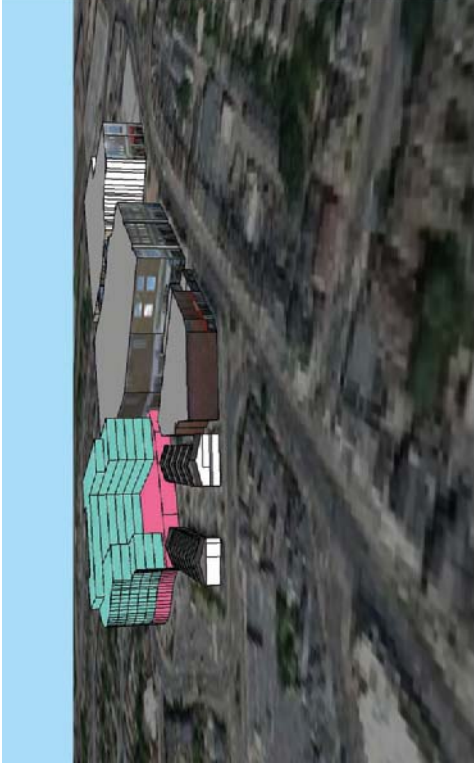
SE MASSING VIEW



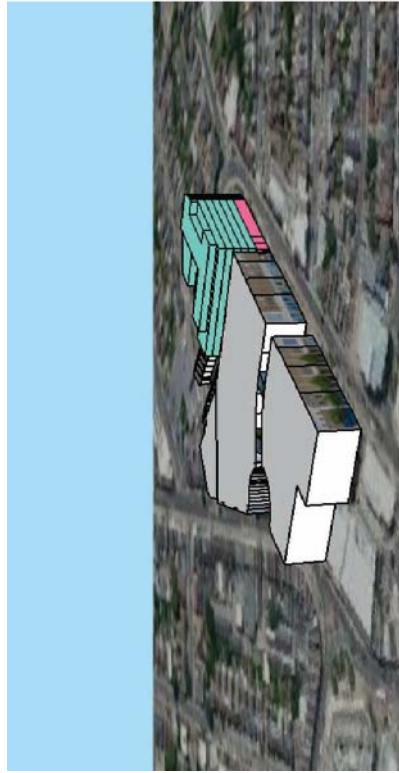
Development Options: P3



RETAIL
RESIDENTIAL



RETAIL
RESIDENTIAL



RETAIL
RESIDENTIAL



Development Options: P4

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

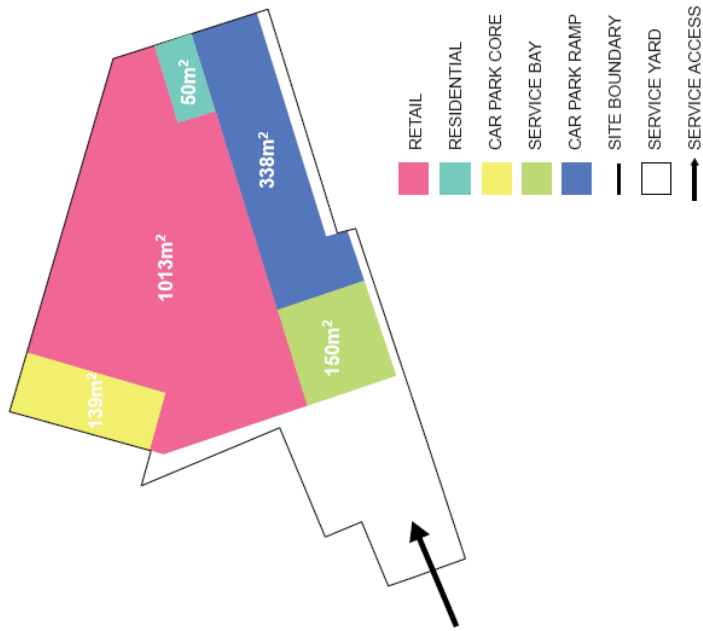
	Retail	Resi	Car Park Core	Service Bay	Car Park Ramp	Service Yard	Car Park	Roof Garden
Carpark	---	---	---	---	---	---	2,159*	---
Ground	1,013	50*	139	150	338	391*	---	---
First	---	1,060	---	---	---	---	---	528
Second	---	1,060	---	---	---	---	---	---
Third	---	1,060	---	---	---	---	---	---
Fourth	---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

Notes

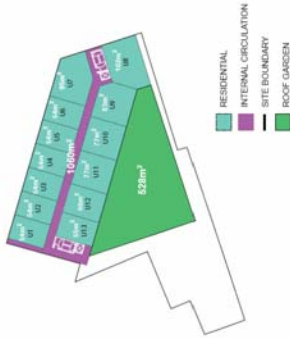
1. Site area = 2,159m² (23,239ft²)
2. All figures are Gross External Areas (G.E.A)
3. All figures in table are m² unless otherwise stated
3. * Ground floor residential area is access core
5. * Service yard area includes relocated substation
6. * Car park area includes car park core

Development Options: P4

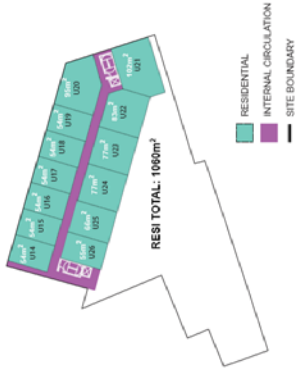
GROUND FLOOR



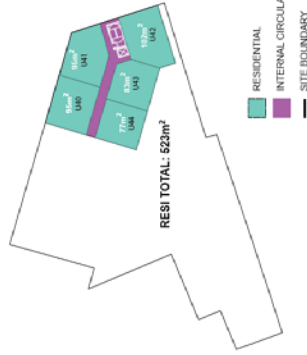
FIRST FLOOR



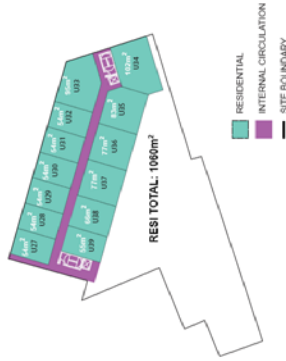
SECOND FLOOR



FOURTH FLOOR



THIRD FLOOR



Site area: 2159m²
 * Carpark core includes additional access core into residential units

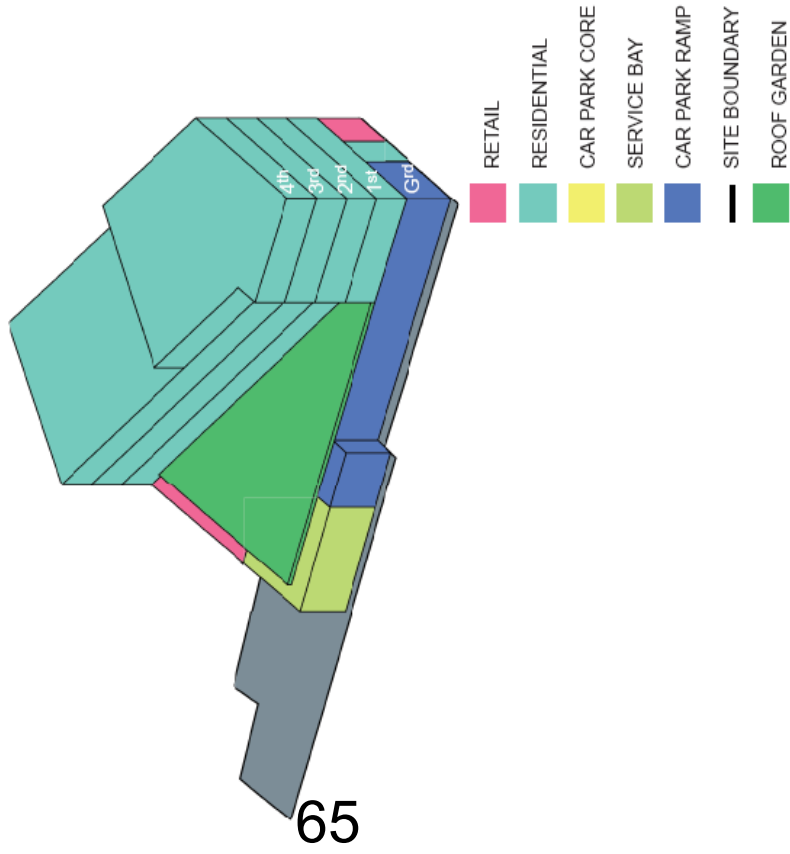
* Residential total includes 250m² internal circulation

* Residential total includes 71m² internal circulation

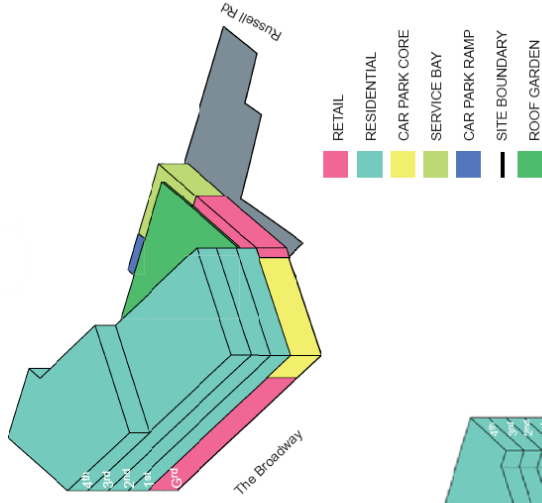


Development Options: P4

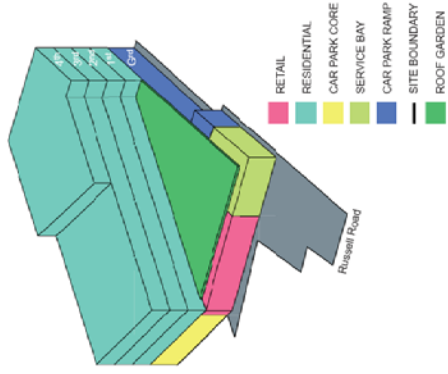
SE MASSING VIEW



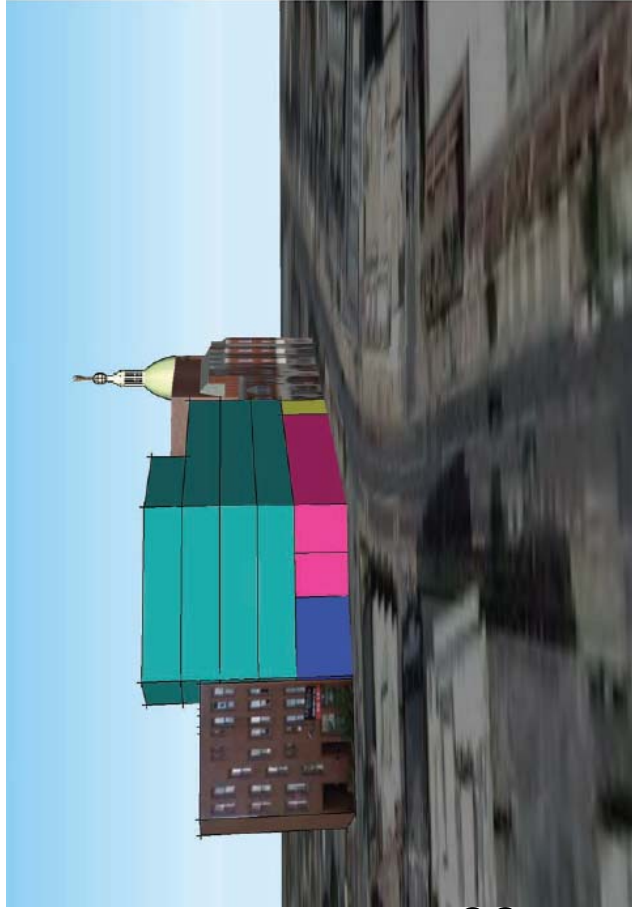
NW MASSING VIEW



SW MASSING VIEW



Development Options: P4



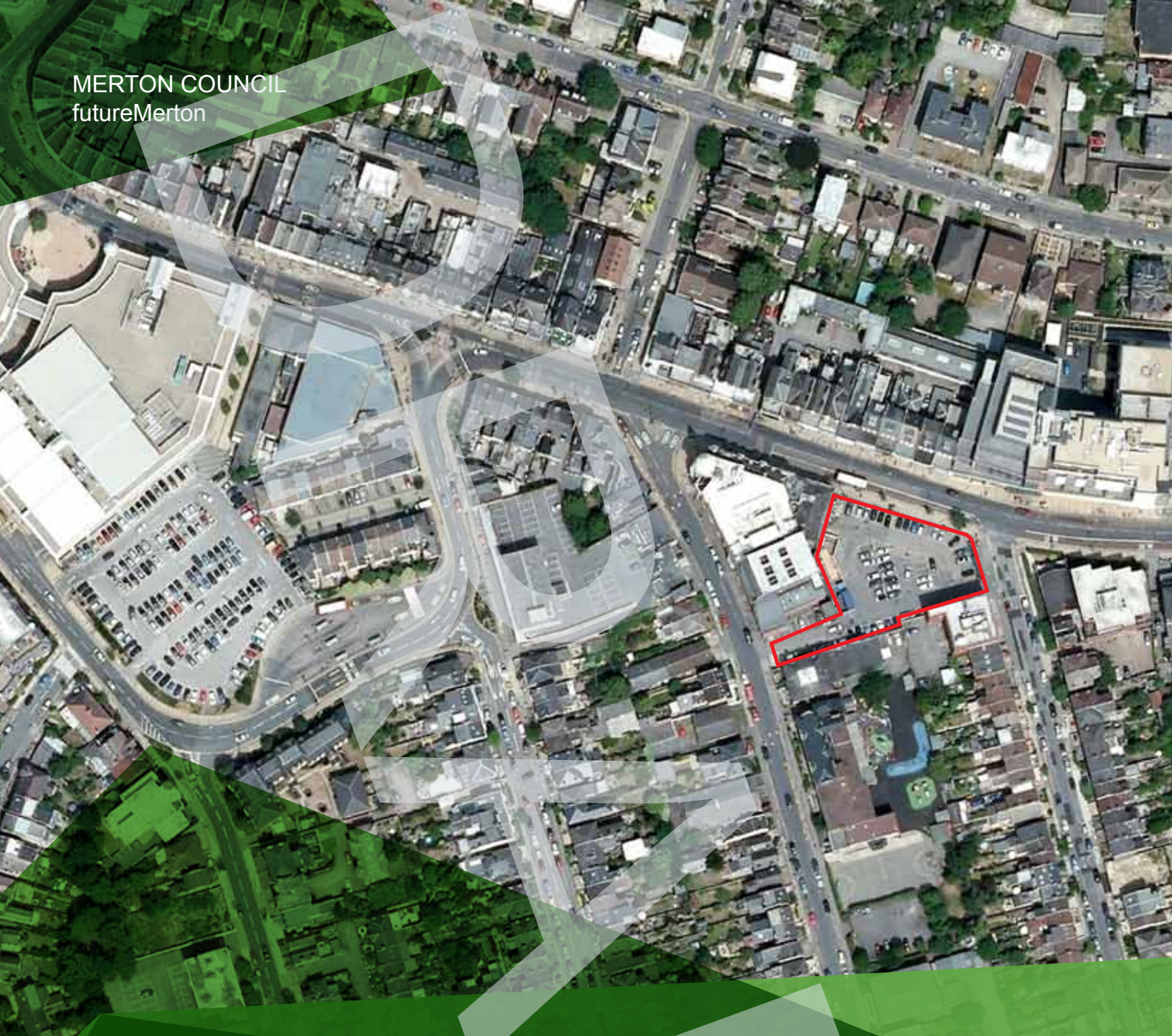
- RETAIL
- RESIDENTIAL
- SERVICE BAY
- CAR PARK RAMP



General discussion and way forward

P3: Defer until 2017-19

P4: Development Brief



Development Brief
**111-127 The Broadway,
Wimbledon SW19**

Produced by:



Future Merton
London Borough of Merton
Merton Civic Centre
London Road
Morden
Surrey
SM4 5DX



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1.0 Introduction and Background

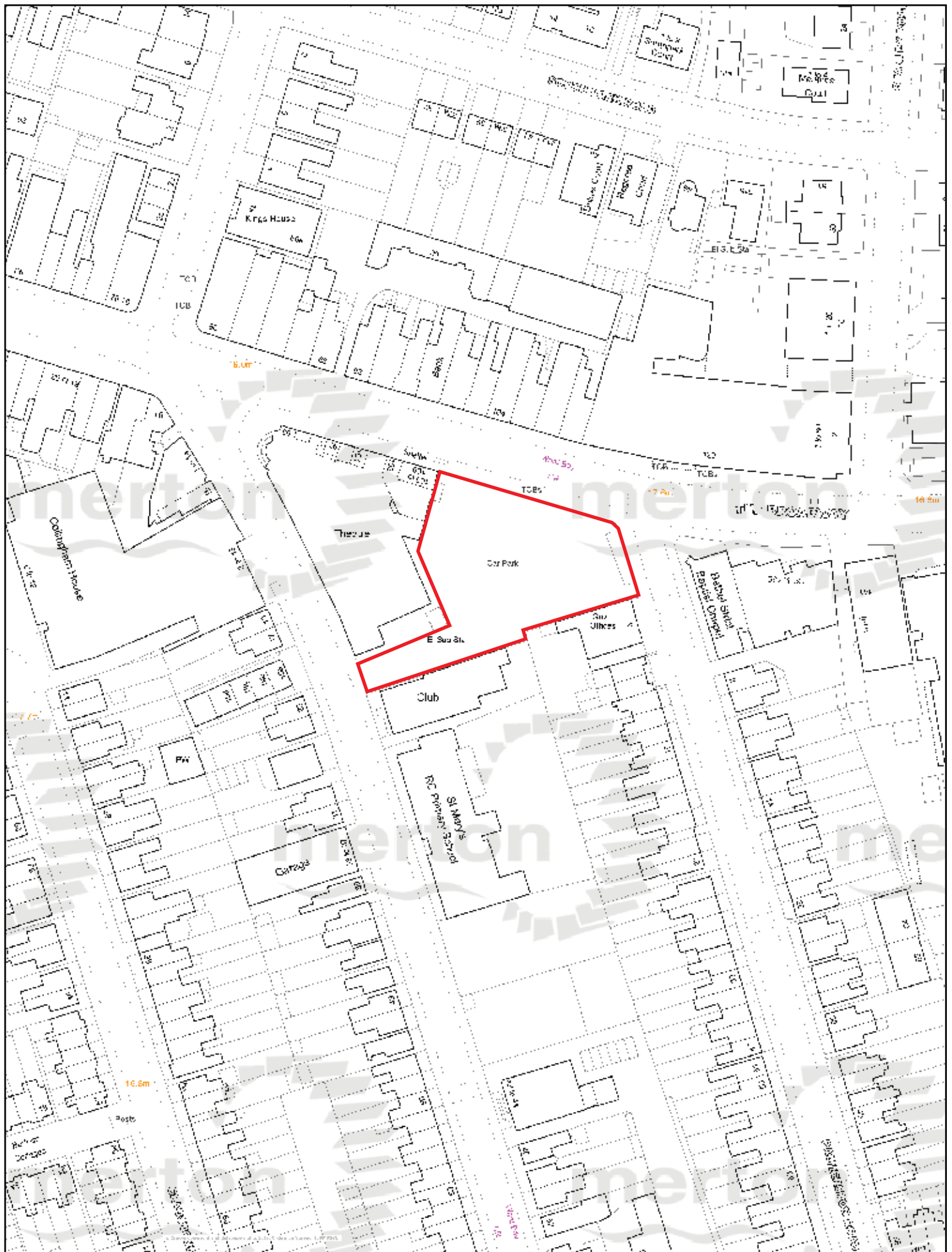
Site location and red line map

1.1 The purpose of this development brief is to provide supplementary guidance to developers and other interested parties of the constraints and opportunities presented by the site 111-127 The Broadway, Wimbledon, and the type of development expected by the council. The brief encourages high quality development, appropriate to the site's prominent town centre location and immediate adjacency to Wimbledon Theatre which is a Grade II listed building.

1.2 It should be noted that this development brief in non-statutory supplementary guidance, therefore bears no weight in the determination by the council of development proposals for the site. However the brief provides an informative and useful guidance that enlarges upon and conforms with National Planning Policy Framework (2012), The London Plan (2011) and Merton's Local Development Plan.

1.3 The site is located in Wimbledon Town Centre, 500m from Wimbledon Station between Palmerston and Russell Roads with frontage on The Broadway and is adjacent to Wimbledon Theatre, a grade II listed building. Wimbledon Town Centre is Merton's strategic centre and principal location for retail and leisure facilities, commercial employment opportunities and contains its main public transport interchange.

1.4 The character of development surrounding the site is typical of the mixed uses found in the town centre and varies from buildings of a domestic scale, modern purpose-built office buildings and theatre to three / four storey retail / flats / office buildings. The site extends to approx 0.2ha., is in Council ownership, is currently used as a public car park (70 spaces) and provides service access to the rear of the theatre. Ingress for vehicles is gained via Russell Road with egress via Palmerston Road.



Title Broadway Car Park Site		London Borough of Merton 100 London Road Morden Surrey SM4 5DX	
TRANSPORT PLANNING	Date 18/4/2012	72	Scale 1/1250





Title

Broadway Car Park Site

Aerial 2010

London Borough of Merton
100 London Road
Morden
Surrey
SM4 5DX



TRANSPORT PLANNING

Date 18/4/2012

Scale 1/1250

73





2.0 Planning Policy Context



2.0 Planning Policy Context

The Development Plan for Merton

2.1 Development in Merton is currently guided by:

National Policy

- *The National Planning Policy Framework (2012)*

Regional Policy

- *The London Plan (2011)*

Local Plan

- *Merton's Unitary Development Plan (2003)*
- *Merton's Core Planning Strategy (2011)*
- *The South London Waste Plan (2012)*
- *Merton's draft Sites and Policies Development Plan Document (2013)*

National Policy

2.2 Published in March 2012, the National Planning Policy Framework (2012) [NPPF] sets out national planning policy and as a material consideration in determining applications. One of its key aims is to achieve sustainable development. The NPPF sets out 12 core planning principles that make clear that planning should:

- Be plan-led setting out a succinct planning framework and a practical plan within which planning applications can be decided efficiently
- Both enhance and improve the places in which people live their lives, not focus on scrutiny
- Through sustainable economic development deliver homes, business and industrial developments and infrastructure that are objectively identified
- Ensure that land and buildings are designed to a high quality and good standard for existing and future occupiers
- Consider the diversity of areas, support urban areas and rural communities and protect the Green Belt
- Support the transition to a low carbon future, and encourage the reuse of existing and renewable resources
- Conserve and enhance the natural environment

- Promote mixed use developments
- Conserve heritage assets
- Actively manage growth to make full use of public transport, walking and cycling and
- Take account of and support local strategies to improve health, social, community and cultural facilities and services.

Regional Policy

2.3 The Mayor's London Plan is produced by the Greater London Authority and is the statutory planning document for London as a whole and forms part of the development plan for the borough. The Plan was adopted in July 2011 and sets out the spatial development strategy for Greater London. The London Plan provides integrated economic, environmental, transport and social considerations across the Greater London Area up to 2031. The Mayor's vision for sustainable development is for London to retain and build upon its status as a leading global city as well as being somewhere people and businesses want to locate.

2.4 In 2012, the Mayor published for public consultation proposals for early minor alterations to the London Plan to ensure that the plan accords with the NPPF and provides a current framework for London. These proposed changes relate to affordable housing (the inclusion of the affordable rented tenure), hazardous installations, cycle parking standards and minor clarifications. This consultation closed on the 21st June 2012.

Merton's Local Plan

2.5 Merton's local development Plan is Merton's Core Planning Strategy (2011) and 'saved' policies in Merton's Unitary Development Plan (2003) [UDP] – including the UDP Proposals Map 2003 and The South London Waste Plan (2012).

2.6 On 27 September 2007, the Secretary of State issued a direction deleting a selection of Merton's UDP policies (ST. 9, ST.11, HP.3, HP.4, HP.6, HN.1, U.2, U.3, PE.10, MO.2, S.10 and LD.3) and upon adoption of the Core Planning Strategy a number of UDP policies were replaced or superseded by policies contained in the Core Planning Strategy. For a full list of UDP

policies superseded or replaced by the Core Planning Strategy, please refer to Chapter 31: UDP Policies replaced by the Core Planning Strategy.

2.7 Adopted in July 2011, Merton's Core Planning Strategy sets out Merton's 15 year spatial planning framework for Merton to guide and direct development across the borough. All other Development Plan Documents, Area Action Plans, Supplementary Planning Documents and neighbourhood plan(s) must be in conformity to the Core Planning Strategy.

2.8 A draft Sites & Policies Development Plan Document (DPD) and draft Policies Map (January 2013 consultation draft) contains detailed development management policies, site allocations and draft Policies Map (formally known as the proposals map). This DPD is intended for submission to the Secretary of State for public examination in autumn / winter 2013. The weighting of the draft DPD increases as it goes through the various stages to adoption.

2.9 Once adopted, the Sites & Policies DPD, in addition to the Core Planning Strategy and the London Plan will form the development plan for Merton.

The South London Waste Plan (2012)

2.10 This is a joint Development Plan Document between Merton and three neighbouring boroughs, Kingston, Croydon and Sutton. It contains detailed planning policies to guide planning applications for waste facilities, and allocates specific sites and areas as being suitable for new waste facilities.





2.0 Planning Policy Context

Key planning policy considerations

2.11 This section details a selection of key planning policy considerations concerning redevelopment proposals for the Broadway Car Park site. A list of relevant Development Plan policies is also set out in Appendix 1 of this development brief. Please note that this is not an exhaustive analysis, but rather concentrates on a selection of particularly relevant policy considerations concerning the Broadway Car Park site.

Major centre status:

2.12 Wimbledon is Merton's main town centre and the primary shopping destination in Merton (a major centre). Policies in Merton's existing and forthcoming Local Plan policies ensure that Wimbledon town centre remains a 'destination'; by maintaining and encouraging a wide variety of town centre services and facilities. Thus reinforcing the role of the town centre as the principal town centre in Merton now and in the future. In accordance with Merton's Core Planning Strategy and Economic Development Strategy 2010 & 2012 update (EDS), development of town centre uses are encouraged in Wimbledon town centre.

2.13 As detailed in the Retail and Town Centre Capacity Study (2011) [retail study] and Economic and Employment Land Study (2010) [employment land study], Wimbledon has low yields and high commercial rents. A range of uses are supported which contribute towards the existing Wimbledon offer.

Town centre uses:

2.14 The current use of the site is a public car park (providing 70 spaces) and it is adjacent to Wimbledon Theatre which is a Grade II listed building. The site is located in Wimbledon town centre (Major Centre). Appropriate development of this site would generally be for mixed uses with active frontages at street level and town centre uses and / or residential use on the higher floors. This development approach would contribute towards maintaining and enhancing the vibrancy and vitality of the town centre; creating a place where people would like to live, work and visit.

2.15 The site fronts onto The Broadway and is also located in Wimbledon's 'cultural quarter' (as illustrated in Merton's Core Planning Strategy). A range of town centre uses are therefore supported including retail,

restaurants and cafes at ground floor level to contribute to the creation of active uses and frontages. Other town centre uses include leisure, entertainment, sport and recreation uses and offices, arts, culture and tourism development.

2.16 As well as being located in Wimbledon's 'cultural quarter', this site is also situated at the beginning of Wimbledon's business district. The London Plan highlights Wimbledon town centre as an area where speculative office development could occur. Merton's Employment Land Study forecasts a significant demand for office space, in particular large modern floorplates, in Wimbledon town centre up to 2021.

Housing:

2.17 The London Plan identifies that substantial new housing will be built on brownfield sites across London, much of which will be in areas with good transport accessibility. This site provides an opportunity to combine residential uses with other town centre uses. Advantages of which include more effective use of common infrastructure (e.g. sewerage and water) a minimised need to travel and the contribution towards the provision of active street uses.

2.18 Merton's Core Planning Strategy Policy CS9 (Housing Provision) supports the provision of well designed housing to create socially mixed and sustainable neighbourhoods. Merton's statutory minimum housing target is 4,800 additional homes for the Core Strategy Plan period of 2011-2026, of which an indicative range of 500-600 homes is predicted for Wimbledon. Wimbledon town centre, within which the site is located, has the highest level of public transport accessibility in the borough and this makes it a sustainable location for some high density housing through redevelopment of this key site.

2.19 The provision of a mix of housing types, tenures and sizes is sought at national, regional and local plan level to ensure that development proposals meet the needs of all sectors of the community. This includes the provision of family sized and smaller units and provision for those unable to compete financially and the vulnerable. In assessing development proposals the council will take account of Merton's Housing Strategy (2011-2015) which sets out indicative borough level indicative proportions which are set out as follows:

Number of bedrooms	Percentage of units
One	33%
Two	32%
Three+	35%

2.20 Development proposals will need to have regard to the residential space standards set out at Table 3.3 in the London Plan, in addition to guidance contained in the Mayor's Housing SPD and the London Housing Design Guide.

2.21 All new housing will be required to be built to lifetime home standards and 10% to wheelchair accessible or adaptable for residents who are wheelchair users.

2.22 Merton's Core Planning Strategy Policy CS8 (Housing Choice) aims for a borough wide affordable housing target of 40% and sets a sliding threshold concerning affordable housing requirements. For net additional housing schemes of 1-9 units a 20% affordable housing provision target is required equivalent to that provided on-site as a financial contribution. An explanatory note concerning the application of the 1-9 unit requirement and an online calculator to assist in indicative financial contributions calculations is located here:

http://www.merton.gov.uk/environment/planning/1-9_unit_explanatory_note.pdf

2.23 For schemes of 10 units or more a 40% affordable housing requirement is required on-site and only in exceptional circumstances will the council consider a financial contribution in lieu of provision on site. In accordance with the London Plan and Merton's Core Planning Strategy, the affordable housing tenure split requirement is 60% for social and affordable rent and 40% intermediate rent or sale.

Density:

2.24 New residential development proposals should achieve appropriate densities having regard to the London Plan density matrix set out at Table 3.2 in the London Plan. The density ranges set out in the matrix should not be applied mechanistically but should also have regard to other relevant considerations including local context, design and social infrastructure.

2.0 Planning Policy Context

Principles of good design

Tall building:

2.25 Merton's Core Planning Strategy identifies that Wimbledon town centre may be an appropriate location for tall buildings which are of exceptional design and architectural quality, where they do not cause harm to the townscape and significance of heritage assets and the wider historic environment and where they will bring benefits towards regeneration and public realm. Proposals for tall buildings should contribute to creating a consistent scale of development based on a range of similar but not uniform building heights. These should be determined by reference to extant building heights and townscape characteristics. This site has been identified as an area that may be sensitive to tall buildings due to its proximity to Wimbledon London Plan Policies 7.3, 7.4 & 7.5 collectively provide a set of policies that address the core issues concerned with providing good quality urban design.

2.26 Wimbledon Theatre is a Grade II statutory listed building, and is one of the few surviving refurbished theatres of architectural merit in outer London. Development proposals will therefore need to be respectful and sensitive to the setting of this adjoining listed building. A bespoke design approach will therefore be required to ensure that development conserves and enhances the historic character of this area. Please also refer to the Principles of Good Design section below.

Achieving good design

2.27 The NPPF sets out what good design should aim to achieve, in a set of six statements that are complementary to policies contained in the London Plan, UDP, draft Sites & Policies DPD and Policies Map and By Design Guidance.

2.28 Also of note is the requirement for design review and the need for the local planning authority (LPA) to have regard to the recommendations from design review panels. Early engagement with the LPA on design issues is also recommended.

2.29 The NPPF is clear that permission should be refused for poorly designed new development that fails to take the opportunities a site presents to improve the character and quality of an area. It

specifically states that this includes the way a place functions, and is not simply about appearance.

2.30 The London Plan includes key policies on design in general, although there are other policies that have a bearing on, and promote design quality – notably in relation to housing. General design policies particularly relevant to development of this site are:

7.1 Building London's Neighbourhoods and Communities

7.2 An Inclusive Environment

7.3 Designing Out Crime

7.4 Local character

7.5 Public Realm

7.6 Architecture

7.7 Location and Design of Tall and Large Buildings

7.8 Heritage Assets and Archaeology

2.31 London Plan Policies 7.3, 7.4 & 7.5 collectively provide a set of policies that address the core issues concerned with providing good quality urban design.

2.32 The policies in Merton's Core Planning Strategy relevant to design are Policy CS 6 (Wimbledon Town Centre) and Policy CS 14 (Design). Appropriate consideration needs to be given to the adjacent theatre, both in terms of general design and building height, bulk, scale and massing. Any new building must be fit for purpose and well designed internally as well as externally, whatever uses are proposed.

2.33 For this site, the most suitable height for a new building will be determined in the first instance by its impact on the character and setting of the adjacent Wimbledon Theatre. The height, scale, bulk and massing of other nearby buildings are also important considerations.

2.34 UPD design policies of particular relevance to this site are BE.15 (New Buildings & Extensions), BE.16 (Urban Design) and BE.22 (Design of New Development).

2.35 With regards to residential development UDP Policy BE15 will be relevant. In addition guidance contained in the Mayor's Housing SPD and the London Housing Design Guide, as well as the residential

space standards in Table 3.3 of the London Plan are also pertinent.

2.36 Policy BE.16 is based on the guidance in By Design, which is referred to in more detail below. Policy BE.16 is also complementary to design principles set out in the NPPF and policies 7.3, 7.4 & 7.5 of the London Plan. Policy BE.22 requires new buildings to respect and relate positively to their context. The relationship to the theatre is key, as is the interpretation of the London Plan Policy 7.7 on tall buildings.

2.37 The Sites & Policies DPD policy DM D4 (Urban design and the public realm) is based closely on the principles of good urban design to be found in the NPPF, London Plan and By Design. It also contains guidance relevant to this site that is specific to the public realm.

2.38 Notable is the need to make best use of the site opportunities in terms of views, landmarks and the clear understanding of the public realm and the role buildings play in this. Also of importance at the more detailed level is the need for a positive interaction between the building and the street, and the importance of avoiding dead, unattractive or otherwise inappropriately designed street-level frontages. The Council will pay particularly strong regard to this, both in terms of detailed building design, planning conditions and their enforcement.

2.39 Other guidance on design, relevant to the development of this site include:

- *By Design*
- *Urban Design Compendium I & II*
- *Manual for Streets I & II*
- *Safer Places*
- *Mayor of London Housing SPG*

2.30 Key relevant guidance in terms of principles of good design is By Design, Urban Design in the Planning System: Towards Better Practice. This guidance imparts a coherent set of objectives that are the principles of good urban design. These objectives are set out in the table adjacent.

Climate change

2.31 The Mayor expects all development to make the fullest contribution to the mitigation

of climate change. The London Plan includes policies that seek to reduce the emissions of carbon dioxide, including reducing the emissions from new development and supporting the development of low carbon energy infrastructure. Merton's Core Strategy is consistent with the London Plan and Policy CS 15 (Climate Change) sets out relevant requirements concerning all minor and major development including major refurbishment proposals. Further details are contained in chapter 5 of this development brief.

2.32 For ease of reference, the Further Information chapter of this document lists a selection of relevant key policies. This is not an exhaustive list and development proposals for this site must meet all policies contained within the Development Plan.

BY DESIGN: OBJECTIVES OF URBAN DESIGN	
CHARACTER	A place with its own identity
CONTINUITY AND ENCLOSURE	A place where public and private spaces are clearly distinguishable
QUALITY OF THE PUBLIC REALM	A place with attractive and successful outdoor areas
EASE OF MOVEMENT	A place that is easy to get to and move through
LEGIBILITY	A place that has a clear image and is easy to understand
ADAPTABILITY	A place that can change easily
DIVERSITY	A place with variety and choice



Wimbledon

3.0 Site Characteristics



3.0 Site Characteristics

Site history

3.1 Maps from 1865 illustrate the rural character of the site and the surrounding area with a number of large houses situated in the locality. The site had been occupied for the previous thirty years by a large house and garden. For at least six centuries before the site had been part of a twenty acre field known as The Blacklands.

3.2 By 1865 The Broadway then known as Merton Road was a tree lined road leading to Wimbledon station. There were clusters of development along Hartfield Road. Palmerston Road was a tree lined road and Russell Road had not yet appeared. To the south of the site there was a brick field.

3.3 The arrival of the railway to the west of the site in 1838 was a catalyst for development in this part of Wimbledon. Prior to the railways Wimbledon Village was the commercial core of the area, the arrival of the railway shifted the focus of commercial development towards The Broadway.

3.4 By 1880 the area was densely developed with roads of semi-detached and terraced houses. The site was at this point occupied by a Holy Trinity school.

3.5 From the 1900's onwards commercial and civic development intensified along The Broadway in strip development form stretching towards Merton. Wimbledon was formally recognised as a town in 1894.

3.6 In the early 1900s the site was occupied by the King's Palace Cinema adjacent to which was the New Wimbledon Theatre. Development of residential housing in the area had further intensified.

3.7 By 1934 a number of small retail units appear on the frontage of the theatre and cinema which face onto The Broadway. The 1953 map indicates a part of the cinema was converted into a billiards hall. The cinema closed in 1955, it was converted for use as roller skating rink and later was adapted for use as a shopping arcade. The building was finally demolished in the 1990s and the site has been in use as a council operated car park since.



1865



1953



1880



1976



1916



2003



1934



2006

3.0 Site Characteristics

Site history



View of Wimbledon Theatre in 1920 with the Kings Palace cinema in the background.



Broadway Car Park Site as it was in 1960

View of The Broadway in 1960 visible in the background is the dome on Wimbledon Theatre. In front of the theatre is the former cinema building (now car park site) with shops fronting onto the street.



Merton Heritage Service

View of Kings Palace Cinema with retail units onto street in the early 1900s.



Merton Heritage Service

View of former Kings Place cinema circa 1990.

3.0 Site Characteristics

Site context

3.8 The site has a prominent position on The Broadway which is a strip of commercial development stretching from the town centre towards South Wimbledon. The site is situated along a busy gateway route into the town and is highly visible on the approach into the town.

3.9 The built form surrounding the site is a combination of 2-3 storey Victorian properties and typically infill development of larger commercial or office blocks ranging from 3-7 storeys, the majority of which have active frontage onto The Broadway.

3.10 West of the site is the core of Wimbledon town centre with a similar character of Victorian and infill commercial development which range from 3-4 storeys, going east along The Broadway the massing increases from 3-7 storeys with upper floors set back from the street.

3.11 Immediately adjacent to the site is Wimbledon Theatre which is a 2-4 storey Grade II listed building in a Georgian renaissance style in red brick and painted render. The main feature is the tower at the corner, which is surmounted by a dome, above which is a balcony with columns and entablature. The building is a landmark and the dome acts an orientation point in the area. The building encompasses a bank of commercial premises at ground floor with frontage onto The Broadway.

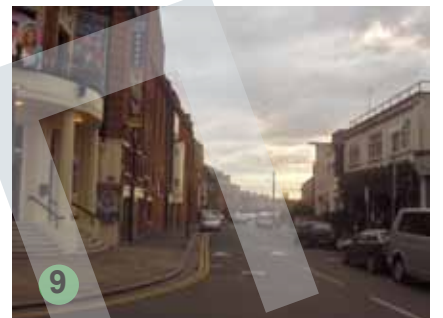
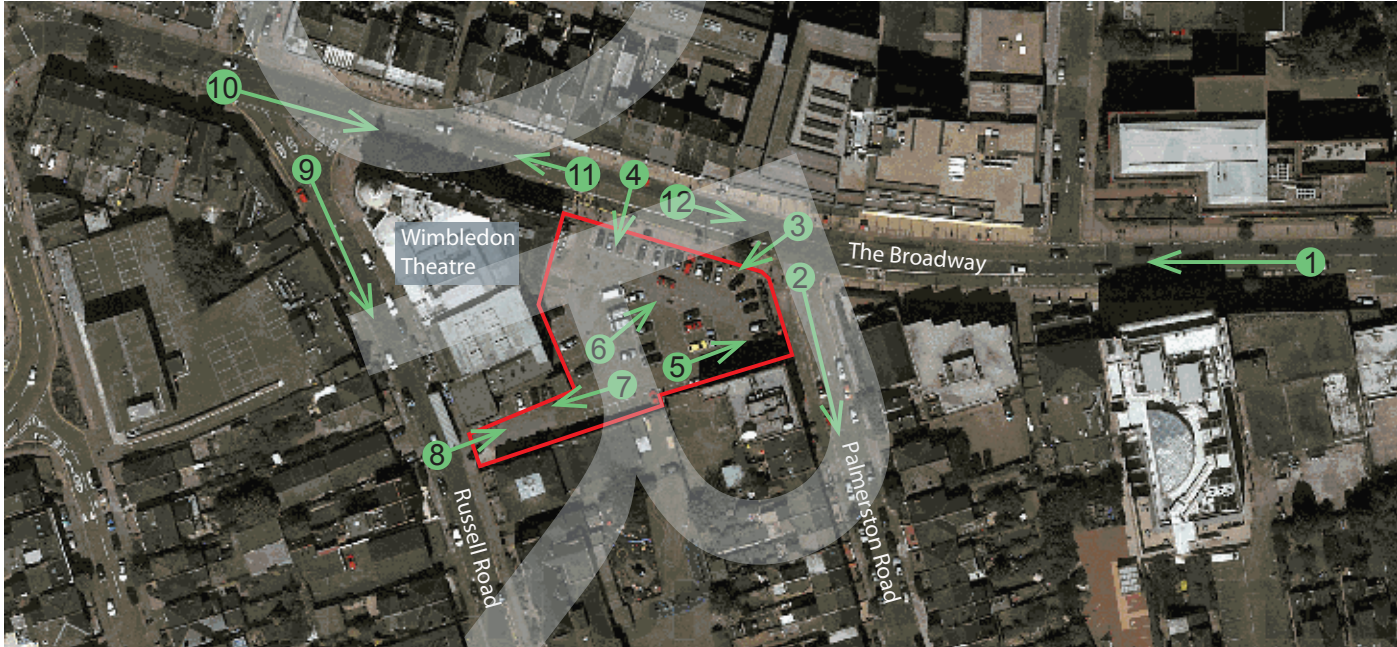
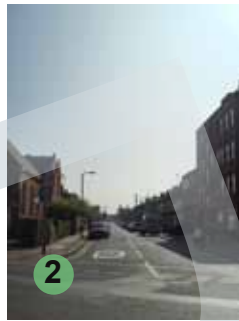
3.12 Across from the site are 3 storey Victorian properties fronting onto the street which were originally set back from the street line but were adapted to have ground floor retail space. These properties are yellow or red brick with modest decoration such as red brick courses. The ground floor projection forms an active frontage of retail units with display windows and signage.

3.13 Immediately across from the site is a contemporary development which ranges from 5-7 storeys in stepped form whereby the upper floors are stepped back from The Broadway. Ground floor includes a retail unit and restaurant; the upper floors are subdivided into offices and residential apartments. The building has a simple facade which is stepped both horizontally and vertically. The office block is red brick with glass and grey panel façade whilst the residential block has white render facade with balconies.

3.14 Adjacent to the site is the Bethel Baptist Church which is a low rise simple red brick Victorian church. Immediately south of the site is a 4 storey red brick office block which fronts onto Palmerston Road. Also south of the site is the South Wimbledon Club which is a yellow stock brick Victorian 2 storey with basement building which has simple stucco decoration and fronts onto Russell Road.

Adjacent to this building is St. Marys Primary school which is a two storey Victorian school building of yellow stock brick with red brick decoration.

3.15 Behind the commercial strip of The Broadway the character is predominantly residential consisting of Victorian terraces and semi detached houses. These are generally 2 storey properties with small front gardens, boundary wall and large garden to the rear.



3.0 Site Characteristics

Land use

No. 131 - 139
Ashville House
Office

No. 129
Bethel Baptist Church
Religious building

No. 3 (Palmerston Rd)
Deltratre Media House
Offices



Palmerston Road
Residential street

The Broadway →

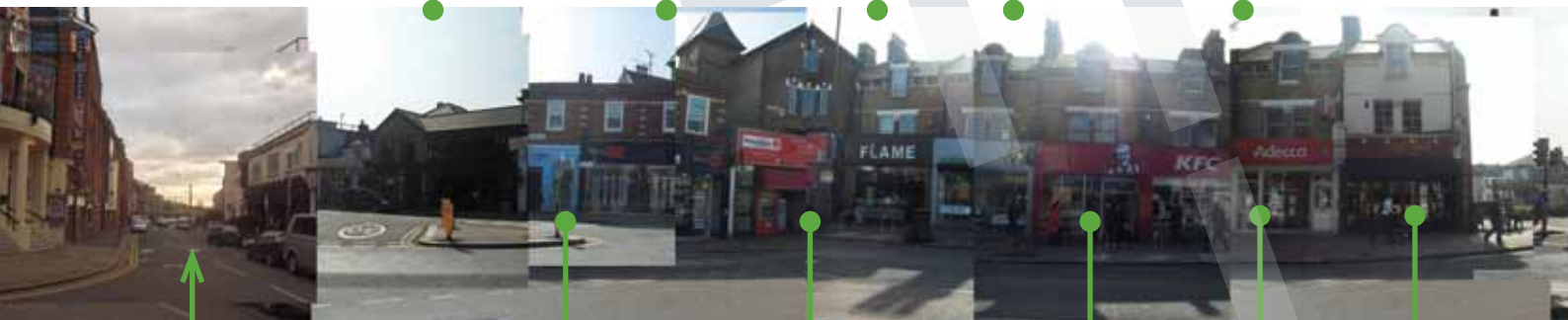
No. 1 (Russell Rd)
Nandos
Restaurant

No. 91
Hawes & Co
Estate agent

No. 87
Flame
Take away

No. 85
Eddison White
Estate agent

No. 79
Pizza Hut
Restaurant



Russell Road

No. 92
The Dental Studio
Cosmetic denstistry specialist

No. 89
Junction Box
Post office / newsagents

No. 81 - 83
KFC
Restaurant

No. 77
Adecco
Employment agency

No. 75
Mai Tai
Restaurant

No. 8 (Russell Rd)
South Wimbledon Club
Social club

No. 93 - 107
Wimbledon Theatre
Theatre



Broadway Car Park Site

The Broadway

No. 65
TK Maxx
Clothing retail

No. 61
Robert Dyas
Retail

No. 51
Blacks
Clothing retail

No. 51
Uniqlo
Clothing retail



Gladstone Road

No. 63
Currently vacant

Pedestrian link
to carpark and back entrance
of Morrisons Foodstore

3.0 Site Characteristics

Land use

No. 47
Entertainment Exchange
Retail: media entertainment goods

No. 48 - 50
Le Casa Nostra
Italian restaurant

No. 52
Fara
Charity shop

No. 58
Cancer Research
Charity shop



← **The Broadway**

No. 54
Creature Company
Pet shop

No. 56
Supercuts
Hairdresser

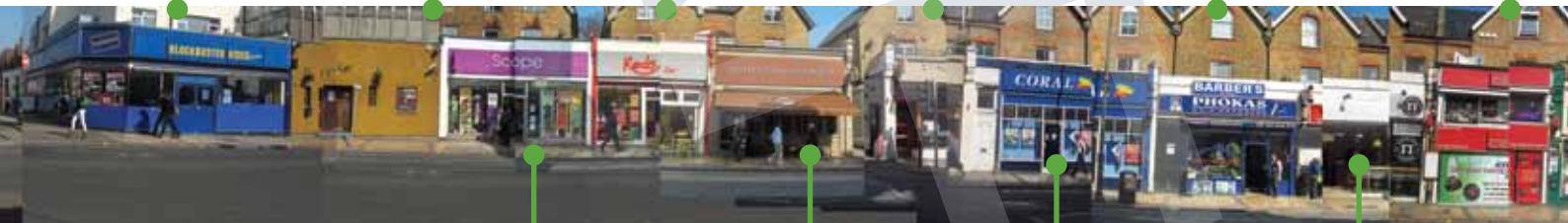
No. 80
Currently vacant

No. 82
Po Na Na
Night club

No. 86
Reds
Restaurant

No. 92
The Stage Door
Restaurant

No. 96
Phokas
Hairdresser



No. 84
Scope
Charity shop

No. 88 - 90
Gourment Burger Kitchen
Restaurant

No. 94
Coral
Bookmakers

No. 98
Another World
Beautician

No. 60
Headmasters
Hairdresser

No. 66
O'Neills
Public house

No. 68
V Nail & Beauty
Beauty shop

No. 72
Kafe Karahi
Restaurant

No. 74 - 78
The Old Frizzle
Public house

King's Road
Residential street



No. 62
Brittania
Building society

No. 64
Rush
Hairdresser

No. 70
Wimbledon CAB
Mini cab office

No. 100
Cento
Restaurant / Bar

No. 106
Trinity Hospice
Charity shop

No. 110
Princess Nails
Nail salon

No. 120
Sainsbury's Local
Food retail



No. 102
Herbal World
Chinese medicines

No. 104
Pizza Express
Restaurant

No. 108
Express
Internet cafe

No. 122
Jimmy Spices
Restaurant

3.0 Site Characteristics

Land use

No. 109 -111
Bar Sia
Bar

No. 99
Drink Junction
Off licence

No. 97
MBL Estates
Real estate

No.93 - 107
Wimbledon Theatre
Theatre



Broadway Car Park Site

No. 95
Evan Barber
Barber

3.16 Wimbledon is Merton's major centre and is the principal shopping designation in the borough. Attractive to residents, tourists, businesses and their staff; Wimbledon has a large variety of shops, services cafes, restaurants, cinemas, theatres and offices.

3.17 The site is located within the retail core of Wimbledon on The Broadway which experiences high footfall. An active frontage is maintained along The Broadway until Kings Road where this is interrupted by 4-5 storey office blocks.

3.18 Along The Broadway in proximity to the site there are a variety of town centre type uses such as retail, office and leisure. The retail offer is primarily smaller units at the ground floor of Victorian buildings which front onto the street. Upper floors are predominantly office space or residential. Moving west towards the town centre there are predominantly purpose built multi-storey mixed use units which provide larger retail floor space at ground floor.

3.19 In addition a cultural quarter has emerged to the eastern end of the Broadway with several restaurants and two theatres as distinct from the shopping cluster east of the station along The Broadway.

3.20 Wimbledon is the primary office centre in Merton, in relation to the site purpose built office multi-storey blocks are clustered to the eastern end of The Broadway.

3.21 The variety of uses ensures the area is vibrant and active throughout the day and evening therefore attracting residents, workers and visitors.

3.22 Beyond The Broadway to the north and south of the site are primarily high quality residential areas.

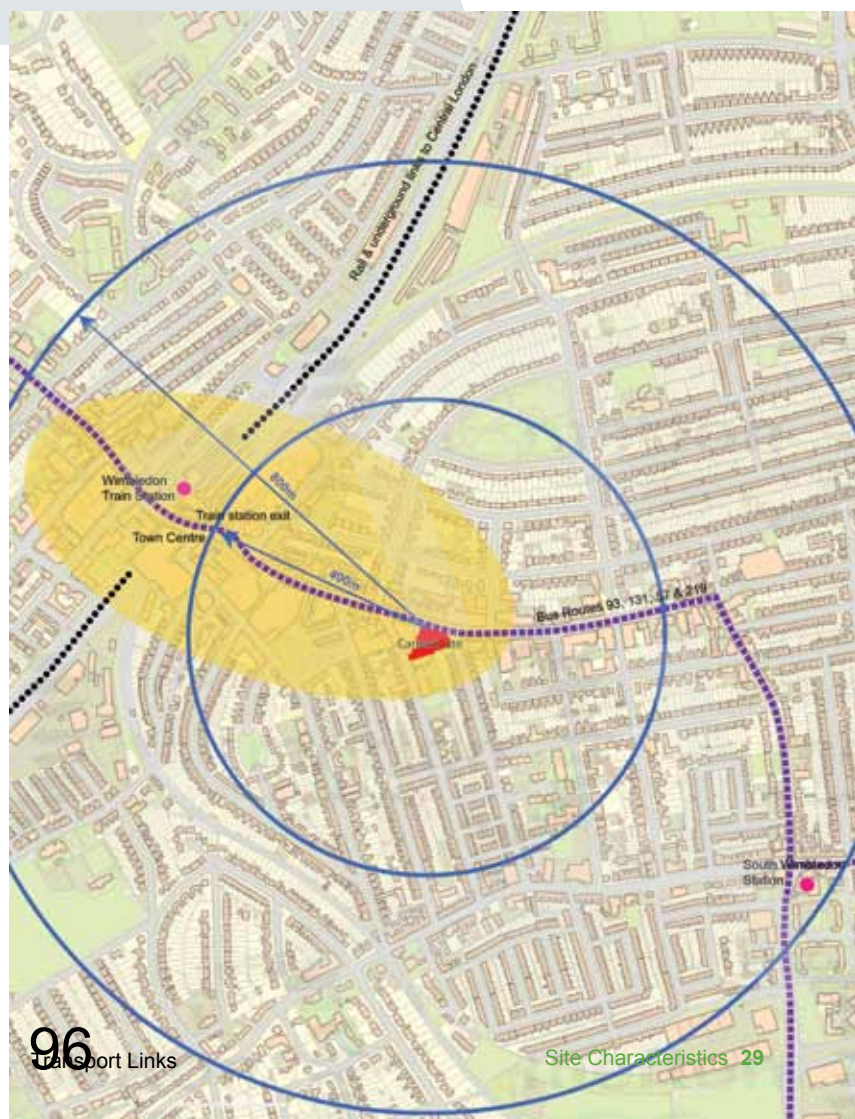
Access and transport links

3.24 The site can be accessed from The Broadway, Palmerston and Russell Road by foot. Vehicular access is to the rear of the site from either Palmerston or Russell Road. The site fronts onto The Broadway bounded by a low wooden bollard fence running adjacent to footpath.

3.25 The site is located in zone 3 of the London transport network, it is 5 minutes walk from Wimbledon station which is a transport interchange for Tramlink, London Underground (District Line) and National Rail (Southwest Trains & Capital Connect).

3.26 The station provides excellent radial transport links into centre London (District line, rail to Vauxhall/ Waterloo, the Thameslink service to Farringdon, Luton & ST Albans) and Surrey (Surbiton, Epsom, Kingston, Woking etc) as well as orbital routes to other Outer London centres (e.g. Croydon Tramlink and Thameslink rail service to Sutton).

3.27 The station area is well connected by a variety of bus routes specifically along The Broadway there are stops linking the area to Kingston, Tooting, Morden, Putney and Clapham. Black cab taxis operate around the station. There are also bicycle stands around the station area and along The Broadway. The site is also within a short bus ride or 15 minute walk to South Wimbledon tube station on the Northern Line.





NEW
WIMBLEDON
THEATRE

4.0 Site Analysis

4.0 Site Analysis

Site Analysis

4.1 The site is tightly constrained by the surrounding urban environment and any new building will be expected to creatively address these constraints and be designed to make a positive contribution to the character of the surrounding townscape.

4.2 The site is adjacent to Wimbledon Theatre therefore it is crucial that any new building be creatively designed whilst sympathetic to the character and massing of the theatre.

4.3 The site is enveloped by buildings to the west and south which will inform the massing appropriate for any new building. To the west immediately adjacent to the site the theatre building is at 2 storey height which will restrict massing whilst to the south of the site there is a 4 storey office block accordingly massing should be informed by surrounding buildings.

4.4 There is residential development in close proximity to the south of the site consequently the massing of any new building must be articulated to limit overlooking.

4.5 The site has a prominent location on The Broadway and is visible on the approach into Wimbledon town accordingly any new building should be designed with respect to the sites gateway position into the town and should convey a sense of arrival into Wimbledon.

4.6 The site fronts onto The Broadway, it is paramount that any new building will contribute to the existing street scene by incorporating a ground floor use which has an active frontage for example retail unit or restaurant. The omission of an active frontage would visibly shorten the commercial strip and thus curtail the environs perceived to be town centre core.

4.7 The site is currently bounded by a bollard fence adjacent to which is the footpath, any new building will be expected to have a clearly defined and attractive frontage which enhances the public realm.

4.8 Vehicular access is restricted to the south of the site from Russell and Palmerston Roads. Vehicular access from The Broadway will not be appropriate as it would detract from an active frontage and interrupt the public realm.





Princess Nails

Open every day 7am - 11pm


Sainsbury's Local


4.0 Site Analysis


Opportunities and constraints


4.9 Constraints and opportunities as illustrated on the adjacent page help to determine the most appropriate layout of buildings and spaces within the site.


Opportunities


 The site is located in the area designated as Wimbledon town centre core. Development of the site for compatible uses provides an opportunity to strengthen centre.


 The Broadway is a gateway into the centre from which the site is highly visible. There is scope to express a sense of arrival in Wimbledon town centre and reinforce existing character.


 The site is located on a major movement corridor which is a busy road therefore there is scope to develop a highly visible site to enhance the surrounding townscape.


 The variety of detailing and different characteristics of buildings along The Broadway strip provides plenty of positive design cues for new buildings to draw upon in defining their own style and character that complements the existing development.


 The site is adjacent to Palmerston Road and also accessible from Russell Road, there is potential for vehicular access into the rear of the site from either road for both servicing and underground car parking.


 The site is adjacent to the New Wimbledon theatre which is a local landmark visible from the town centre. New building must respect and not detract from the character of this landmark building.


 The site is in a prominent location visible on the approach into the town centre. There is scope to create a landmark building / feature which echoes / mirrors the visual impact created by the theatre dome without undermining the dome.

 The site's gateway position into the town provides an opportunity to incorporate a design feature / public art which expresses a sense of arrival into the town centre.


 The footprint of new development must extend to the back edge of the pavement to define a clear edge onto the street which would enhance streetscape currently interrupted by site.


 Active frontage will enhance streetscape / vitality of street scene and enhance commercial character of street.


 Scope for south facing amenity spaces to the rear of the site.

 The site location marks a transition from the retail core into a predominantly mixed use area. Recent developments have incorporated retail, office and residential uses which are land uses appropriate for this location and help strengthen this transition characteristic.

Constraints

 The site has an irregular shape which will need to be considered carefully in order to use space efficiently.

 To the south and north of The Broadway there is predominantly residential development. Specifically to the south of the site the low rise suburban nature of surrounding area has an effect on the potential scale of development.

 Vehicular access to the site is restricted to Russell Road and Palmerston Road. Access direct from building is not appropriate in traffic design terms and due to bus stop position on The Broadway.

4.0 Site Analysis

Site issues

4.10 The development of any new building on the site needs to be carefully considered against the impact on Wimbledon Theatre which is a Grade II listed building and in particular the impact of any new building on the long views of the theatre's dome and the angel from The Broadway.



Theatre entrance

4.11 The massing of any new building directly adjacent to the theatre must be carefully considered. The theatre massing varies from 4 storeys across the centre to 2 storeys directly adjacent to the site. Any new building should be sympathetic to the height and form of the theatre particularly where it abuts the existing structure along the street frontage.



Fire exit

4.12 In the development of a new building on the site, there is scope for upper floors to be stepped back to achieve a gradual transition in height away from the theatre. Any new building form could potentially mirror the massing of the theatre itself which conceals its height very well towards the centre of the site.

Informatives

4.13 Development proposals for this development brief site will need to demonstrate how the following considerations will be addressed

- A licence exists that allows the tenants of 105-109 The Broadway to use the land for the provision of a stairway and fire exit as indicative on the informatives map in the chapter titled Further Information.
- There is an emergency escape onto the car park from the studio theatre.
- The existence of an electrical substation which services the theatre.
- The theatre lease includes parking spaces located to the rear of the theatre building.
- Maintenance of access rights to both the substation and the theatre parking spaces (these rights are shown hatched on the informatives plan in Further Information)



Electrical substation



View of New Wimbledon Theatre directly adjacent to car park site along The Broadway



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JobCentre

5.0 Site Proposals

5.0 Site Proposals

Vision, aims and objectives

Vision

5.1 The Council's Vision for the development of this site is:

"To achieve a successful development of a town centre site, providing a good quality and well-designed building that enhances the town centre and provides value for money for the Council and Merton residents."

Aims

5.2 The Council's aims for the development of this site are:

- i. To ensure an efficient use of the land at a density appropriate to the town centre location.
- ii. To ensure the site is developed for uses appropriate for the town centre location.
- iii. To ensure the development contributes positively and tangibly to the economic success of the town centre.
- iv. To ensure the uses to which the site is put contribute positively to the vitality and vibrancy of the town centre.
- v. To ensure the site is developed according to principles of good urban design and that buildings are of a high architectural quality and appropriate to their context.

Objectives

The Council's objectives, in order to achieve the aims and overall vision for the site, are:

- i. To achieve a height and massing of development that uses the site efficiently and effectively, whilst integrating well into the immediate context and respecting, and relating positively to its neighbours.
- ii. To ensure the Broadway frontage of the building has a fully active frontage, with clear views into and out of the building (especially at ground floor level), giving excellent natural surveillance and adding to the vitality and vibrancy of the street scene and public realm.
- iii. To ensure the ground floor use of the site is one that provides positive interaction with the street, it being an inclusive rather than exclusive use that the public have easy access to and that generates a high level of pedestrian traffic across the threshold.
- iv. To provide a building that helps to positively develop and strengthen the identity of this part of the Broadway, that builds on and encourages further, the high quality architecture and image represented by the recent CIPD building.
- v. To provide a clear and distinct enclosure and definition to the public realm, strengthening its identity, and to achieve a design that conceals all adjacent blank flank walls.
- vi. To ensure the development is built according to 'secured by design' principles and does not create dead frontages, unsecured entrances, or any ambiguous or poorly defined spaces and surfaces.



CIPD building is an example of high quality architecture on The Broadway



Wimbledon Theatre provides design cues in terms of massing and height



Former Town Hall - Wimbledon Centre Court



Red brick and yellow stock brick are traditional materials used in the area



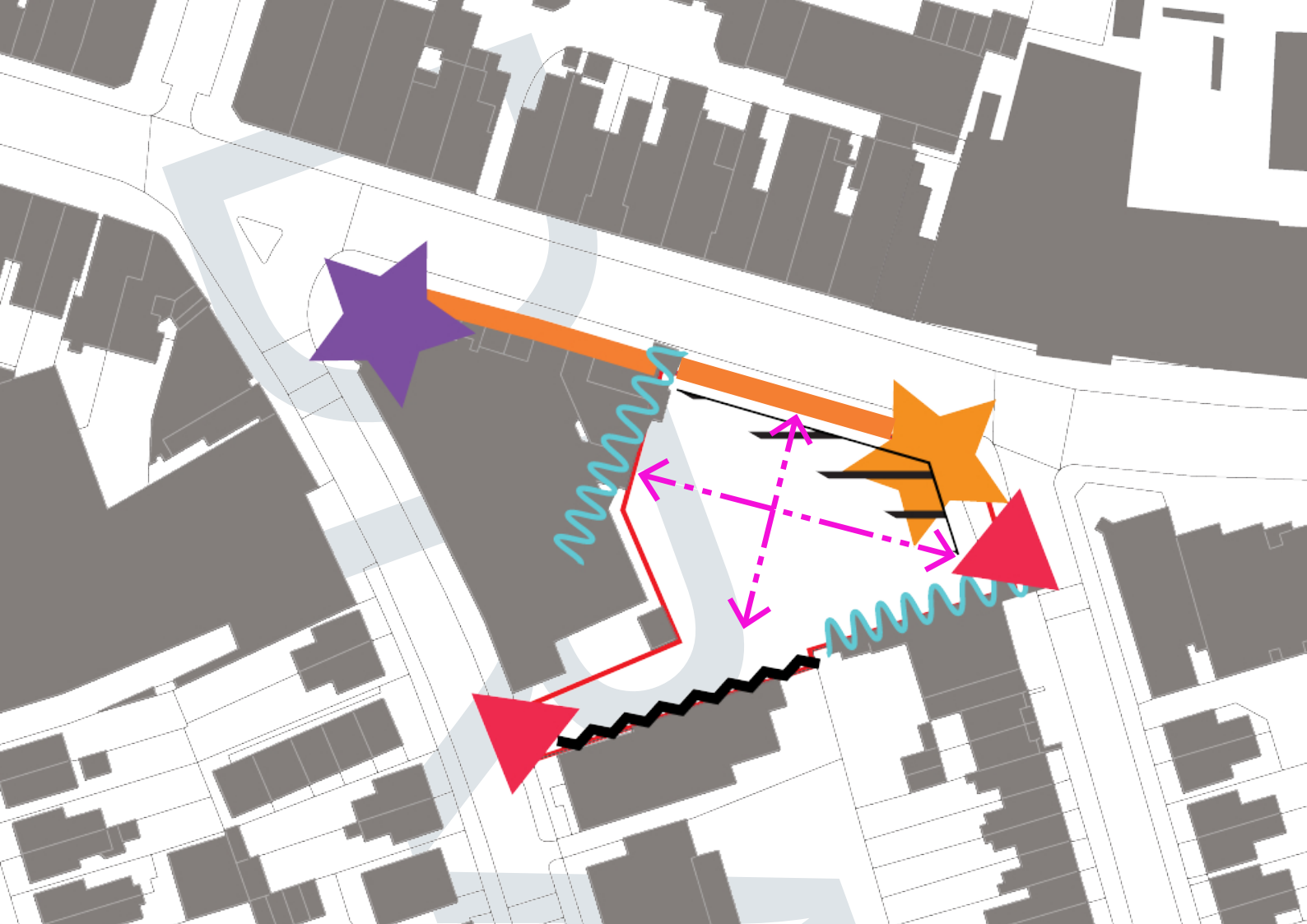
Good example of preferred use on The Broadway which has a restaurant and active frontage on ground floor with residential accommodation above



Active frontage at ground floor to enhance vitality of streetscene



Example of contemporary residential development on The Broadway which uses contemporary and traditional materials in context to surrounding development



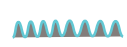
Landmark feature



Local landmark



Vehicular access



Massing constraint / cue



Minimise overlooking: Design must be sensitive to neighbours



Active frontage commercial/shop/restaurant



Define frontage



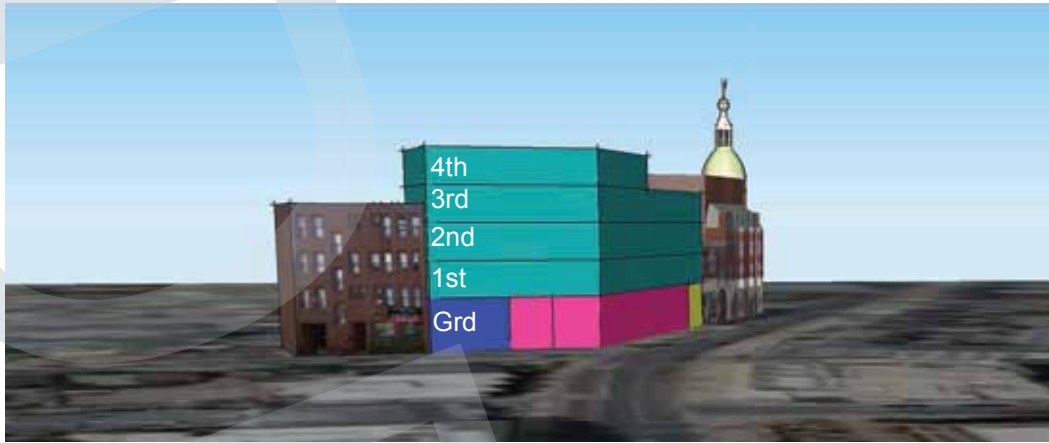
Proposed footprint parameters

5.0 Site Proposals

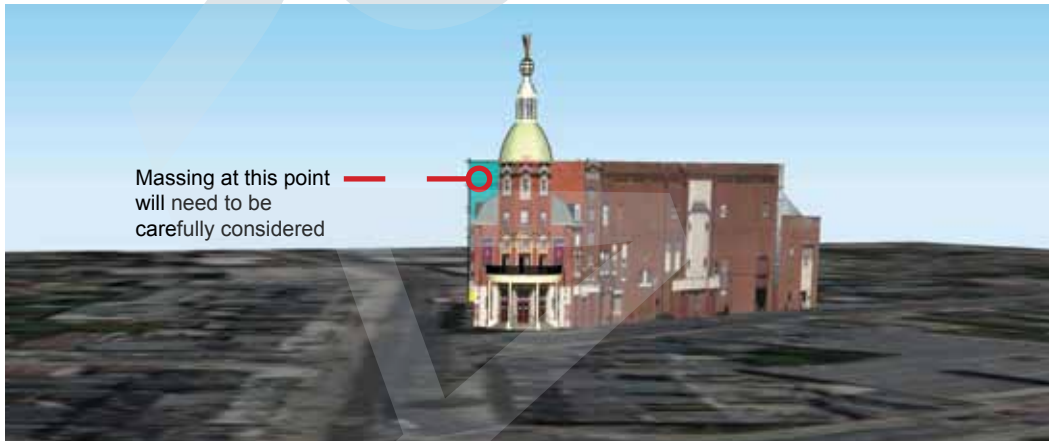
Principles of development

5.3 From the Vision, Aims and Objectives, some more specific design principles can be developed as guidance on how the Council wishes to see the site developed. These are detailed below:

- i.** The building height should relate closely to the height of adjacent buildings, effecting a transition in height, rather than a stark difference or contrast. The most suitable location for the highest point of the building is on the corner of The Broadway and Palmerston Road.
- ii.** The building massing must be based on a clearly demonstrated understanding of the townscape context. Particularly, the corner of the site in conjunction with the curve in the road, offers the opportunity to provide a local landmark announcing the entrance to the town centre.
- iii.** Any landmark on the corner of the by the dome of the adjacent theatre, be a suitable scale to its surroundings and must be an architectural landmark, not simply being the tallest part of the building.
- iv.** The external appearance, internal layout, and overall form and massing of the building must all relate coherently together and with the surrounding context. The building must be 'easily readable', eg. with entrances in locations suggested by the architecture.
- v.** In developing the site layout, building form and typology, design cues should be taken from successful development of similar forms in the local area.
- vi.** This is a town centre location and the building line must be built fully up to the back of the pavement. No set-backs for planting or other uses will be permitted as this creates ambiguity, maintenance liabilities and makes it more difficult to successfully manage and police the public realm. It also reduces the effectiveness of natural surveillance.
- vii.** Whilst there is some precedent in the local area for upper floors being set back from the ground ground floor, the need to relate coherently and successfully to the form of the adjacent theatre, means that such an approach is unlikely to be appropriate on this site, other than nearer the top of the building.
- viii.** In developing the architectural language for the building, appropriate design cues and underlying themes, forms and proportions should be drawn from good quality buildings in the local area and successfully inform the architecture of the new building.
- ix.** In developing a materials palette for the building, this should show a clear understanding of prevailing materials or underlying themes in the better quality buildings in the surrounding area. It should be clearly shown how they have been used to successfully inform the materials palette for the new building.
- x.** The new building must be a positive element in the street scene and be perceived well by those who use it and pass it by. Therefore the individual components of the building and its detailing must exhibit sufficient quality at the human scale such that it has visual richness people can connect with. It must not be monolithic and bland in appearance.



Indicative massing drawing developed after investigation of a site scenario with preferred use of retail at ground floor and residential at upper floors. This scenario also included underground car parking however please note that provision of underground carparking is not a specific requirement for proposed development. The height of proposed buildings should be informed by existing adjacent buildings. A stepped approach could be adopted to mitigate massing constraints. This example shows the highest point at 5 storeys along the frontage onto the Broadway at the junction of Palmerston Road, the height steps down to 4 storeys immediately adjacent the theatre.



Indicative massing drawing developed after investigation of the site with preferred use of retail at ground floor and residential at upper floors. The massing of the building should not obstruct views of the theatre dome. Massing at the highest point of the building will potentially be at the fourth floor therefore this level should be carefully articulated and considered in relation to theatre dome.



Indicative massing drawing developed after investigation of the site with preferred use of retail at ground floor and residential at upper floors. The massing of the building to the rear of the site should be developed to minimise overlooking and sensitively address adjacent properties. This example shows service bay to the rear which due to accessibility constraints is the most appropriate location.

Development Requirements

5.4 This section of the brief states the Council's preferred approach to development. This details specific requirements for the site supported by indicative layout drawings and massing models.

Preferred Land Uses

5.5 The Council has undertaken a wide range of research on the development opportunities for the site, including viability assessment. The results of this research have led the Council to establish a preferred land use mix for the site that is a balance of meeting all its requirements.

5.6 The Council's preferred land use for the site is for a retail use on the ground floor with active street frontages and residential use on the upper floors.

Alternative Land Uses

5.7 Although the council has a preferred land use that, it feels is on balance, right for the site, it is prepared to consider proposals from developers for other land uses. These land uses must remain compatible with the town centre location and therefore must contain active ground floor uses.

5.8 Upper level uses must be compatible with this and the site context as well as other policy considerations such as the Core Strategy, the emerging Sites and Policies Development Plan Document and Policies Map and Merton's Economic Development Strategy. The Council is however, also bound to give appropriate weight to the commercial viability of all proposals in relation to its statutory duty to secure best price for the site.

Design Guidance on Land Uses

5.9 Principles of good design are outlined in more detail in the Principles of Good Design section located in Chapter 2 of this brief. In addition to the specific guidance in this brief, considerable regard will be given to design policies in the London Plan, Mayor's Housing SPG, Merton's Core Strategy and emerging Sites and Policies Development Plan Document and Policies Map.

5.10 For housing development, the Council will give particular scrutiny to the quality of the accommodation and its liveability.

5.11 The Council will therefore have particular regard to the Mayors Housing SPG and its background research included in the London Housing Design Guide. Any proposal will need to perform especially highly with respect to a range of indicators of design quality, notably:

- i. The quality, efficiency and flexibility of the internal layout of flats, such that they create a high general quality of internal living conditions.
- ii. Achieving a high level of daylight and sunlight penetration into the flats, particularly given that the main building frontage will be north-facing.
- iii. Achieving a high quality and amount of external amenity space – again noting the north-facing main elevation.
- iv. Achieving a high proportion of units that are fully dual aspect and are designed to provide living areas separate from kitchens from the outset.
- v. A high quality, secure, attractive and welcoming access at street level all the way to the front door of flats.

5.11 Proposals will also need to demonstrate through their design how they will successfully deal with the irregular shape of the site in creating quality living spaces. Site constraints are not acceptable to justify a poor quality development.

5.12 The most suitable alternative, on the upper floors, to residential development is likely to be offices. This is reflected in the uses in the Corus building and in other nearby office buildings, that form a small cluster at this end of the town centre. Office development on the ground floor is not considered acceptable, as it is difficult to achieve a good intensity of activity and surveillance demanded by the location.



Indicative massing drawing developed after investigation of a site scenario with preferred use of retail at ground floor and residential at upper floors. This scenario also included underground car parking however please note that provision of underground carparking is not a specific requirement for proposed development. This image illustrates the preferred use of the proposed development which is retail at ground floor and residential at upper floors. The retail element will ensure an active frontage at ground floor enhancing the streetscape, residential at upper floors will also provide natural surveillance of the street. This image is purely for indicative purposes to illustrate land use aims, the design of the proposed development should be developed further into a creative design proposal in context to the surrounding area.

However, any proposals for offices must provide a high quality, easily visible and welcoming entrance at ground floor, as well as spacious and flexible lobby and circulation spaces.

5.13 For office development, the Council will be looking for high quality, flexible space, over large, regular shaped, easily accessible and divisible floor-plates. There is recognised demand in Wimbledon for such development. Office development may be able to achieve a larger site coverage than residential development, and thus represent a more efficient use of the site. However the local context and constraints must still be taken fully into consideration. Land uses other than residential or office will be assessed on their individual merits, in accordance with the guidance in this brief.

Physical Constraints

5.14 Proposal will need to adequately address some existing or potential physical constraints to the site. These are:

- The need to accommodate an existing fire escape to the side of a retail unit in the adjacent theatre building.
- The need to retain some existing dedicated parking spaces and substation to the rear of the theatre.
- The need to account for any utilities crossing or adjacent to the site in any proposals.

Parking

The Existing Public Car Park

5.15 The site is currently occupied by a Council owned and run public car park of 70 spaces. The Council has recently undertaken a detailed survey of the level of parking in all the town centre car parks and on-street public pay parking. The results show that this is one of the most intensively used car parks in the town centre. However, other town centre car parks show there is spare capacity in the town centre as a whole.

5.16 The Council is not requiring developers to retain public parking on this site as part of any development proposals as it considers there is enough capacity in the town centre as a whole to absorb the loss of these spaces. That said, the Council is prepared to entertain proposals that still retains a viable public car park on the site. This would have to be as part of a development of the site for a building containing the preferred or alternative uses as specified above.

5.17 It is therefore the case that proposals involving retention of the public parking are most likely to be provided underground. The Council has undertaken research into this and is satisfied that it is physically and technically feasible to provide such a car park. For operational and safety reasons, car park and service access should be separate. It is not appropriate to access parking or servicing directly from The Broadway. Car parking should be accessed from Palmerston Road, directly adjacent to the existing office building. This would need to be via a two-way ramp with an appropriate gradient. Car lifts are not acceptable.

General Parking Standards

5.18 The Council will require the development itself to provide parking in accordance with the London Plan parking standards and its own standards in its Core Strategy (policy CS 20) and emerging Sites & Policies DPD (policy DM T3). Generally, these standards aim to reduce parking provision in areas of good public transport. The PTAL of the site is high at Level 6a, and there is an existing CPZ in the area. The Council will therefore be willing to accept permit-free car parking for residential development in accordance with London Plan standards. As per London Plan standards provision should be made for disabled parking, electric vehicles and car club spaces (subject to discussion) with a minimum of two spaces or 5% (whichever is greatest) to be set aside for disabled parking.

5.19 For office development, the outer London standard should be used when calculating parking provision. This gives a range of one space per 100-600m² or

10-55 spaces. As the development is in a town centre location with high transport accessibility, the Council anticipates that parking provision would be at the lower end of the range. Within this figure, provision should be made for disabled and electric vehicles. For the retail use the Council will require no specific customer or employee parking. Town centre car parks and on-street parking provision is provided for the town centre as a whole.

5.20 Cycle parking should be provided separately for different uses. Parking for the retail use can be provided on the pavement so long as it does not impede the flow of pedestrians or otherwise block movement or cause congestion. Cycle parking for residential and office use should be in a single secure location that is convenient to use and well surveyed, either naturally or by CCTV. For guidance on good design of cycle parking, developers should refer to the Cambridge Cycle Parking Guide for New Residential Developments 2010.

Access & Servicing

5.21 The site and its uses must be adequately serviced for deliveries, refuse and emergency vehicles. Research suggests that servicing is possible off-street from Russell Road (see plans in next section – Nuala?), although proposals would need to be supported by modifications to local parking restrictions, the delivery of which would be subject to public consultation. The adjacent theatre is currently serviced on-street by articulated lorries and whilst this generally works well it can cause frictions with residents and is therefore far from ideal. Provision for a shared facility should therefore be included within the design of any new development. In general, provision should be made in accordance with Freight Transport Association guidance. The main road fronting the site incorporates a northbound bus lane and bus stop serving the Theatre. As the site is capable of being serviced off-street, no loading/unloading will be supported on The Broadway for movement and road safety reasons.

Specific Design Guidelines for the Site

5.22 In order to help prospective developers interpret the guidance in this brief, the Council has undertaken design research on how the site could be efficiently developed.

5.23 In accordance with good practice with good practice guidance on housing design, the council will give considerable weight to achieving high quality designed accommodation. This is particularly relevant to the layout and orientation of the residential units. Relevant guidance includes the GLA Housing Supplementary Design 2012 and the London Housing Design Interim Guide.

5.24 Small flats with combined kitchen/living/dining areas, 2 bed 3 person format flats and single aspect dwellings are particularly pertinent to this site given the north facing aspect of the main frontage. A strong built frontage with good natural surveillance that contributes positively to the street scene and town centre is essential. The council will also have a particular regard to adequate provision of external amenity space.

5.25 There issues present design challenges that applicants will be expected to have explored thoroughly and found appropriate solutions to.

Site Disposal

5.26 It is proposed that the site will be sold on the open market by way of informal tender in summer 2013. Prospective purchasers will be invited to set out their development proposals for the site via the submission of a bid. The council will assess all submitted bids against a number of considerations as set out in the disposal pack prepared by the council for the site.

5.27 One of the selection criteria against which submitted bids will be assessed against is viability. A viability appraisal will be undertaken of all submitted bids and the results will contribute to informing the selection process. The council will consider both financial viability aspects and design and build costs.

5.28 The council will expect submitted bids to include a realistically deliverable development programme including the proposed timetable for the delivery of the whole project, including achieving full planning permission and subsequent implementation.

5.29 On selection of a successful bidder, the council will enter into a contract for disposal of the site. This contract will be conditional on planning permission being secured and the expectation that implementation follows soon after.



6.0 Sustainable Design

6.0 Sustainable design

Sustainable design

6.1 Merton Council is committed to achieving sustainable development in order to protect and enhancing our natural and built environment and improve the quality of life of residents in the borough. As such, all new development will be expected to demonstrate how it makes effective use of resources, materials, minimises water use and CO2 emissions through implementing sustainable design and construction techniques.

6.2 The London Plan sets targets to reduce CO2 emission by 60% on 1990 levels by 2025. All development should make the fullest contribution to minimising carbon emissions in line with the Mayor's energy hierarchy: (i) be lean: use less energy, (ii) be green: supply energy efficiently, (iii) be green: use renewable energy.

6.3 The Council will expect all development within the Brief area to:

- Achieve Code for Sustainable Homes Level 4 for all new residential buildings
- Achieve a minimum sustainability rating of BREEAM 'Very Good' and meet CO2 reduction targets in line with the requirements of the London Plan for all non-domestic development.

6.4 The London Plan sets a target for 25% of London's Heat and power to be generated via localised decentralised energy systems by 2025. All major development is encouraged to connect to any existing or planned decentralised energy network and actively contribute to networks where possible.

6.5 Development proposals will be required to demonstrate effective use of resources and materials. Construction waste should be minimised by adhering to the waste hierarchy of: reduce, reuse, recycle. The use of sustainable building materials and the re-use of materials are encouraged, as are the use of recycled aggregates in the construction of buildings.

6.6 Proposals should seek to make efficient use of water through the use of water saving infrastructure and explore innovative approaches to reducing potable water use through rainwater harvesting and water recycling, where feasible.

6.7 All development should also be designed and built to withstand the long term impacts of climate change, particularly the effects of rising temperatures. Proposals should seek to reduce all sources of flood risk to and from the development.

6.8 The above guidance is consistent with the Policy CS 15 Climate Change of the Local Development Framework Core Strategy and is supported by the London Plan policies (5.1 Climate Change Mitigation; 5.2 Minimising Carbon Emissions; 5.3 Sustainable Design and Construction, and 5.5 Decentralised Energy Networks).





THE BRO

7.0 Planning Application

ROADWAY

SW19

merton
moving ahead

7.0 Planning Application Requirements

7.1 This development brief aims to encourage the submission of a planning application for appropriate redevelopment of the Broadway Car Park site.

7.2 In accordance with the Council's aims of securing a sustainable redevelopment of the site the following documentation will be expected as part of any planning application (please note that this is not exhaustive):

- Transport Impact Assessment
- Travel Plan (including logistics plan)
- Design Stage Assessment
- Design and Access Statement
- Heritage Statement
- Affordable Housing Statement
- Community Infrastructure Level (CIL) Additional Questions Form
- Air Quality Assessment
- Appropriate Assessment (in accordance with the Habitats Regulations Assessment 2010)

7.3 Further detailed guidance on the information and details required for planning application submissions are set out here:

http://www.merton.gov.uk/environment/planning/planningapplications/04_full_plans_april_2012.pdf

Community Infrastructure Levy (CIL) / Section 106 Agreements S106

7.4 By April 2014, the Community Infrastructure Levy (CIL) will largely replace Section 106 agreements in funding infrastructure necessary to support development such as education, health and community facilities. Affordable housing will still be secured through S106 obligations.

7.5 Development involving the construction of a total of at least 100 square metres floorspace that would constitute, a new building (or buildings) an extension to a dwelling, and/or an outbuilding in the curtilage of a dwelling (e.g. a shed, garage or

studio) may be liable to pay the Community Infrastructure Levy.

7.6 Under the Planning Act 2008, the Mayor of London was given new powers to set a London wide CIL. The Mayor of London CIL charge for Merton is £35m2 and this came into force in April 2012 and applies to new development in Merton apart from education, healthcare and community uses.

7.7 Applicants are advised to consult with the council on CIL or s106 matters in relation to specific development proposals for this site as appropriate. Further details on CIL are also set out here:

http://www.planningportal.gov.uk/uploads/1app/cil_guidance.pdf

Planning application details

7.8 The Council will expect the following details as part of a planning application:

- Detailed plan showing building layout on site.
- Sections through the site showing height and relationship of new buildings to existing neighbouring buildings.
- Indication of material to be used on the building exterior.
- 3D modelling to demonstrate scale, bulk and massing of the development.
- Detailed representations of all neighbouring buildings and how proposed buildings relate to it including linear streetscape elevations.

Design and Access Statements

Format and structure of the design and access statement:

7.9 The design and access statement should be a single document, accompanying, rather than being part of a planning application. The Council will not register a planning application for the site unless an adequate design and access statement is provided.

The statement should be concise but cover all the necessary issues and demonstrate an integrated approach to design.

7.10 The design and access statement should explain the design principles and concepts that have been applied to particular aspects of the proposed development.

The main inputs to the design process:

7.11 Explanation of the design process: Demonstrating that the designer has thought about how the new buildings and spaces have been informed by what exists on site and the local context.

7.12 Use: Explanation of where different uses will be accommodated in the development.

7.13 Layout: How the building's routes and public and private spaces will be arranged on site and the relationship between them and the buildings and spaces surrounding the site. Designing out crime should also be considered at this level.

7.14 Scale: Details of the height, width and length of the building will be required. The development brief sets out maximum parameters for height and built area. The design and access statement should explain how these parameters have been taken into account.

7.15 Landscape Design: How the public realm will be treated and detailed to enhance and protect the sense of place. For example, how street trees, cycle racks, paving, lighting, seating and planting will be provided/retained. Details of how public realm will be managed will also be expected as part of the design and access statement.

7.16 Appearance: Details of all aspects of the development, which will affect the visual impression that the development proposal makes will be required. The design and access statement should justify the principles behind the intended appearance of the building and spaces, for example, building materials and architectural details. Details on how accessibility has been considered should also form part of the statement.

7.17 Access and Inclusivity: The access component of the statement relates to 'access to the development' rather than

the internal aspects of individual buildings, which are covered by DDA legislation. This section should explain how the hospital has been designed to allow individuals access to buildings, spaces and public transport. It should explain how everyone could get to and move around the building and why the points of access and key routes have been chosen. There should also be an explanation of how policy has been met and how any consultation has influenced the proposals.

7.18 Design Champions: The Council has its own Design Champion, Councillor John Bowcott who also chairs the Council's Design and Review Panel (DRP). As proposals for the site develop, the views and guidance of the Council's Design and Conservation Officers, Urban Design Officers, Planning officers, Design Review Panel and Design Champion will be sought.



WIMBLEDON
LIBRARIES

8.0 Further Information

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Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Housing	<p>Policy 3.3 Increasing Housing Supply, Policy 3.4, Optimising Housing Potential, Policy 3.5: Quality and Design of Housing Developments, Policy 3.6: Children and Young People's Play and Informal Recreation Facilities, Policy 3.8: Housing Choice, Policy 3.10: Definition of Affordable Housing, Policy 3.11: Affordable Housing Targets and Policy 3.12: Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes</p> <p>London Plan table 3.2: Density and table 3.3: Housing standards</p> <p>Interim London Housing Design Guide(2010) and Housing SPG (2012)</p>	<p>Core Strategy: Policy CS6: Wimbledon Sub-Area, Policy CS8: Housing Choice, Policy CS14: Design.</p> <p>UDP: HS1.</p> <p>Draft Sites and Policies DPD and draft Policies Map: DMH2: Housing Mix, DMH1: Supported Care Housing for vulnerable people or secure residential institutions for people housed as part of the criminal justice system</p> <p>Strategies: Merton's Draft Housing Strategy (2012 – 2015).</p>	<p>Housing Density: As guidance use Table 3.2: Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare). However as detailed in the justification text, this table should not be used mechanistically – local context, design, transport capacity and social infrastructure should also be taken into consideration</p> <p>Housing Mix: Merton's Strategic Housing Market Assessment (SHMA) [2010] identified that there is a need for more homes of all types and sizes throughout Merton. In assessing development proposals the council will take account of Merton's Housing Strategy (2011-2015) borough level indicative proportion as set out as follows: 1 –bed 33%, 2-bed 32% and 3-bed 35%. Therefore these proportions should be used to inform unit mix</p> <p>Affordable Housing Requirements: 40% affordable housing requirements for schemes above 10 units.</p> <p>Tenure Mix: 60% social and affordable rent and 40% intermediate housing.</p> <p>Housing Design Standards: All housing should be built to the minimum requirements as detailed in Table 3.3 Minimum space standards for new development.</p> <p>Play and Information Recreation requirements: Development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. Please also refer to the Mayor's SPG Providing for Children and Young People's Play and Informal Recreation for guidance.</p> <p>Lifetime Homes and Wheelchair Standards: All residential development is required to be built to 'The Lifetime Homes' Standards and 10% of new housing should be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.</p>

Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Town Centre type uses	<p>Policy 2.15: Town Centres, Policy 4.6: Support for and Enhancement of Arts, Culture, Sport and Entertainment Provision, Policy 4.7: Retail and Town Centre Development, Policy 4.8: Supporting a Successful and Diverse Retail Sector.</p>	<p>Core Strategy: Policy CS6: Wimbledon Sub-Area and Policy CS7: Centres.</p> <p>UDP: TC.1, TC.3, TC.5, TC.6, TC.7, TC.9, MU3, TC1, TC2, WTC.1, WTC.2, WTC.6, WTC.7, WTC.8, S.3, S.8.</p> <p>Draft Sites and Policies DPD and draft Policies Map: R1: Location and scale of development in Merton's town centres and neighbourhood parades, R5: Food and drink/leisure and entertainment uses, R6: Culture, arts and tourism development</p> <p>Merton's Economic Development Strategy 2010 & 2012 update.</p>	<p>Designation of Wimbledon town centre as a 'Major Centre': Table A2.1: Town centre classifications and broad of future directions clarifies that Wimbledon is designated as a 'Major Centre' and is the primary shopping destination in Merton. We encourage a wide range of town centre type uses including retail shops & services, offices, restaurants & cafes, leisure & entertainment, cultural, community and residential uses. We expect the majority of retail (in particular comparison goods) and office growth to occur in Wimbledon town centre. For retail, we support a mix of unit sizes including smaller units. Wimbledon is also pinpointed as an area where we would encourage speculative office development to occur; there is a particular need for large modern floorplates</p> <p>Primary Shopping Area: This site is located within the Primary Shopping Area – this is the central shopping area in Wimbledon where we would expect retail growth as well as growth in the main town centre type uses.</p> <p>Secondary Shopping Frontage: This site is currently located in Merton's Secondary Shopping Frontage, which forms part of the Primary Shopping Area, where we encourage more uses outside of retail once it contributes towards the overall vitality and viability of the town centre such as retail (A1 Use Class), financial and professional services (A2 Use Class), restaurants and cafes (A3 Use Class), public houses (A4 Use Class), hot food take-aways (A5 Use Class), cultural and community uses (D1 Use Class), leisure and entertainment (D2 Use Class) and offices (B1(a) Use Class). Therefore, this site is appropriate for a mix of uses to help provide a street frontage.</p> <p>Cultural Quarter: The London Plan designates Wimbledon as a Night Time economy cluster of Regional/ sub-regional importance (NT2) As illustrated in Figure 16.1 – a cultural area comprising of theatres, restaurants, pubs & cafes has emerged at the eastern end of The Broadway. This site is located within this cultural area and is where we encourage further community and leisure facilities.</p>

Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Employment	<p>Policy 2.13 Opportunity Areas and Intensification Areas – Annex 1, Policy 4.12: Improving Opportunities for All.</p>	<p>Core Strategy: Policy CS12: Economic Development.</p> <p>Draft Sites and Policies DPD and draft Policies Map: E4: Local employment opportunities</p>	<p>Employment: Strategic developments proposals should support local employment, skills development and training opportunities such as providing local business and residents the opportunity to apply for employment during the construction of developments and in the resultant end use.</p>
Design.	<p>Policy 7.1: Building London's Neighbourhoods and Communities, Policy 7.2: An Inclusive Environment, Policy 7.3: Designing Out Crime, Policy 7.4: Local Character, Policy 7.5: Public Realm, Policy 7.6: Architecture, Policy 7.7: Location and Design of Tall and large buildings, Policy 7.8: Heritage Assets and Archaeology, Policy 7.13: Safety, Security and Resilience to Emergency,</p>	<p>Core Strategy: CS6: Wimbledon Town Centre, CS14: Design.</p> <p>UDP: BE8, BE15, BE16, BE17, BE19, BE20, BE21, BE22, BE25, BE28, BE29, BE31, BE33, BE34, BE35, PE4.</p> <p>Draft Sites and Policies DPD and draft Policies Map: DM D1: Design considerations in all new development, DM D3: Managing heritage assets, public realm, DM D4: Urban design,</p>	<p>Design and Assess Statement: Following engagement with relevant uses groups, this should indicate how the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, and demonstrate how best practice standards have been complied with, such as British Standard Bs 8300: 2009; and how inclusion will be maintained and managed.</p> <p>Designing Out Crime: this should be considered as the early design stage. The development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.</p> <p>Tall Buildings: Wimbledon is identified as a town centre that may be appropriate to accommodate higher density development. This location is in close proximity to the New Wimbledon Theatre which is a listed building. Development proposals will therefore need to be respectful and sensitive to the setting of this adjoining listed building.</p> <p>Statutory Listed Building: The New Wimbledon Theatre is a Grade II statutory listed building. Development proposals will therefore be required to ensure that the historic character is conserved and enhanced.</p>

Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Design	<p>Policy 7.14: Improving Air Quality, Policy 7.15: Reducing and Enhancing Soundscapes.</p> <p>London Plan table 3.2: Density and table 3.3: Housing standards</p> <p>Interim London Housing Design Guide(2010) and Housing SPG (2012)</p>	<p>DM D7: shop front design and the DM D7: Shop front design, alterations and advertising</p> <p>Merton's Economic Development Strategy 2010 & 2012 update.</p>	<p>Design Review Panel: Due to the scale and size of this proposal, it is advisable for it to go through Merton's Design Review Panel. The Panel comprises a group of independent professionals working in the field of the built environment. The Panel advises the council on design issues in relation to important new development schemes and proposals for important public spaces, including both major planning applications and pre-application development proposals.</p>
Community Facilities	<p>Policy 3.2: Improving Health and Addressing Health Inequalities</p>	<p>Core Strategy: CS11:Infrastructure</p> <p>Draft Sites and Policies DPD and draft Policies Map: C1: Community facilities</p>	<p>Health Impact Assessment (HIA): The impacts of major development proposals on the health and wellbeing should be considered through the use of a HIA. Also new developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities.</p>

Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Climate Change	<p>Policy 5.2: Minimising Carbon Dioxide Emissions, Policy 5.3: Sustainable Design and Construction</p> <p>Policy 5.6: Decentralised Energy in Development</p>	<p>Core Strategy: CS15: Climate Change</p> <p>UDP: PE12</p>	<p>Energy Assessments: major developments should include detailed Energy Assessments to demonstrate how the targets for carbon dioxide emissions reduction as detailed in this policy will be met.</p> <p>Code for Sustainable Homes (CfSH): we would expect both affordable housing and private housing to meet Code Level 4 of the CfSH.</p> <p>Building Research Establishment Assessment Method (BREEAM) Standards: all non-domestic development over 500m² are expected to be built to a minimum of BREEAM Very Good standard and meet CO₂ reduction targets in line with the London Plan or national policy, whichever is the greater.</p> <p>Multi Utility Services Company (MUSCO): all major development is strongly encouraged to be MUSCO ready where viable and actively contribute to the networks where possible.</p> <p>Sustainable Design Standards: major development should meet the minimum sustainable design standards as set out in the Mayor's SPG and this should be clearly stated within a design and access statement.</p> <p>Overheating and Cooling: major development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the London Plan cooling hierarchy. Also, major development should demonstrate how the design, materials, construction and operation of development would minimise overheating and also meet its cooling need. Please see the London Climate Change Adaption Strategy for more information on this,</p> <p>Green Infrastructure: should be taken into consideration at the beginning of the design process to contribute to urban greening, including the public realm.</p> <p>Green Roofs and Development Site Environments: major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.</p>

Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Flooding	Technical Guidance to the National Planning Policy Framework (March 2012), Policy 5.12: Flood Risk Management and Policy 5.13: Sustainable Drainage	Core Strategy: Policy CS16: Water Management UDP: PE5, PE6, PE7. Draft Sites and Policies DPD and draft Policies Map: DM F1: Support for flood risk management;	Sustainable Urban Drainage Systems (SUDS): Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. Critical Drainage Area: A very small proportion of the site on the south western tip is in a Critical Drainage Area therefore proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area.
Water	Policy 5.14: Water Quality and Wastewater Infrastructure and Policy 5.15: Water Use and Supplies	Core Strategy: CS11: Infrastructure Draft Sites and Policies DPD and draft Policies Map: DM F2: Sustainable drainage systems (SuDS) and wastewater and water infrastructure	Adequate Water Supply: development proposals must include adequate wastewater infrastructure capacity. Conservation of Water Supply: development should minimise the use of mains water by: incorporating water saving measures and equipment and designing residential development so that mains water consumption meet a target of 105 litres or less per head per day.

Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Waste	Policy 5.17: Waste Capacity, Policy 5.18: Construction, Excavation and Demolition Waste	Core Strategy: Policy CS17: Waste Management. UDP: PE11	<p>Combined and Cooling Heat and Power: where possible, opportunities should be taken to provide combined heat and power and combined cooling heat and power.</p> <p>Waste Storage and Recycling: we require integrated, well-designed waste storage facilities that will include recycling facilities for all new developments where appropriate.</p> <p>Construction Waste Removal: should be removed from the construction site, and materials brought to the site, by water or rail transport where that is practicable.</p>
Transport	Policy 6.3, Assessing Effects of Development on Transport Capacity, Policy 6.9: Cycling, Policy 6.10: Walking, 6.13: Parking , Policy 6.12: Road Network Capacity	Core Strategy: Policy CS18: Active Transport, Policy CS19: Public Transport and Policy CS20: Parking, Servicing and Delivery. UDP: PE1.	<p>Parking Standards: LB Merton's parking standards for new schemes are in line with those detailed in 6.2: Car Parking Standards of the London Plan (2011). Developments should provide secure, integrated and accessible cycle parking facilities in line with Table 6.3: Cycle Parking Standards.</p> <p>Walking: development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space</p> <p>Scoping Report: this will be required to agree what key items need to be addressed in the transport assessment to be submitted with the planning application.</p>
		Draft Sites and Policies DPD and draft Policies Map: DM T1: Support for sustainable transport and active travel, DM T2: Consideration of transport impacts of development,	<p>Transport Assessment: as this site is located on the Transport for London Network (TfLN) and is a red route, access will be a key issue for this site therefore a full transport assessment would be required. Please refer to TfL guidelines to find the type of information required for a Full Transport Assessment.</p> <p>Consult TfL: due to the size and scale of this proposal, and as this site is located on the strategic road network (which the proposals would be dependent for main access to the site), the applicant should consult proposals with TfL.</p>

Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
Transport		DM T3: Applying relevant car parking and servicing standards, DM T5: Consideration of connections and access to the road network;	Air Quality Assessment: this is required for applications which would have a significant adverse effect on air quality.
S106		Core Strategy: CS11: Infrastructure UDP: C1, C8, C13, BE27, PE2, PE3, L8. SPG: Planning Obligations SPG	S106 required: This is detailed in Merton S106 SPD (2006). Please include these in your development appraisals as S106 will be required to make the planning application acceptable in planning terms.

Development Plan Policies (this list is not exhaustive)

Topic	London Plan (2011)	Merton's Local Plan	Key Scheme Key Requirements
CIL		Core Strategy: CS11: Infrastructure	<p>Merton's progress with CIL: Between January – March 2012, our draft Preliminary Charging Schedule was subject to public consultation proposing CIL '£ per sqm' for residential and retail uses. The proposed rate for residential use in Raynes Park/ Colliers Wood is £140 per sqm and for retail is £100 per sqm throughout the borough, excluding the Mayoral CIL Charge.</p> <p>Following approval by an independent examiner and adopting by the Council which is expected to be June 2013, the Council will set an implementation date. Once implemented, all existing planning applications, upon which the decisions notices are dependent on all S106 conditions being signed off, will be subject to the CIL charge. CIL is chargeable from the commencement of development.</p> <p><u>Once adopted the CIL charge is non-negotiable</u> so it should be factored in the development residual land value appraisals. Affordable housing requirements will still be secured through S106 contributions as well as other S106 costs. We are currently completing further work to ensure that our proposed CIL charge for Merton is appropriately pitched. We expect to go out for consultation on our draft CIL Charging Schedule in the winter of 2013. The Mayor's CIL charge for Merton is '£35 per sqm'.</p>

8.0 Further Information

Background documents and useful website links

Links to key policy documents and research:

Please use the following links to access the key documents and research you need to inform future proposals for this site.

National Policy

- The National Planning Policy Framework (2012):
<http://www.communities.gov.uk/publications/planningandbuilding/nppf>
- Technical Guidance to the National Planning Policy Framework (2012):
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2115548.pdf>

Merton's Development Plan

The London Plan (2011): <http://www.london.gov.uk/priorities/planning/londonplan>

- Merton's Core Planning Strategy (2011):
http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/2011-07-28_core_strategy_adopted.pdf
- Unitary Development Plan (2003):
http://www.merton.gov.uk/environment/planning/planningpolicy/merton_unitary_development_plan.pdf
- UDP Proposal Map (2003): <http://www.merton.gov.uk/environment/planning/planningpolicy/udp/udp-map.htm>

Merton's other Documents:

- Draft Preliminary Charging Schedule and general CIL information page:
<http://www.merton.gov.uk/environment/planning/cil.htm>
- Local Development Scheme 7th Edition – this sets out clearly Merton's current development plan and future plans:
http://www.merton.gov.uk/environment/planning/planningpolicy/lds_final-2.pdf

- Merton's Section 106 SPD (2006): <http://www.merton.gov.uk/environment/planning/s106-agreements.htm>

Merton's Research:

- Affordable Housing Viability Assessment (2009):
http://www.merton.gov.uk/environment/planningpolicy/ldf/lb_merton_-_viability_study_final_report_2010.pdf
- Annual Monitoring Report 2010/11 (Dec 2011):
http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/annual_monitoring_report.htm
- Code for Sustainable Homes Level 4 Viability Evidence Base:
http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/2010-05-01_viability_of_code_for_sustainable_homes.pdf
- Economic and Employment Land Study :
http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/merton_-_els_-_final_report_-_sept2010_1255485-1_.pdf
- Retail and Town Centre Study (2011):
http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/12465_-_final_report_appendices_consolidated_aug_2011_.pdf
- Strategic Housing Market Assessment (2011):
http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/merton_shma_march_2010.pdf
- Sustainable Design and Construction Evidence Base 2010:
 - Part 1-3:
http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/md5.38_chapters_1-3.pdf
 - Part 4-end:
http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/md5.38_chapters_4-end.pdf

8.0 Further information

Background documents and useful website links

Merton's Research:

- Tall Buildings Background Paper 2010:

http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/merton_tall_buildings_draft_2010.pdf

- All other planning policy research that may be of use (including the Strategic Flood Risk Assessment):

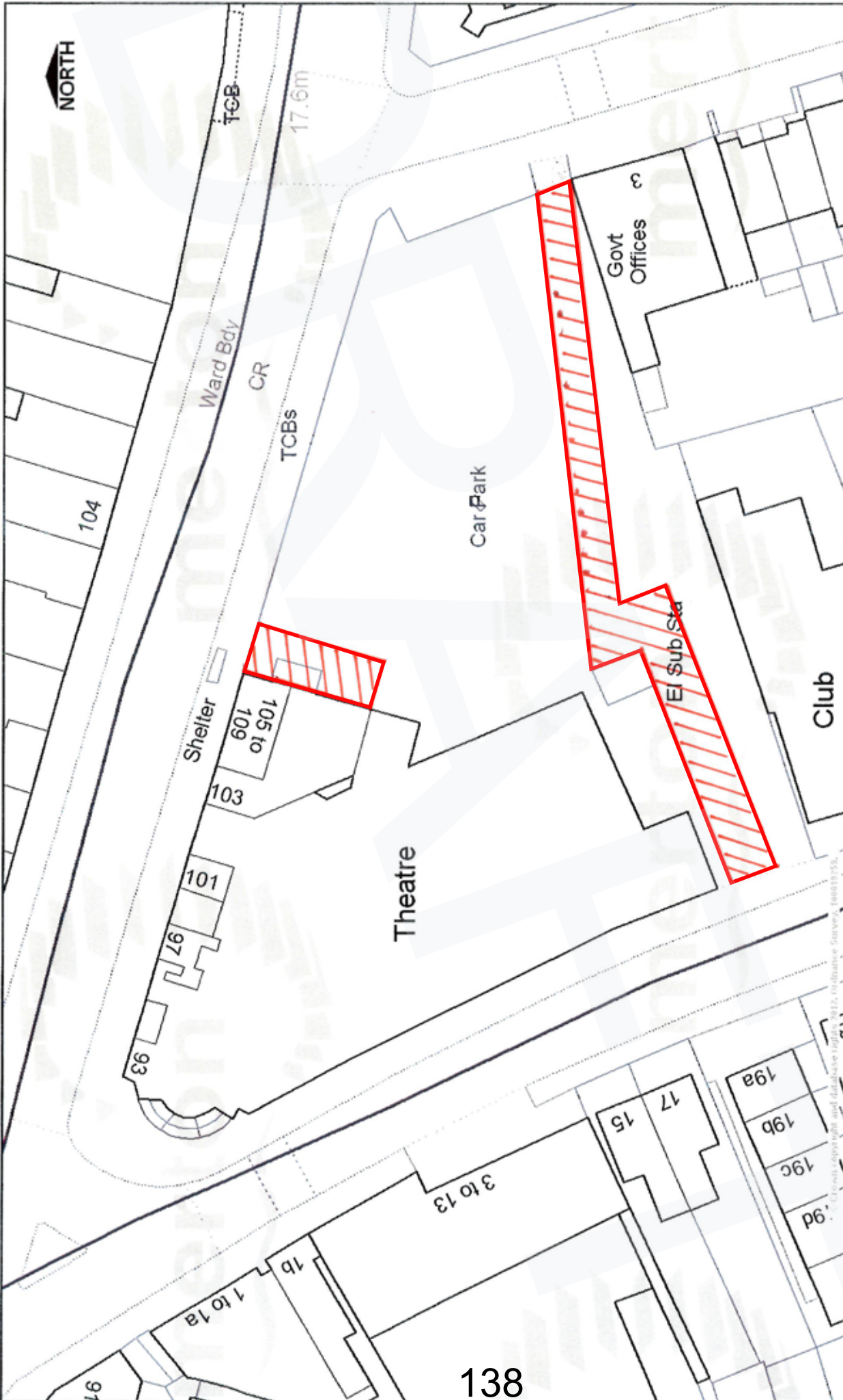
<http://www.merton.gov.uk/environment/planning/planningpolicy/ldf/planningresearch.htm>

Merton's Cabinet Reports:

- Additional Places for Schools (February 2012) – Children, Schools and Families :

http://www.merton.gov.uk/democratic_services/w-agendas/w-fpreports/1124.pdf

Informatives Map



London Borough of Merton
100 London Road
Morden
Surrey
SM4 5DX

Scale 1/500
Date 7/2/2013

111-127 The Broadway
SW19

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PROPERTY MANAGEMENT


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REPORT - PROGRESS SHEET

Title of meeting/s IPT, LSG and Cabinet.....

Date of meeting 19 February, 25 February and 11 March 2013.....

Report Title land at The Broadway, Wimbledon (known as P4).

Originator ...Jacquie Denton.....Section...Property Management and Review....

Preparatory actions

	Date
Report title and Committee date agreed by HoS	31.1.13
Report title and Committee date agreed by Director	
Report title included in Dept Forward Plan (where applicable)	31.1.13
Report identified as Key Decision (where applicable)	

Key deadlines

(a) Final report to be agreed by Director by:	IPT 19.2.13
(b) Final version of report to be sent to Democratic Services by:	20.2.13

Required circulation of draft report to other Depts

ISSUE	Date sent	Comment on response
HR – Michelle Carpenter	11/02/2013	No comment
Finance – Tom Bidwell, Timothy Troy.	11/02/2013 11/02/2013	James Huggett comments included
Legal – Fiona Thomsen, Fabiola Hickson & Susan Sime	11/02/2013 11/02/2013 11/02/2013	No comment No comment Comments included

Required circulation of draft report within Dept

ISSUE	Date sent	Comment on response
Equalities – Amanda Kendall	11/02/2013	No comment
Risk Management – Amanda Kendall	11/02/2013	No comment
Crime & Disorder – Janet Pinckney	11/02/2013	No comment
Community Cohesion – James McGinlay	11/02/2013	Comments rec'd 11.02 and included

Circulation dependent on subject of report

ISSUE	Date sent	Comment on response
Property – Howard Joy	11/02/2013	Comments rec'd & included
Health & Safety – Amanda Kendall	11/02/2013	No comments
Management of Road Network – Mary-Ann Cuzner	N/A	n/a

Other E & R HoS/Managers Paul McGarry, Doug Napier Paul Walshe Chris Parsloe	11/02/2013 11/02/2013 11/02/2013 11/02/2013	No comment No comment No comment Comments re'c 11.02
CSF Dept. Tom Procter CS Dept. Gerald Porter	11/02/2013 11/02/2013	Comment recd 15.02 No comment
Community & Housing. Charlene Williams	11/02/2013	No comment
Cabinet members/Cllrs Councillor Andrew Judge	N/A	Paul McGarry discussed at meeting 18.2.13 Ward Cllr briefing 4.3.13

Finalisation	Date
Report agreed by HoS together with any appendices	20.2.13
Report agreed by Director together with any appendices	20.2.13
Report sent to Democratic Services together with any appendices	20.2.13

In the event of the report being identified as urgent:

	Date
Reason for urgency agreed by Director	NA
Access to Information wording agreed with Rosalynd girdlestone (Corp Serv)	NA

Jacquie Denton

From: Tom Procter
Sent: 15 February 2013 11:35
To: Jacquie Denton
Cc: Howard Joy
Subject: RE: Land at 111-127 The Broadway, Wimbledon SW19

Jacquie

I wouldn't put any claim on this from CSF deparrrment but you could get a claim on it from someone wishing to put a Free School onto the site.

Tom

-----Original Message-----

From: Jacquie Denton
Sent: 11 February 2013 14:58
To: James McGinlay; Paul McGarry; Doug Napier; Christine Parsloe; Paul Walshe; Amanda Kendall; Tom Procter; Gerald Porter; Janet Pinkney; Fiona Thomsen; Fabiola Hickson; Susan Sime; Michelle Carpenter; Tom Bidwell; Timothy Troy; Eamon Maher
Cc: Howard Joy; Lesley Deaves; Julie Clarkson
Subject: Land at 111-127 The Broadway, Wimbledon SW19

Dear All,

Please find attached the report relating to the proposed disposal of the above land. I would be grateful for your comments by 15 February 2013 if I haven't received a response by this date I will assume that you do not wish to make any comments.

Many thanks

Jacquie

<< File: plans appendices 1 & 2.pdf >> << File: report disposal p4 2013 02 11.doc >>

Jacquie Denton | Principal Estate Surveyor
London Borough of Merton
Merton Civic Centre, London Road, Morden, Surrey SM4 5DX
Direct : 0208 545 3080 | Switchboard : 0208 274 4901
jacquie.denton@merton.gov.uk
www.merton.gov.uk

Jacquie Denton

From: Christine Parsloe
Sent: 11 February 2013 15:52
To: Jacquie Denton
Subject: RE: Land at 111-127 The Broadway, Wimbledon SW19

Importance: High

Dear Jacquie,

Thank you for sight of this report. Providing the obligations with the theatre are covered so that we do not compromise their use I do not have a problem. At the current time then do have shows that need to provide equipment and services by parking a vehicle on some of the bays in the car park closest to their building on the P4 site. It may be in our best interests to check the additional needs of the theatre in the immediate surrounds of the theatre and have those discussions prior to deciding on the final footprint for disposal, even if we dispose of a small strip to the theatre so that they can continue to operate. We would also need any future development to take account of the theatre and its operation – but that is for the future.

Other than this. The report is noted.

Many thanks
Chris

Christine Parsloe
Leisure & Culture Development Manager
tel: 0208 545 3669
email: christine.parsloe@merton.gov.uk

From: Jacquie Denton
Sent: 11 February 2013 14:58
To: James McGinlay; Paul McGarry; Doug Napier; Christine Parsloe; Paul Walshe; Amanda Kendall; Tom Procter; Gerald Porter; Janet Pinkney; Fiona Thomsen; Fabiola Hickson; Susan Sime; Michelle Carpenter; Tom Bidwell; Timothy Troy; Eamon Maher
Cc: Howard Joy; Lesley Deaves; Julie Clarkson
Subject: Land at 111-127 The Broadway, Wimbledon SW19

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Jacquie

<< File: plans appendices 1 & 2.pdf >> << File: report disposal p4 2013 02 11.doc >>

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Appendix 7

It is not practical to produce a realistic economic analysis of the minimum price the council would be willing to accept. To do this we would need clear information on:

- The likely behaviour of drivers who would typically use this car park – what proportion of them would use another council car park, or find alternatives such as other car parks or other forms of transport.
- The intended use of the site by the purchaser and therefore the increased income the council would receive from business rates (through the recently introduced Business Rate Retention Scheme) if the purchaser develops the site to include business premises and/or the increased income from council tax should the site be developed to include residential properties.
- The effect on interest paid or received by the council. This would need to consider the council's cash position in the short and longer term and the likely amount it would be receiving from investments and/or paying for borrowing.

Of these items, we do have some medium term forecasts for interest and when we would expect to need to borrow externally to fund the capital programme rather than invest. The other two items are however much harder to estimate and there are no reasonable assumptions that could be used to produce a reasonable estimate – without these items any analysis would be unrealistic and of no use. Full consideration of the financial viability of any offers will be made once they have been received. The council is not obliged to accept any tender.

Appendix 8

The details of the extent to which debt redemptions have been considered and plans for future considerations are included in the Treasury Management Strategy as presented to Council on 6th March 2013. These will also be published in the Business Plan 2013-17. The Medium Term Financial Strategy (MTFS) 2013-17 does not assume that any debt redemptions will take place during this period. It is worthy of note that debt redemption is not the only use for capital receipts – they can also be used for funding the Capital Programme.

Appendix 9

E-mail from Ms W. Macnab, Local resident.

The following text is necessarily lengthy, for which I apologise, but it covers several essential issues.

I have seen Cllr Alambritis' comments as reported in a recent "Wimbledon Guardian" newspaper article about a Council decision to give planning consent to development of the above site for offices/residential/retail etc. I also understand that this decision has been "Called In" for discussion at a Council Meeting this week. If it is a Meeting open to the public I am unfortunately unable to attend, hence this e mail. I am not able either to attend the Wimbledon Forum Meeting on Wednesday of this week (tomorrow) where I would have raised this issue, but I have copied this correspondence to the main two councillors for my Ward (Abbey). (I do not receive the "Guardian" paper regularly so am unaware of what responses the article might have raised so far).

As a local resident I am very strongly opposed, as are others, to such a redevelopment and copy below an e mail I wrote to my Ward councillors on Friday 15 March 2013 on this subject giving some rationale as to why the car park availability should not be removed, in case the issue might be raised at the Wimbledon Forum Meeting itself.

In addition, the amount of redevelopment proposed for this area of Wimbledon and Palmerston Road area is considerable - including the previous Merton College of Art Annex redevelopment at the jct. of Palmerston and Kingston roads (the substantial and valid objections about which from many residents and local businesses last year the Council chose to ignore), plus the several nearby sites in The Broadway itself where redevelopment is controversially proposed with overbearing heights and designs etc for unattractive and unsympathetic offices and residential units - thus bringing a complete excess of such architecture to this part of the town. Development of the car park site would contribute to this.

In addition to comments on my e mail, I would add here that Wimbledon needs a new community/performance centre now that Centre Court development destroyed the only proper one for the borough, and Wimbledon Community Centre is now closed. This need is well known to the Council and to residents and to remove a possible suitable site for this - right in the most convenient location in the town with theatres nearby - for yet another general redevelopment has to question the realistic intentions for the future vision of Wimbledon by senior elected "representatives" of residents. **In general, residents would not expect their councillors to make arbitrary decisions about such important matters *without proper and inclusive and comprehensive due consultations with all those a redevelopment would affect, and in appropriate timescales.***

It would be mandatory that adequate public car parking is an essential part of *any* possible redevelopment of the site for a Community/Performance Centre - and bearing

in mind also the parking needs for equipment vehicles - but merely to use the site to erect yet more flats, offices and retail is unacceptable and is extremely short sighted. The Council's decision indicates a desperate need for quick and easy money from developers likely unsympathetic to residents' concerns - any public parking would be included only as a "token" as leaving such open space or building underground facilities costs money for developers.

I have lived in Palmerston Road for some 25 years; see the daily usage of the car park which brings in a substantial amount of money for the Council. Essentially, it should be retained as a car park for this part of the town. Cllr Alambritis (and indeed Cllr Judge, who is a representative for my Ward and who I believe is in favour of a redevelopment) do not live near the area and can only have limited practical knowledge or even possible real interest of how the car park is used, relying instead on surveys and statistics which are probably questionable anyway in their accuracy and length of study.

As indicated in my previous e mail, no consideration at all seems to be have given to the overall experience which visitors to this part of the town might have - I thought such an issue was important to the Council? Indeed, is it not written into Council's formal Plans for the "Vision of the Future" to make Wimbledon a good place to visit and cater for visitors' requirements?

More entertainment venues of all kinds seem to be opening up continually in this part of The Broadway bringing vitality/money/visitors/jobs to this part of the town - (sometimes they bring their own problems - which is another debate!) - and adequate parking availability is part of their viability and use.

I strongly urge the Council not to take a hasty decision about this site and to involve all interested parties now in what is a crucial decision for the borough (including The Ambassador Theatre Group - owners of Wimbledon Theatre - who may also use part of the car park for filming projects (see my e mail about this) and crucially, cars for patrons; have they been consulted on this decision?), the Polka Theatre, and residents and local businesses of all kinds. **It will be too late to wait for the official Planning Application to be made from the developers then to allow for comments at that stage.**

The site is not particularly large, and close proximity development near to the Wimbledon Theatre could compromise both light and environmental issues for their dressing room and rehearsal room areas which the theatre newly built some years ago. There are also in English statute law "Right to Light" issues which could materially affect that building and others adjoining the site.

It is particularly inexplicable that the decision as reported is being made by Council when the changes to the borough's general parking proposals are still at an early discussion and consultation stage!

The Council is also holding a substantial amount of Contingency Finance in its Balance Sheet, but even with a reduction in central government funding to councils generally, which admittedly is currently unhelpful to local governments, but can be managed by adequate, thoughtful and visionary financial control; is Merton so afraid

it will run out of money that it has to sell off this and other sites as quickly as possible?

I think residents and business owners in the Borough would rather like to know (and are indeed entitled to know!) just what plans Merton has for using the substantial money it expects from all the sites to be redeveloped and the use of at least *some* of its Contingency funds (as they will have be used at some stage). If the current reduction in funding from Central Government is causing problems for the Council's essential services, which is understood in the present UK financial climate, then surely that is where use of the Contingency Fund in the Balance Sheet can be considered?

The appropriate extracts from the text of my e mail is as follows - some of the points above have repeated what was in the e mail:

E mail - 15 March 2013

1. I have seen an article in the "Wimbledon Guardian" recently with Cllr Alambratis' comments about the sell-off of the Broadway Car Park. In view of the residents' and business-owners' comments arising from the Parking Survey - a link to which was in Ann Bryden's e mail about the Forum meeting - I think it is ill advised on the part of Merton Council to give up this car park and start to make development decisions at this stage well before the borough's car parking issues of various kinds are finalised. This car park is an essential facility at the heart of the town where it much needed, the users of which are right next to major entertainment venues and their custom bringing in a lot of revenue into this part of the town.

The only way this can be considered is if it is guaranteed that public car parking facilities are also provided in the redevelopment to retain the amount of existing car park space or even increase it. Reading his comments, there seems a lack of emphasis on this important issue , and more on the money to be obtained from the redevelopment.

2. Cllr Alambratis, if reported correctly, seems to indicate that other town centre car parks are "underutilised" and gives an impression that the Broadway Car Park is thus not needed, so he merely thinks visitors can just simply be somehow co-erced into making better use of the other areas, so justifying the release of the Broadway space to earn several millions of pounds for the Council - and see further comment below at **! As a result of comments from the Parking Survey perhaps they are precisely underutilised due to unattractive borough-wide inconsistent charging, inconvenience of location, maintenance, lighting, safety etc! But that still does not justify removal of the Broadway Car Park availability.

*** Development on the Broadway car park site will bring its own severe problems with potential overburden of building height and inappropriate design - there are several existing high structures nearby and more controversially planned - "wind tunnel" effect for pedestrians (already happening at the Wimbledon Theatre entrance in certain weather conditions), traffic, pollution and reflected noise*

problems, "canyon" effects on the street scene, etc.

3 However, has he (or other councillors) investigated the *true* logic of requiring people - eg in the middle of winter - wet and cold conditions and perhaps with young children or more elderly/slow people as part of their group and visiting the Theatre, etc - to walk what is probably nearly a quarter or half a mile from car parks in St. George's Road or Queen's Road sites? And that is if they are actually *familiar* with how to get from them to the Theatre part of the town.

So - visitors could use public transport to get down the Broadway to/from those car parks? While there is good public transport, the same principle of waiting around in large crowds, with pavement congestion etc, perhaps in the rain, and all needing to get on what would then be over-crowded buses would certainly not in my opinion make for a very happy evening out for many visitors nor make their experience of Merton very attractive - and add to the costs of their evening.

4. And if there are no spaces in the Hartfield Road site (which itself is under threat of loss at some stage) which is the next nearest car park to the Theatre, for instance, they will have to negotiate the busy one way system again and/or rat run in residential side streets around The Broadway desperately seeking car park spaces (as has already been mentioned in one response from the Survey about Palmerston Road in regard to Theatre traffic). And this in itself will add to traffic congestion and potential accidents in The Broadway and surrounding streets.

5. The Broadway Car Park is well used, is in an essential and popular position for visitors and encourages them to come and spend money in this part of Wimbledon - keeps the restaurants, shops and theatres etc in business and already relieves overcrowding (generally mostly but not always) on local residential side streets.

6. Upon what statistics, survey methods etc was the decision made about this car park use - just a day's or few hours' survey would not give a true picture of its viability. If car parking charges have been reduced then no wonder it is not giving as much revenue as wished. From the Survey results it seems a whole revamp of Merton's public parking charges are needed.

7. It is also a safe place where people with children at St Mary's School in nearby Russell Road can use - again thus potentially reducing "school run" parking problems in that road.

8. Note very importantly here too that the Broadway Car Park is often used for vehicle parking specifically associated with filming projects at the Wimbledon Theatre. Indeed the Theatre is becoming a well known venue for video making, general filming and other media events. If the car park is developed where are these large equipment vans to go? Reduction of such events will reduce the financial viability of this important Theatre. Large lorries with theatre props associated with various productions already use a substantial part of Russell Road next the theatre, and with parking restrictions at the nearby St Mary's school plus residents' requirements there is no room for other commercial vehicle parking elsewhere in that immediate area.

There has to be a serious consideration of retaining choices for visitors of *where* to park in the town centre; unlike the Village, this lower part of Wimbledon - its "High Street" - is very much longer, busier and has very different attractions, shops etc from one end to the other; just consider the whole area from Wimbledon Hill Road all the way down The Broadway round to the Merton Road.

Thank you for consideration of these issues and I hope councillors will give serious thought about The Broadway Car Park before any further irrevocable and legally binding decisions are taken and closely continually involve local business owners and residents - Merton's Council Tax payers who contribute substantially to Council funding.

Ms W. Macnab