

BOROUGH PLAN ADVISORY COMMITTEE Agenda

Date: Thursday 26 September 2018

Time: 19:15 – 21:05

Venue: Committee Room B, Merton Civic Centre, Morden SM4 5DX

Time	Item No	Subject	Lead Person	Attachment	Time
19:15	1	Apologies for absence	Chair		
19:15	2	Declarations of interest	Chair		
19:15	3	Introductions	Chair		5 minutes
19:20	4	Purpose of Committee	Tara Butler		10 minutes
19:30	5	Minutes from last meeting	Chair		5 minutes
19:35	6	Matters arising from the minutes	Chair		10 minutes
19:45	7	Recommendations to cabinet on draft local plan: a. Background and contents b. Potential sites for allocation c. Draft Engagement programme	Tara Butler		60 minutes a.10 minutes b.25 minutes c.25 minutes
20:45	8	Forward planning for next committee meetings: a. 29 November 2018 b. 7 March 2019	Chair		15 minutes
21:00	9	Washup	Chair		

Note: Declarations of pecuniary interest

Members are reminded of the need to have regard to the items published with this agenda and, where necessary to declare at this meeting any Disclosable Pecuniary Interest (as defined in the The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012 in any matter to be considered at the meeting. If a pecuniary interest is declared they should withdraw from the meeting room during the whole of the consideration of that matter and must not participate in any vote on that matter.

If Members consider they should not participate because of a non-pecuniary interest which may give rise to a perception of bias, they should declare this, withdraw and not participate

in consideration of the item. For further advice please speak with the Council's Assistant Director of Corporate Governance.

Committee membership

- Aidan Mundy (chair) (Lab)
- Geraldine Standford (Lab)
- Linda Kirby (Lab)
- Dennis Pearce (Lab)
- Najeeb Latif (Con)
- Carl Quilliam (Lib)

Substitute members: Caroline Cooper-Marbiah (Lab), Anthony Fairclough (Lib), Stephen Crowe (Con)

Part 3B

1.8 Borough Plan Advisory Committee

Membership: 6 Members (Members of the Cabinet and Assistant Cabinet members may not be appointed to this Committee)

Functions:

1. To discharge the Council's responsibilities contained in the Local Government Act 2000 and Planning and Compulsory Purchase Act 2004 with respect to the Merton Local Development Framework, specifically to make recommendations as appropriate to the Cabinet and Council on matters including:-

- i. Local Development Scheme
- ii. Statement of Community Involvement
- iii. Development Plan Documents
- iv. Local Development Documents
- v. Area Plans and Supplementary Planning Documents
- vi. Strategic Environmental Assessment
- vii. Tests of Soundness of Development Plan Documents

2. To consider and advise the Cabinet and Council on the Report of the Inspector conducting the Independent Examination of Development Plan Documents of the Merton Local Development Framework.

3. To advise the Cabinet and Council on the preparation of Local Development Framework Joint Development Plan Documents prepared with adjoining boroughs, specifically the Joint Waste Development Plan Document.

4. To advise the Cabinet and Council on other Strategic / London-wide spatial planning and transport planning matters.

5. To consider the need for information, research, studies and investigations further to the preparation of the Merton Local Development Framework; to approve the Annual Monitor Report; and to advise the Council on the resources required to prepare and review the Merton Local Development Framework.

6. To consider new and emerging legislation relevant to the preparation and review of the Merton Local Development Framework, including linkages of the Local Development Framework to the Sustainable Community Strategy.

BOROUGH PLAN ADVISORY COMMITTEE

NOTES OF MEETING – 11 January 2018

Attendees:

Cllrs: John Bowcott (vice-chair); Dennis Pearce; Philip Jones; Najeeb Latif
Geraldine Stanford; Ian Munn (chair);

Also attending: Tara Butler (Future Merton team)

Meeting notes and action points

Agenda item 1 – there were no declarations of pecuniary interest and the notes of the BPAC meeting in March 2017 were agreed.

Agenda item 2 – Estates Plan: adoption

Members considered the Estates Plan report and associated documents including the inspector's final report.

RESOLVED That the Borough Plan Advisory Committee resolve to:

A. recommends that Cabinet resolves to recommend adoption of Merton's Estates Local Plan to council (07 February 2018) and associated Sustainability Appraisal, as part of Merton's statutory Local Plan and subsequent updating of Merton's statutory Policies Map to include the Estates Local Plan area, to which Estates Local Plan policies apply.

B. advises that authority be delegated to the Director of Environment and Regeneration to deal with all the necessary adoption documents and other consequential matters in accordance with the appropriate Regulations.

Agenda item 3: Draft supplementary planning guidance on development viability – for consultation

Members considered the draft supplementary planning guidance on development viability and asked questions.

That the Borough Plan Advisory Committee resolve to:

recommends the draft supplementary planning document on development viability be published for consultation.

Committee: Borough Plan Advisory Committee

Date: 26 September 2018

Wards: all

Subject: Stage 2 consultation on draft Local Plan

Lead officer: Director for Environment and Regeneration Chris Lee

Lead member: Cabinet Member for Regeneration, Environment and Housing, Councillor Martin Whelton.

Contact officer: Deputy Future Merton manager, Tara Butler

Recommendations:

- A. That the Borough Plan Advisory Committee advise on the draft Local Plan including the potential sites for allocation, the initial proposals for engagement and resolve to recommend that Cabinet approve the second six week consultation on the new borough-wide Local Plan, to run for six weeks between October and December 2018.
 - B. That approval for the final consultation documents be delegated to the Director of Environment and Regeneration in consultation with the Cabinet Member for Regeneration, Environment and Housing.
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1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. On 14 September 2016, council resolved to start a new borough-wide Local Plan. In line with government's guidance, this will be a single document replacing both Merton's Core Planning Strategy 2011 and Sites and Policies Plan 2014.
- 1.2. The first Stage 1 public consultation took place between October 2017 and January 2018. Appendix B to this report summarises the consultation responses. As part of this more than 65 potential sites were suggested by consultees for potential allocation to new uses.
- 1.3. The feedback from this consultation, together with new national and London-wide policy and research, has informed this Stage 2 draft Local Plan. Officers have considered these sites and are recommending consultations set out in Appendix A to this report.
- 1.4. The purpose of this report is to seek councillor's advice on the potential site and on any other aspects of the Local Plan and recommend that Cabinet resolve to approve the second borough-wide consultation of 6 weeks, to take place between October and December 2018.

2 DETAILS

- 2.1. The draft Local Plan has been informed by:

- The new National Planning Policy Framework (July 2018) and updates to National Planning Practice Guidance
- The new London Plan (draft 2017, now at examination stage)
- Feedback from the Stage 1 public consultation
- Local research

2.2. **What's new?**

2.3. When the Local Plan is finished, it can cover:

- Borough-wide strategic policies and detailed policies on housing, design, flood risk, open space, etc (a similar approach to that are found in the Core Planning Strategy and Sites and Policies Plan 2014). These are currently being developed and a presentation to this meeting will summarise the draft policy framework.
- Area specific strategic policies covering the town centres and wider surroundings of Colliers Wood, Mitcham, Morden, Raynes Park and Wimbledon (a similar approach to those found in the Core Planning Strategy) These area-based policies can set the direction and allocate the sites for any detailed masterplans that may follow, such as for Morden Housing Zone. Again a presentation to this BPAC meeting will highlight any key changes proposed from the existing policy framework.
- Setting land designations: e.g. town centre boundaries, designated open space boundaries, areas for nature conservation, cycle routes etc. (similar to the maps in the Sites and Policies Plan)
- Allocations of specific sites for development and any statutory site allocations or specific planning policies required for Morden, Wimbledon, or any other part of the borough (similar to the Sites and Policies Plan)

2.4. A presentation to this meeting will summarise the policy considerations for the local plan. Appendix A to this report sets out the potential sites for allocation, seeking councillors' views on these proposals.

3 ALTERNATIVE OPTIONS

3.1. There are a variety of alternative options that could be considered at this stage, mainly around taking an alternative recommendation for potential development sites.

3.2. Officers have carefully considered each proposed site and believe that the recommendations to consult are sound. Feedback from this consultation will inform the final Local Plan, so there is still opportunity for alternatives to be considered and taken forward where these are justified.

3.3. Policy alternatives could also be taken forward if they are justified by local evidence or triggered by the ongoing examination of the Mayor's London Plan which is due to finish in late 2019. One of the biggest challenges to Merton's Local Plan is demonstrating that Merton can deliver the 228% increase in new homes (from 411 homes per year to 1,348 new homes per

year) proposed in the new London Plan while protecting strategic open space, industrial land and achieving high quality design. At present we do not consider that there are reasonable policy alternatives to those proposed here but we will reconsider this with consultation feedback.

4 CONSULTATION UNDERTAKEN OR PROPOSED

4.1. Consultation undertaken

4.2. Stage 1 public consultation took place between October 2017 and January 2018. This was the first stage, asking general questions about what sites or what policies the Local Plan might contain.

4.3. We published the consultation mainly online for the first time, using short SurveyMonkey questionnaires (e.g. (e.g. which sites they would like to see developed? What is important to you when considering new development?) affordable housing, travel and transport etc) and a short video to trigger responses. Over 1,000 responses were received; far more than previous Local Plan consultations.

4.4. A summary of Stage 1 feedback is available in Appendix 2;

4.5. More than 80 sites were proposed for allocation by and those that are being taken forward are set out in Appendix 1 to this report.

4.6. Consultation proposed

4.7. Subject to Cabinet's approval, it is proposed that the Stage 2 public consultation will take place from late October 2018 until early December 2018, not much beyond the second week to try and avoid the clash with Christmas although we will accept late responses.

4.8. We will co-ordinated our engagement with other activities that are going on at the same time, including:

4.8.1 **Wimbledon masterplan** (run by Merton Council, focussed on Wimbledon town centre), which will be out to consultation over the same period

4.8.2 **Morden regeneration** (run by the landowners Merton Council and Transport for London) which is part of the Local Plan and has a dedicated engagement strategy given the extent of the proposals.

4.8.3 **Sutton Link** (run by Transport for London between 16 October and late November), focussed along the three potential new public transport routes between 16 October and late November.

4.8.4 **The Children and Young People's plan**; we will be working with Children's Services (councillor Kelly Braund is the Cabinet Member) on detailed engagement for children and young people.

4.9. **Peer to peer promotion** of the consultation is usually a more successful approach, as is focussing on the interests of particular neighbourhoods and groups. The consultation will be promoted by:

- Sending it to all +2,000 community groups, residents associations, nature conservation bodies, individuals, landowners, developers and others on Merton's Local Plan consultation database. We will be

asking community groups and residents associations to help spread the word in their own newsletters, blogs and websites.

- Having an online form and promoting it on the council's website, Twitter and Facebook
- Attending community events and encouraging people to respond

4.10. We are putting together an engagement plan, a draft of which will be presented at the meeting.

5 TIMETABLE

5.1. It is proposed that the consultation takes place for six weeks from around the end of October until early December 2018.

5.2. This timetable for considering the council's consultation results is co-ordinated with the publications / projects below:

- The examination of the Mayor's London Plan: due to be finalised by November 2019
- Progress on the Morden regeneration, de-risking the planning process for Merton Council and Transport for London to appoint a development partner in 2019
- The new draft of the National Planning Policy Framework, recently published in July 2018

5.3. The next steps in early 2019 are to use the consultation results, research and policy to finalise Merton's Local Plan by mid 2019. Should full council resolve to submit it to the Secretary of State for independent examination, the examinations usually take 6 months.

5.4. This would allow the Local Plan to be adopted in 2020, if it passed the examination.

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

6.1. Funding to support this work will come from existing budgets.

7 LEGAL AND STATUTORY IMPLICATIONS

7.1. The Planning and Compulsory Purchase Act 2004 (as amended) requires at least two stages of engagement on local plan making. This is the second of the two formal stages, however ongoing engagement with community groups, statutory bodies such as the Mayor of London and the Environment Agency, housebuilders and Registered Providers and other councils has been ongoing throughout 2018.

7.2. With the aim of encouraging more local authorities to have a local plan in place, the Housing and Planning Act 2016, the Act gives the Secretary of State greater powers to intervene in the local plan making process. Specifically it would allow the Secretary of State to intervene if a local

authority was failing or omitting to do anything it is necessary for them to do in connection with the preparation, revision or adoption of a local plan.

- 7.3. The Government's Implementation of planning changes: technical consultation proposes to prioritise government intervention where:
- there is under delivery of housing in areas of high housing pressure;
 - the least progress in plan-making has been made;
 - plans have not been kept up-to-date.
- 7.4. Merton's Core Planning Strategy was adopted in July 2011, just over six months prior to the National Planning Policy Framework publication in March 2012. Although the draft NPPF was considered as part of Merton's Core Planning Strategy and despite Merton producing three Local Plans between 2012 and 2017, technically Merton's strategic policies are not up to date. The preparation of the new Local Plan will enable Merton's strategic policies to be revised.
- 7.5. On 14 September 2016, council resolved to start a new borough-wide Local Plan. In line with government's guidance, this will be a single document replacing both
- Merton's Core Planning Strategy 2011 and
 - Sites and Policies Plan 2014.
- 7.6. The new Local Plan won't replace the South London Waste Plan 2012 (as this is a joint document with three other boroughs, dealing with waste management only) or the Estates Local Plan (as this is a site-specific rather than borough-wide Local Plan).

8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 8.1. Local Plans contain planning policies to help improve community cohesion and are subject to Sustainability Appraisal / Strategic Environmental Assessments and Equalities Impact Assessments. These appraisals will be published alongside the draft Plan for consultation.

9 CRIME AND DISORDER IMPLICATIONS

- 9.1. Local Plans contain planning policies to improve community cohesion and are subject to Sustainability Appraisal / Strategic Environmental Assessments which also consider matters of crime and disorder. These appraisals will be published alongside the draft Plan for consultation.

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 10.1. As set out in the body of this report.

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

- Appendix A – draft of potential sites for allocation
- Appendix B – summary of consultation responses on policy issues

12 BACKGROUND PAPERS

- 12.1. Planning and Compulsory Purchase Act 2004 as amended.
- 12.2. National Planning Policy Framework and National Planning Practice Guidance
- 12.3. Mayor's London Plan (published 2016, draft 2017) and associated guidance.

Site

Amity Grove Clinic

Amity Grove, Raynes Park



Site name	Amity Grove Clinic
Site address	9 Amity Grove, Raynes Park, London, SW20 0LQ
Ward	Raynes Park
Ownership	NHS Property Services
Site area	0.09ha
Site description	The site consists of a part single and part two storey building, that is surrounded by two and three storey houses. Along the northern boundary is a narrow public access footpath linking Amity Grove and Durham Road
Current use	Medical clinic (D1 Use Class)
Consultees suggested use	Residential (C3 Use Class) , suggested by NHS Clinical Commissioning Group
Council's proposed site allocation	Community use (D1 use class) or residential (C3 Use Class) if the community service is provided elsewhere
Strategic planning factors	<p>This site is allocated for the same use in <i>Merton's Sites and Policies Plan 2014</i> with a delivery timescale of 2019-2024</p> <p>Proposed by Merton CCG in Merton's Call for Sites consultation.</p> <p>The site is located within the Raynes Park town centre boundary and has good accessibility to public transport services (PTAL 5).</p>
Issues	<p>Any development proposals should recognise and improve the public footpath adjacent to the site.</p> <p>Mitigating potential parking, traffic and road safety impacts on neighbouring streets and local amenity.</p> <p>Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site.</p>
Opportunities	<p>In a mixed use development, residential uses should be on upper floors.</p> <p>A mix of uses would facilitate the provision of modern community facilities on lower floors and create a more secure environment, helping to minimise vandalism and crime</p>

Site

Baltic Close

High Street Colliers Wood



Site id	
Site name	Baltic Close
Site address	194-196 High Street Colliers Wood, SW19 2BH
Ward	Colliers Wood
Ownership	Transport for London
Site area	0.02 hectares
Site description	<p>The site is a hardstanding area on the corner of High Street Colliers Wood and Baltic Close, a recently refurbished pedestrian and cycle route from High Street Colliers Wood to the Wandle Park</p> <p>At the opposite side of Baltic Close to the southwest of the site is a three storey public house (The Charles Holden). To the west of the site is a four storey residential block (Oslo Court) with the Wandle Park beyond.</p> <p>The High Street Colliers Wood frontage of the site if adjoined on the northern side by a three storey shopping parade with shops at the ground level and flats above. The site is almost directly opposite Colliers Wood underground station.</p>
Current use	Hardstanding, fenced off
Consultee's suggested use	Residential – Transport for London (the site is allocated for residential as Site Proposal 59 in Merton's Sites and Policies Plan 2014)
Council's proposed site allocation	Residential and commercial mixed use scheme
Strategic planning factors	<p>The site is within the Wandle Valley conservation area, an archaeological priority zone, an area with an excellent level of public transport accessibility (PTAL 6a), flood zone 2 and a small part of the eastern corner of the site is within a critical drainage area.</p> <p>The Colliers Wood Underground Station building to the east of the site is a Grade II listed building.</p> <p>Baltic Close and the surrounding areas has benefited from significant investment in public realm, street scene and shopfronts, designed to open up Colliers wood town centre into the surrounding area including Wandle Park and to improve the look and feel of the town centre.</p>
Issues	<p>Respecting the character and the views into and from the neighbouring conservation area and the setting of the listed building (Colliers Wood tube station) located to the east of the site.</p> <p>Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site, particularly in relation to Oslo Court to the west of the site.</p> <p>The site is surrounded by noise-generating uses in the busy road, the public house, the nearby shops. New development should be designed and built to minimise the effects of this noise on new occupiers and the potential for complaints against the established uses, in line with the London Plan "agent of change" approach</p>

	<p>Minimise impact on highway capacity, safety and movement.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the location within a flood zone and a critical drainage area.</p> <p>Investigating the potential impact of any proposed development on archaeological heritage.</p> <p>Recognise the National Grid power lines running under Baltic Close.</p>
Opportunities	<p>Any development should take the opportunity to complement the improvements carried out in Baltic Close and the gateway to Wandle Park.</p>

Site

Battle Close

South Wimbledon/Colliers Wood



Site id	
Site name	Battle Close
Site address	North Road, SW19 1AQ
Ward	Trinity
Ownership	Merton Council
Site area	0.97 hectares
Site description	<p>This is a reasonably large, relatively regular shaped site in a wholly residential area, with Garfield primary school and its playground to the north. The site is occupied by a purpose built gym (now closed) and a large car park.</p> <p>To the east and west are residential properties. The river Wandle and Wandle Park lie beyond the western boundary</p> <p>To the south is a site entrance with a traffic island with mature trees at the entrance.</p> <p>The site is situated within a residential area, characterised by almost exclusively terraced housing, dating from between the early 20th century to the early 2000s.</p> <p>Until 2017 Virgin Active were the site's leaseholders and ran the site as a private gym and fitness club. Virgin Active sought to return their leasehold to the council as freeholder and closed the facility in December 2017.</p>
Current use	Vacant leisure site
Consultee's suggested use	<p>Residential – Merton Council</p> <p>Harris Academy Wimbledon Secondary School – suggested by local resident</p>
Council's proposed site allocation	Any of the following uses or suitable mix of community (including education (D1 Use Class), sport/leisure facilities (D2 Use Class) and residential (C3).
Strategic planning factors	<p>The site is set within a residential area with relatively poor public transport accessibility (PTAL 2).</p> <p>It is also within the Wandle Valley/Colliers Wood Archaeological Priority Area Tier 2, and the 400m buffer of the Wandle Valley Regional Park boundary.</p> <p>The site is located in Flood Zone 3.</p>
Issues	<p>The site is classified as at risk of medium contamination from its former use for laundries and dry cleaning.</p> <p>Investigate the potential impact of any development on</p>

	<p>archaeological heritage.</p> <p>Any development proposal will need to incorporate mitigation measure associated with Flood Zone 3.</p> <p>Vehicle access onto the site is somewhat restricted by the traffic island</p>
Opportunities	<p>The size of the site will give rise to a variety of opportunities for different layouts of new buildings.</p> <p>The site provides an excellent opportunity for the redevelopment of a brownfield site.</p>

Site

Benedict Wharf

Hallowfield Way, Mitcham



Site id	
Site name	Benedict Wharf
Site address	Hallowfield Way
Ward	Cricket Green
Ownership	Suez Ltd for majority of site; Cappagh for rectangle to north west. To the north of the site is a strip of land owned by LB Merton.
Proposed allocation by	Suez Ltd.
Site area	3.8 hectares
Site description	<p>The majority of the site is used for waste management purposes by the owner occupier Suez. A small part of the site (rectangle in the north eastern corner) is owned by Cappagh and is used as the car pound for Wandsworth and Lambeth traffic enforcement.</p> <p>The entrance to the site is a council-owned wide single access road to the north of the site, Hallowfield Way, off Church Road, passing Benedict Primary school, St Peter and St Paul's church and graveyard and residential properties. There is also a secondary road access down Church Path, a residential street, but this is currently closed off by Suez while the site is in waste management use.</p> <p>To the north of the site, beyond the South London car pound boundary, lies residential road of White Bridge Avenue. Morden Hall Park, a historic park owned by the National Trust, lies circa 200m to the north east of the site boundary.</p> <p>To the west of the site lies London Road playing fields</p> <p>To the south and east lies the existing tramline with large industrial sheds located across the other side of the tramlines. Belgrave Walk tram stop is within circa 300m of the site's north east corner with services between Wimbledon and Croydon.</p> <p>Large electricity pylons lie just beyond the site boundary, with electricity wires running parallel with the tram tracks c12 metres above ground.</p>
Current use	Waste facility with planning permission for expansion (majority of site); car pound for Wandsworth and Lambeth councils (rectangular northern portion of site)
Consultees' suggested use	Residential - suggested by Suez Ltd and supported by Cappagh Residential (C3) & public open space, Community (D1) with ancillary retail (A1, A3) and employment (B1) - suggested by Mitcham Cricket Green Community and Heritage Group.
Council's suggested site allocation	Residential with some non residential uses that are commensurate with a residential setting (for example small workshops, community uses etc) and deliverable Reallocation is dependent on there being no loss of waste management capacity within the South London Waste Plan area. The council will only support reallocation where the waste management capacity and function is moved within the South London Waste Plan area.
Strategic Planning Factors	The site is allocated as a waste management site in the South London Waste Plan; this capacity is to be retained within the South London Waste Plan area. The site is allocated as a historic Strategic Industrial Location. The council supports the removal of SIL capacity from this site to elsewhere in Merton as the proximity of so many sensitive land uses directly adjacent or near the site is not compatible with strategic industrial development

	<p>London Road Playing Fields adjacent the eastern boundary is designated as Metropolitan Open Land and as a green corridor for wildlife protection. Nearby Morden Hall Park is also designated as Metropolitan Open Land, a Site for Importance for Nature Conservation, as green corridor and is Grade II listed Historic Park and Garden.</p> <p>Cricket Green Conservation Area lies very close to the north east and east of the site and is visible from the site. St Peter and St Paul's Parish Church, Grade II* historic listed building, is situated at the junction of Church Road and the entrance to the site at Hollowfield Way. Benedict Primary School lies opposite the church adjoining the site entrance at Hollowfield Way. Residential streets within 100m of the site include Church Path, White Bridge Avenue, Belgrave Walk and the nearby Cherry Trees estate.</p> <p>The Wimbledon-Croydon tramline lies adjacent to the eastern boundary of the site. Electricity cables, supported by two pylons just beyond the site boundaries, run parallel with the tramlines. There are exclusion zones for development within a certain number of metres of these.</p> <p>Since 2012 the majority of site has had planning permission for intensified waste facilities that has not been developed due to constraints attached to the planning permission designed to protect the surrounding sensitive uses (e.g. planning conditions restricting access to the site).</p>
Issues	<p>The site is currently a waste management site and Strategic Industrial Location. As set out in the strategic planning factors, waste management capacity would have to be provided within the South London Waste Plan.</p> <p>The overhead power lines supported by electricity pylons will influence the layout, scale, massing and potential uses of new development on parts of the site.</p> <p>Decontamination will be required due to the site's historic uses.</p> <p>Currently (September 2018) part of the site is being considered by Transport for London as one of the potential new Sutton Link public transport routes between Sutton and Merton. Transport for London are due to consult on the Sutton Link proposal between October and December 2018.</p>
Opportunities	<p>Opportunity to provide new homes and other compatible uses in a largely residential setting and minimise HGV and other heavy traffic attributed to the waste management use of the site.</p> <p>Local support for change of use to uses commensurate with the residential, green space and historic setting.</p> <p>Opportunity to improve public access through the area, including between London Road playing fields and the site. Supporting walking and cycling links between the green spaces at Morden Hall Park, London Road Playing Fields will help enhance the Wandle Valley Regional Park.</p> <p>Size of site gives options for establishing and enhancing design and streetscape in the setting of Metropolitan Open Land and Mitcham Cricket Green conservation area.</p> <p>Opportunity to provide development and public realm improvements along Hollowfield Way, reducing the width and improving the frontage, enhancing the setting of the Grade II* St Peter and St Paul's Church and Benedict Primary school.</p>

Site

Birches Close

Mitcham



Site id	
Site name	Birches Close
Site address	Mitcham, CR4 4LQ
Ward	Cricket Green
Ownership	NHS Property Services
Site area	0.97 hectares
Site description	The site, which takes access from Cricket Green, consists of various single and two-storey buildings accommodating specialist NHS clinics and supported accommodation units. To the north, on the opposite side of the footpath, Cold Blows is a three-storey office building and three-storey blocks of flats. To the east of the site is a single storey nursing home and to the south is a bowling green, the Methodist Church and a row of two-storey terrace houses. To the west is a row of two and three-storey detached and semi-detached houses.
Current use	Healthcare
Consultees' suggested use	Residential - suggested by NHS Property Services Office (B1a) and Community (D1) – suggested by Mitcham Cricket Green Community and Heritage
Council's proposed site allocation	Residential , following the completion and opening of a primary healthcare facility will be provided at the Wilson Hospital site as part of the health and wellbeing campus.
Strategic planning factors	<p>Allocated in Merton's Sites and Policies Plan 2014 as Site Proposal 21 for the following uses: <i>"If the Local Care Centre is to be located on this site then a healthcare (D1 Use Class) led missed use scheme that may include some "residential institution" type accommodation (C2 Use Class) and / or some residential (C3 use class)</i></p> <p><i>If the Local Care Centre is to be located at another site then the site has potential for community uses including education D1 Use Class), and / or a nursing home (C2 Use Class) and / or residential (C3 Use Class)"</i></p> <p>Since Merton's Sites and Policies Plan was adopted in 2014, the NHS has confirmed that primary care will be provided at the Wilson Hospital as part of the health and wellbeing campus. In order to ensure that primary healthcare provision is delivered in this area and that there is no loss of potential sites until this happens, the new primary healthcare facility must be built and operational before redevelopment can progress on the Birches site.</p> <p>The site is within the Mitcham Cricket Green Conservation Area, an Archaeological Priority Zone and an area with a moderate level of access to public transport (PTAL 4). 'The Birches' (a.k.a. 'Birches House') is a Locally Listed building.</p> <p>The Mitcham Cricket Green to the west of the site is designated as Metropolitan Open Land, Open Space, Green Corridor, and Green Chain and is within the Wandle Valley Regional Country Park. The footpath (Cold Blows) along the northern boundary needs to be preserved.</p>

	<p>The setting of the 'The White House', 7 Cricket Green, and 'Chestnut Cottage', 9 Cricket Green, both Grade II listed buildings, needs to be preserved.</p> <p>Portions of the north, east and west of the site are within a Critical Drainage Area.</p>
<p>Issues</p>	<p>The NHS own two large sites: this site (Birches Close) and The Wilson Hospital. The new primary healthcare facility must be built and operational on the Wilson Hospital site before redevelopment can progress on the Birches site In order to ensure that primary healthcare provision is delivered in this area and that there is no loss of potential sites on which primary care facilities could be located until this happens.</p> <p>This site has restricted vehicular access.</p> <p>Protecting the residential amenity of the adjacent properties.</p> <p>Respecting the character of this part of the Conservation Area and the setting of the adjacent listed buildings.</p> <p>Investigating the potential impact of any proposed development on Archaeological heritage.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area.</p>
<p>Opportunities</p>	<p>Opportunities arising from the site size and location for exemplary urban design complimenting the character of the area.</p> <p>Opportunities to provide either healthcare or new homes.</p> <p>Opportunities to improve walking and cycling links through the site between by improving the layout of buildings and spaces within the site, connecting London Road and the town centre with The Canons house and grounds.</p>

Site

Broadway Car Park

Wimbledon



Site id	
Site name	"P4" The Broadway car park
Site address	Land adjoining New Wimbledon Theatre, 111-127 The Broadway, Wimbledon SW19 1QG
Ward	
Ownership	Merton Council
Site area	0.21 ha
Site description	<p>This site is a surface car park located off The Broadway.</p> <p>Adjoining the site boundary to the west is the New Wimbledon Theatre. To the south of the site is the South Wimbledon Community Club and offices. Adjacent the site to the north are mixed use commercial and residential developments. The site is predominately surrounded by buildings ranging in height from two to four storeys.</p> <p>This site is located in the Wimbledon town centre boundary.</p>
Current use	Surface car park
Consultees suggested use	Business use (B1) – London Borough of Merton
Council's proposed site allocation	Any of the following or an appropriate mix of town centre type uses such as retail (A1 Use Class), café and restaurants (A3 Use Class), community (D1 Use Class), cultural, leisure and entertainment (D2 Use Class), offices (B1[a] Use Class) and hotel (C1 Use Class).
Strategic planning factors	<p>The site is allocated in Merton's Sites and Policies Plan 2014 as Site 28 for similar uses to those listed above. The council has also prepared a development brief for the site: "site 28 P4 car park adjacent Wimbledon Theatre, The Broadway", which was published in April 2014.</p> <p>The adjoining New Wimbledon Theatre is a grade II listed building.</p> <p>The site is situated within Wimbledon's secondary shopping frontage and is located within the main shopping area of Wimbledon.</p> <p>The site is in an area with excellent accessibility to public transport services (PTAL 6b).</p> <p>A very small portion of the site on the south western extent is in a critical drainage area.</p>
Issues	The site boundary is adjoined to the west by the grade II listed

	<p>building, New Wimbledon Theatre. Development proposals will need to be sensitively designed to demonstrate how they conserve and enhance the significance of the New Wimbledon Theatre.</p> <p>This site is located within close proximity to the central shopping area in Wimbledon and therefore may be appropriate for a mix of uses to help provide an active street frontage.</p> <p>Although large vehicles servicing the theatre frequently operate from the street, this is inappropriate activity in a constrained residential street. As a result these operations can cause problems for residents. Increased on-street servicing activities would further impact on traffic movement and road safety, on site provision is therefore required.</p> <p>There are road safety issues associated with the Russell Road junction. Remedial action is therefore required to mitigate these problems together with issues relating to neighbourhood parking, picking up/setting down of patrons, traffic and road safety impacts.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.</p>
<p>Opportunities</p>	<p>Opportunities for providing new Grade A business floor space in Wimbledon town centre.</p> <p>This site is located within close proximity to the central shopping area in Wimbledon and therefore should provide an active street frontage.</p> <p>The site boundary is adjoined to the west by the grade II listed building, New Wimbledon Theatre. Development proposals will need to be sensitively designed to demonstrate how they conserve and enhance the significance of the New Wimbledon Theatre.</p>

Site

Brown and Root Phase 2

Christchurch Road, Colliers Wood



Site id	
Site name	Brown and Root Phase 2
Site address	Car Park south of Britannia Point, 125 High Street Colliers Wood, SW19 2JG
Ward	Colliers Wood
Ownership	Private ownership
Site area	0.26 hectares
Site description	Second phase of the Brown and Root Development. The site was a multi-storey car park and formerly a small retail shed
Current use	Vacant
Consultee's suggested use	Residential on upper floors with commercial ground floor – suggested by the London Borough of Merton
Council's proposed site allocation	Residential on upper floors (C3 use class) with any of the following or an appropriate mix of town centre uses on the ground floors (use classes A1, A2, A3, A4, B1a, D1, D2 or sui generis appropriate to a town centre).
Strategic planning factors	<p>The site is a prominent site within Colliers Wood town centre boundary, to the south of the existing Britannia Point as the second phase of the same development. The council has proposed the site allocation to give certainty to the delivery of this site for town centre type uses on the ground floor with residential development on upper floors.</p> <p>The site sits within the Wandle Valley/Colliers Wood Archaeological Priority Tier 2, within the Wandle Valley Regional Park.</p> <p>The site is within flood zone 2 and within an area that is susceptible to surface water flooding.</p> <p>Significant investment has recently been made in the public realm for walking and cycling in and around this site by the adjacent Britannia Point landowners, Merton Council and Transport for London as part of Connecting Colliers Wood.</p>
Issues	<p>Phase 1 (Britannia Point) completed in April 2017 and most of the flats are occupied.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with flood zone 2 and surface water flooding to minimise flood risk for future occupiers.</p> <p>Investigating the potential impact of any proposed development in archaeological heritage.</p> <p>In a mixed use development, residential uses should be on the upper floors.</p> <p>Any new proposal should provide an active street frontage to contribute towards the vibrancy and vitality of the town centre.</p>
Opportunities	<p>Optimising the delivery of new homes in a highly accessible sustainable location on an underused brownfield site.</p> <p>Opportunity to create active frontage along Christchurch Road, Priory Road and High Street Colliers Wood.</p>

	<p>Development should optimise the use of the site and compliment the surrounding area, including the existing building at Britannia Point and the views from the Metropolitan Open Land at Wandle Park.</p> <p>Opportunity to continue the public realm improvements delivered via Connecting Colliers Wood with Britannia Point landowners, Merton Council and Transport for London.</p>
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Site

245-247 Burlington Road

New Malden



Site id	
Site name	245-247 Burlington Road
Site address	245-247 Burlington Road, New Malden, KT3 4NE
Ward	West Barnes
Ownership	Tesco Stores Ltd
Site area	1.3 hectares
Site description	The site contains a number of vacant industrial buildings. To the north is the Tesco store and car park which is also an Archaeological Priority Zone for West Barnes Farm. There is a path running east/west along the north boundary of the site providing pedestrian/cycle access from Burlington Road to Beverley Way. To the west of the site are Sacred Heart Catholic Primary School and a two storey building for Enterprise car rental. To the east of the site are several commercial buildings ranging from one to two storeys, currently occupied by a car wash and bathroom showroom.
Current use	Former light industrial use; now derelict
Consultees suggested use	Retail on ground floor; social housing above
Council's proposed site allocation	Retail (A1 Use Class), Research and development (B1 [b] Use Class and light industrial (B1 [c] Use Class
Strategic planning factors	<p>Submitted by a community group in Merton's Call for Sites consultation.</p> <p>The site is within a Flood Zone 2 Burlington Road is a Locally Significant Industrial Site. Public Transport Accessibility Level (PTAL) 3. To the north of the site is the APZ for West Barnes Farm.</p> <p>Planning History: Tesco own the site. An application was refused on 17/8/2016 to build a drive thru McDonald's at the site (15/P3357).</p> <p>On the grounds of: the proposed change of use to a use within Class A5 would result in unacceptable harm to the amenity of local residents through noise, disturbance, litter, fumes and pollution and would result in an over concentration of hot food takeaways that would detract from the ability to adopt healthy lifestyles.</p> <p>The design, nature and siting of the proposed drive thru restaurant in relation to the surrounding street hierarchy is considered likely to have an adverse effect on pedestrian and cycle movements, the safety and convenience of local residents and the safety and congestion of the local road network contrary.</p>
Issues	<p>Investigating the potential impact of any proposed development on Archaeological heritage.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area.</p>
Opportunities	Improve this part of the Locally Significant Industrial Site. Any proposals for new development should be compatible with the amenity of neighbouring occupiers of buildings.

Site

Burn Bullock and Mitcham Cricket Pavilion

London Road and Cricket Green, Mitcham



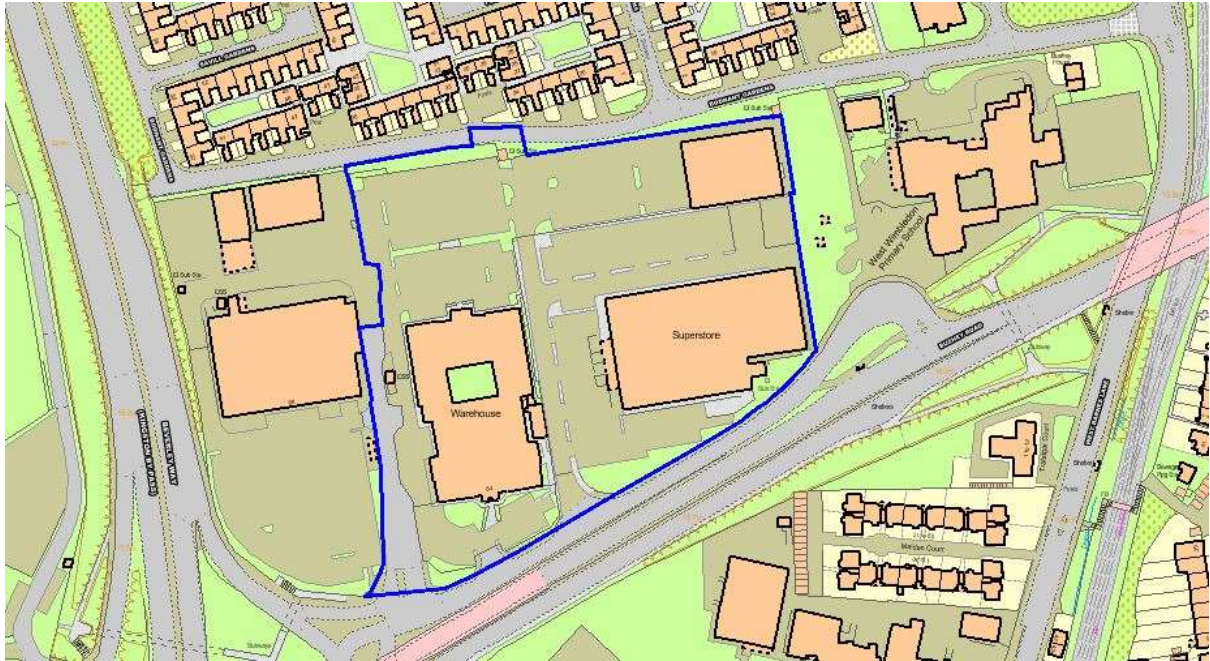
Site id	
Site name	Burn Bullock and Mitcham Cricket Pavilion
Site address	London Road and Cricket Green, Mitcham CR4 4LA
Ward	Cricket Green
Ownership	Private Ownership
Site area	0.24 hectares
Site description	<p>The site is occupied by a two storey public house (currently closed) , the Burn Bullock, with associated car park on the corner of London Road and Cricket Green and by a two-storey largely wooden building in use as a Cricket Pavilion on the corner of London Road and Cricket Green, serving the cricket club on Cricket Green.</p> <p>The site faces the open space at Mitcham Cricket Green to the northeast. The adjacent property to the Burn Bullock on London Road to the west is the three storey Jobcentre Plus. Adjacent to the Cricket Pavilion on Cricket Green is a two storey dwelling house.</p>
Current use	Public house (currently closed) car park, cricket pavilion
Consultees' suggested use	Public house/restaurant (A3/4), cricket pavilion (all year round community use) (D1), enabling housing development (C3)– suggested by Mitcham Cricket Green Community and Heritage
Council's proposed site allocation	<p>Secure community ownership and management of the land and buildings associated with Mitcham Cricket Pavilion and restoration of the Burn Bullock supported by enabling development</p> <p>Use of the Burn Bullock building as non residential uses with public access on the ground floor which could include: restaurant, café (use class A3), public house (use class A4), hotel (use class C1). Residential development (C3 use class) may be acceptable on upper floors as enabling development.</p> <p>Residential development on the car park to the rear of the site to enable community ownership and management of Mitcham Cricket Pavilion associated land and buildings.</p> <p>Use of the cricket pavilion and associated shed in perpetuity as a cricket pavilion serving Mitcham Cricket Green</p>
Strategic planning factors	<p>The whole site is within Mitcham Cricket Green conservation area and Mitcham Archaeological Priority Tier 2. The buildings are recognised as making a positive contribution to the character of the conservation area.</p> <p>The Burn Bullock Public House is a Grade II listed building and is on the national “Heritage at Risk” list. The public house is currently closed. The cricket pavilion is locally listed. Other</p>

	<p>historic assets in the vicinity of the site include the White Hart (Grade II listed), drinking fountain & horse trough (Grade II listed), 346-348 London Road (Grade II listed).</p> <p>The cricket pavilion and associated land / building is the only dedicated facility supporting cricket playing on Mitcham Cricket Green. Mitcham Cricket Green is cited by Mitcham Cricket Green Community and Heritage Group as one of the oldest cricket grounds in the world where cricket has been consistently played since 1685. The cricket pavilion is registered as an Asset of Community Value. Mitcham Cricket Green is Metropolitan Open Land, open space and a registered town green, hosting an operational cricket pitch.</p> <p>The council is seeking to secure the long-term future community ownership and management of the land and buildings associated with Mitcham Cricket Pavilion to facilitate the continuation of cricket being played on the Green. This would be facilitated by enabling development on the former car park within the site.</p> <p>The council is also seeking to secure the restoration of the listed Burn Bullock public house so that it is removed from the “Heritage at Risk” register. Development commensurate with the residential setting that supports public access to the ground floor of the Grade II listed Burn Bullock would be supported.</p> <p>The site is in an area of good public transport access (PTAL3)</p>
Issues	<p>All parts of the site require long-term investment: to remove the Burn Bullock from the “heritage at risk” register, to secure the long-term use and management of Mitcham Cricket Green pavilion and to bring the building up to modern standards.</p> <p>The site includes listed buildings and is within the setting of heritage assets. Development proposals should be sensitively designed to demonstrate how they conserve and enhance the significance of the heritage assets and the views from Metropolitan Open Land.</p> <p>Investigating the potential impact of any proposed development on archaeological heritage.</p>
Opportunities	<p>Opportunity to secure ownership and improvements to Mitcham Cricket Pavilion directly associated with the active operation of cricket playing on the historic town green at Mitcham Cricket Green.</p> <p>Opportunity for enabling development to support restoration of Burn Bullock</p> <p>Opportunity to bring back an underused site at the Burn Bullock into use.</p>

Site

80-86 Bushey Road

Raynes Park



Site id	
Site name	80-86 Bushey Road
Site address	80-86 Bused Road, Raynes Park, SW20 0WJ
Ward	Raynes Park
Ownership	Friends Life Ltd (c/o Aviva Investors)
Site area	2.7 hectares
Site description	<p>The site consists of large-scale retail sheds ranging between two and five storeys in height, and open parking areas. Part of the site (the former Thales building) has been demolished</p> <p>To the west is a new Next at Home store and the A3 'Beverly Way' dual carriageway and to the south is Bushey Road (A298). To the east of the site is West Wimbledon primary school. To the north, on the opposite side of Bodnant Gardens, are two-storey houses.</p>
Current use	Part vacant, part retail (Class A1); office and employment uses (Class B1-B8)
Consultees suggested use	Residential-led mixed use development (Class C3, Class B1, Class D1, Class D2, Class A1-A5 – suggested by Quod on behalf of Friends Life Ltd (c/o Aviva Investors)
Council's proposed site allocation	Residential-led mixed use development (classes C3, B1, D1 D2, A1-A4)
Strategic planning factors	<p>The site was allocated as part of a larger site (Site 48) in Merton's Sites and Policies Plan 2014.</p> <p>The area to the west of the site was delivered in 2017 with a new Next at Home store.</p> <p>Planning permission was previously granted on 4 December 2017 (16/P1317) for the redevelopment of the site for Class A1 (13,736 square metres), with cafe/restaurants (Class A3) (1,193 square metres), landscaping, associated car parking (334 spaces), cycle parking (100 spaces) and new pedestrian access from Bodnant Gardens.</p>
Issues	<p>Proposals must protect the amenity of the adjacent houses and school</p> <p>Development proposals will need to incorporate suitable mitigation measures associated with the critical drainage area.</p> <p>Due to the site's location relative to the A3 road, the layout, scale and land uses should protect future occupiers from the noise and air pollution arising from the road. This section of the A3 is identified on the Department for Transport noise map.</p> <p>Access to the site is shared with the existing retailers at Next at</p>

	<p>Home. Careful scrutiny of access and junction arrangements needed to minimise impacts on movement, congestion and road safety in particular wider impacts on Transport for London route network. Transport assessments must consider the potential effects of the whole site in order to avoid ad hoc proposals, assessment and consideration.</p>
<p>Opportunities</p>	<p>One of the largest brownfield underutilised, single ownership sites in Merton with significant redevelopment potential.</p> <p>Significant opportunity for exemplary design to optimise the potential of this large site.</p> <p>The redevelopment of the site should support improved walking and cycling and public transport between the site and Raynes Park town centre. The site has poor permeability and accessibility to public transport. Opportunity to provide a quieter and healthier walking and cycling route via Bodnant Gardens.</p>

Site

Chaucer Centre

Canterbury Road, Morden



Site id	
Site name	Chaucer Centre
Site address	Canterbury Road, Morden, SM4
Ward	St Helier
Ownership	LB Merton
Site area	0.63 hectares
Site description	<p>The Chaucer Centre is a two storey building used as a venue for training, meetings and conferences, mainly for council staff and Merton Music Foundation.</p> <p>Adjacent to the north of the site is the Smart Centre which is an education facility and a former nursery school building. The site is mainly surrounded by two storey terraced houses.</p> <p>Access to the site is obtained from Canterbury Road.</p> <p>Portions of the north and west of the site are within a critical drainage area.</p>
Current use	Training, meeting and conference centre
Consultee's suggested use	Residential – suggested by the London borough of Merton
Council's proposed site allocation	Mixed use residential and community (D1 Use Class) or solely residential use (C3 Use Class) subject to the existing training facility being provided on a suitable site elsewhere.
Strategic planning factors	<p>This site is allocated in Merton's Sites and Policies Plan as Site 36 for the same uses.</p> <p>The site is located in an area with moderate accessibility to public transport services (PTAL level 3).</p>
Issues	<p>Mitigate potential parking, traffic and road safety impacts on neighbouring streets and local amenity.</p> <p>Protecting the residential amenity of those properties adjacent to or in the vicinity of the site.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.</p>
Opportunities	<p>In a mixed use development residential uses should be on upper floors.</p> <p>A mix of uses including residential will facilitate the provision of modern community facilities on lower floors and create a more secure environment helping to minimise vandalism and crime.</p>

Site

All England Lawn Tennis Club

Church Road, Wimbledon



Site id	
Site name	All England Club Community Sports Ground
Site address	Church Road, Wimbledon, SW19 5AE
Ward	Wimbledon Park
Ownership	AELTC
Site area	17.83 hectares
Site description	<p>Site is a large tennis venue with a number outdoor and indoor courts and supporting facilities such as hospitality.</p> <p>To the east of the site is Wimbledon Park. The remaining surrounding area are made up of housing between 2 -3 made up of Cul-de-sacs and traditional road layout a lined with a number of trees and shrubs.</p>
Current use	Part of the AELTC estate within the Merton which, supports the operation of The Championships and provides community tennis and sports facilities.
Consultees suggested use	Part of the long term development programme to improve its facilities throughout the borough. AELTC wish to expand and enhance the services they can offer on the site. This would involve the provision of additional world class grass courts (and ancillary facilities) as well as covered hard surface courts, which would be used for practice by professional players in the run up to and during The Championships, as a venue for amateur tennis competitions and for use by the local community – suggested by AELTC
Council's proposed site allocation	Sporting uses and supporting facilities to support the sporting uses.
Strategic planning factors	<p>Submitted by Rolfe Judd on behalf of AELTC in Merton's Call for Sites consultation.</p> <ul style="list-style-type: none"> • Designated green chains • Open space • To the east of the site is a SINC designation (opposite – Church Road/Wimbledon Park) • The east, south and west of the site is Archaeological Priority Zone (APZ) Tier 2. • Surrounding areas are a Control Parking Zone (CPZ). • The site is close to Wandsworth bough boundary •
Issues	<p>Any development proposal would need to</p> <ul style="list-style-type: none"> • Be sympatric to the character of the area • Mitigating potential parking, traffic and road safety impacts on neighbouring streets and local amenity • Protect the residential amenity of those properties adjacent to, or in the vicinity of the site. • Engage with Wandsworth Council due to site location.
Opportunities	Sporting venue to be used by the local community to get more residents physically active.

Site

Colliers Wood Community Centre

High Street Colliers Wood



Site id	
Site name	Colliers Wood Community Centre
Site address	High Street Colliers Wood, Colliers Wood, SW19
Ward	Colliers Wood
Ownership	London Borough of Merton
Site area	0.13 hectares
Site description	Colliers Wood Community Centre is a detached mainly two storey building with a hexagonal rear car park. It is located on the west side of High Street Colliers Wood and surrounded by terraced housing abutting the site to the rear and mixed use residential and commercial buildings of two or three storeys in height along the High Street. Immediately adjacent to the site is a new development: small supermarket on the ground floor and apartments above
Current use	Community centre
Consultee's suggested use	Community and residential - London Borough of Merton
Council's proposed site allocation	Mixed use community (D1 use class) and residential (C3 use class) or residential if the community space was provided elsewhere. Could also include commercial uses such as a café at street frontage
Strategic planning factors	Stane Street Archaeological Priority Tier 2 and Archaeological Priority Zone, Wandle Valley Regional Park 400m buffer, High Street Colliers Wood Neighbourhood Parade, Controlled Parking Zone.
Issues	<p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the flood risk and the critical drainage area.</p> <p>Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site.</p> <p>Requirement to appropriately manage access arrangements, parking demand, traffic and road safety impacts on neighbouring streets and local amenity.</p> <p>The site appears to be within 50m of London Underground tunnels and infrastructure therefore London Underground Infrastructure Protection must be consulted.</p> <p>Investigating the potential impact of any proposed development on archaeological heritage.</p>
Opportunities	<p>There is scope for residential development either on upper floors or to the rear of the site. Active frontages should be on the ground floors.</p> <p>A mix of uses including community uses on lower floors and residential on upper floors will ensure the building is occupied over 24 hours, creating a more secure environment, helping to minimise vandalism.</p>

Site

Colliers Wood Station

High Street/Christchurch Road Colliers Wood



Site id	
Site name	Colliers Wood Station
Site address	2-24 Christchurch Road, SW19
Ward	Colliers Wood
Ownership	Transport for London
Site area	0.15 hectares
Site description	<p>The proposed site includes the underground station (Grade II listed) made of Portland stone and adjacent commercial premises on Christchurch Road.</p> <p>The site faces Britannia Point (former Brown and Root building), a 19 storey residential development with commercial units on the ground floor. On the other side of High Street Colliers Wood are the Charles Holden public house and a terrace of three storey shops.</p> <p>Adjacent to the station to the north is a single storey commercial building and then the new Colliers Wood Library which extends to 6 storeys.</p>
Current use	Station and commercial premises
Consultees suggested use	Residential or mixed use development, subject to feasibility studies (taking into account the listed nature of the station) – Suggested by TfL
Councils recommended use	Any of the following or a suitable mix of retail (A1 Use Class), financial and professional (A2 Use Class), restaurant or café (A3 Use Class), hot food take away (A5 Use Class), drinking establishment (A4 Use Class), offices (B1 [a] and residential (C3) on uppers floors.
Strategic planning factors	<p>Submitted by Transport for London to Merton's Call for Sites consultation.</p> <ul style="list-style-type: none"> • Archaeological Priority Zone (APZ) and Archaeological Priority Area (APA) Tier 2 "Stane Street", • Natural Flood Zone 2 • Wandle Valley Conservation Area, • Wandle Valley Regional Park 400m Buffer • Within Colliers Wood Town Centre.
Issues	<p>High street Colliers Woods is a Strategic Road (A24) one of the main routes through Merton to St George's Hospital Excellent public transport links - PTAL level 6</p> <p>Development proposal will need to incorporate suitable mitigation measure to address the issues associated with the location within a flood zone.</p> <p>Investigate the potential impact of any development on archaeological heritage.</p> <p>Minimise impact of highway capacity, safety and movement.</p>
Opportunities	Enable development in Colliers Wood town centre in accordance with the London Plan.

Site

Elm Nursery Car Park

Mitcham



Site id	
Site name	Elm Nursery Car Park
Site address	210 London Rd, Mitcham CR4 3TA
Ward	Figges Marsh
Ownership	LB Merton
Site area	0.1 hectares
Site description	<p>This site is a publically accessible surface car park.</p> <p>Adjacent the northern boundary is a single storey commercial unit; a public access footpath lies between the commercial unit and the car park.</p> <p>Adjacent the southern boundary are flats ranging from three to five storeys, to the west (on the opposite side of London Road) are four storey flats and to the east are two storey terraced houses.</p> <p>The site is not within the Mitcham town centre boundary. The site is accessed from London Road with pedestrian access also to Feltham Road.</p>
Current use	Car park
Consultee's suggested uses	Residential (C3 Use Class) suggested by the London Borough of Merton
Council's proposed site allocation	Residential (C3 use class)
Strategic planning factors	<p>This site is allocated in Merton's Sites and Policies Plan 2014 for residential uses.</p> <p>The site is in an area with good access to public transport (PTAL level 4)</p>
Issues	None
Opportunities	Opportunities to provide connections to the streets lying to the east of the site.

Site

Farm Road Church

Farm Road, Morden



Site id	
Site name	Farm Road
Site address	Farm Road, Morden SM4 6RA
Ward	St Helier
Ownership	London Borough of Merton
Site area	
Site description	<p>The site is located on the corner of Combermere Road and Farm Road with frontage onto both.</p> <p>To the northwest of the site is Merton College Playing fields and The Cottage associated with it.</p> <p>To the northwest of the site are the terraced houses at Combermere Road</p> <p>The surrounding area consists of two storey built mainly in the 1920s-1930s</p>
Current use	Former church and associated building; vacant
Consultees suggested use	Residential – suggested by LB Merton
Councils recommended use	Residential use (C3 use class)
Strategic planning factors	<p>The site is adjacent to the designated open space at Merton College Playing Fields</p> <p>The site has poor public transport connectivity, ranging from 1a to 2</p>
Issues	<p>Proposals should consider the amenity of neighbouring residential occupiers.</p> <p>Mitigating and managing the impacts of parking on neighbourhood and local amenity.</p>
Opportunities	Opportunity to create new homes by bringing this underused brownfield site back into use and create new active frontages along Farm Road and Combermere Road.

Site

All England Lawn Tennis Club Community Sports Ground

Grand Drive, Raynes Park



Site id	
Site name	All England Club Community Sports Ground
Site address	Grand Drive, Raynes Park, SW20 9NB
Ward	West Barnes
Ownership	(All England Lawn Tennis and Croquet Club) AELTC
Site area	7.9 hectares
Site description	<p>This large site is privately owned and run by the All England Lawn Tennis club (ALTEC). Part of the site contains tennis including six synthetic surface tennis courts (three of which are covered by an air dome) changing rooms and parking. The rest of the site is maintained as a field.</p> <p>The site is part of the AELTC estate and is essential to supporting a successful Wimbledon Championships which is held on the AELTC site on Church Road. As well as supporting the Wimbledon Championships it is used by schoolchildren in Merton and Wandsworth via the Wimbledon Junior Tennis Initiative. It also has provision for local residents to play tennis</p> <p>The site is surrounded on all sides by semi-detached and short terraces of houses.</p>
Current use	Tennis facilities connected with AELTC's operation of The Wimbledon Championships.
Consultees suggested use	Tennis facilities connected with AELTC's operation of The Wimbledon Championships (with more facilities provided)
Council's proposed site allocation	Sports facility
Strategic planning factors	<p>The international annual tennis tournament, The Wimbledon Championships, held at AELTC's site at Church Road, Wimbledon is the reason Wimbledon is an internationally recognised name. AELTC is one of the borough's biggest employers all year around. The Championships are directly attributed to c500,000 visitors during the 2-week tournament, employing 10,000 people and generating global coverage. Wimbledon can indirectly attribute the global strength of The Championships brand as a reason for business location, tourism (directly and indirectly) and economic success.</p> <p>The Raynes Park site provides essential support to the success of The Championships, particularly since the recent investment in 2015. The site also provides significant community access and sports opportunities for local schoolchildren.</p> <p>The site is currently underutilised as only part of the site is used for tennis facilities</p> <p>The site is designated as open space in Merton's sites and policies plan 2014; in general sports and recreational uses are compatible with open space designations.</p> <p>The site has single access from Grand Drive.</p>

	<p>The south west corner of the site is designated as Flood Zone 2.</p> <p>The site has poor access to public transport</p>
Issues	<p>The site has restricted vehicle access. Future proposals should explore alternative access arrangements which could improve the site's resilience.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with fluvial flood zone 2 and the critical drainage area.</p> <p>Protecting the residential amenity of adjacent properties.</p>
Opportunities	<p>Opportunities to optimise the use of an underutilised site for uses compatible with open space.</p> <p>Opportunities for investment in sporting facilities that can be accessed by local people and support jobs.</p> <p>Opportunities to recognise The Wimbledon Championships economic and social benefits to the borough</p>

Site

Land at the former LESSA Sports Ground

Grand Drive, Raynes Park



Site id	
Site name	Land at the former LESSA Sports Ground
Site address	South of Meadowview Road, Grand Drive, Raynes Park, SW20 9EB
Ward	West Barnes
Ownership	Bellway Homes
Site area	2.8 hectares
Site description	<p>Within the north east corner of the site lies a small playground that is closed off to general public use and described as only being available for the use of the residents living on Meadowview Road</p> <p>To the north of the site are 44 homes along Meadowview Road and Raynes Park Tennis Club, built by 2013 as part of a single scheme which allowed the redevelopment of homes on open space if the development funded sports facilities</p> <p>The site is predominately surrounded by short terraces line of a formal street layout with some grass verges and street trees.</p> <p>The rear windows and gardens of terraced houses or flats overlook the site on the eastern, southern and western boundaries.</p> <p>The site is single vehicular access via</p>
Current use	The site is currently fenced off and a vacant field. The consultee's submission states that the field has been secured to prevent it falling to disrepair, that there is no interest in the site being used solely as sports fields and that the legal obligations relating to the previous planning permission (2009) which required the field to be offered as a sporting facility, maintained or provided as open space have all expired.
Consultee suggested use	Residential development of between 71 and 83 dwellings and sporting facilities – suggested by Bellway Homes.
Council's proposed site allocation	Sporting or community use of the whole site will have to be demonstrated as undeliverable before any other uses can be considered.
Strategic planning factors	<p>The site has an extensive planning history.</p> <p>It was part of a larger site that was granted planning permission on appeal in 2009 for the redevelopment of the site to provide:</p> <ul style="list-style-type: none"> - 44 homes (along what is now Meadowview Road); - new tennis courts and clubhouse for the relocated Raynes Park Tennis Club - sports provision (on this site proposal) offered to Merton Council or Kings College School - <p>The consultee states that the legal obligations relating to the previous planning permission (2009) which required the field to</p>

	<p>be offered as a sporting facility, maintained or provided as open space have all expired.</p> <p>The south west corner of the site is flood zone 3. The site is within a critical drainage area.</p> <p>The site is in an area of poor public transport access (PTAL 1). Vehicular access is from Meadowview Road</p>
Issues	<p>The site is designated open space in Merton's Sites and Policies Plan 2014. Merton Council is undertaking a review of open spaces and playing fields in Merton which will</p> <p>See Strategic planning factors.</p> <p>Drainage on the site will have to be improved for any proposals to address the likelihood of fluvial flooding and the critical drainage area.</p> <p>The site is within a wholly residential setting; any proposal should protect the amenity of surrounding residents.</p>
Opportunities	<p>The site may have opportunities for whole site sports use. Use of the site for sports use or other uses compatible with the designated open space should be actively demonstrated prior to any alternatives being taken forward.</p>

Site

27-39 Hartfield Road

Wimbledon



Site id	
Site name	27-39 Hartfield Road
Site address	27-39 Hartfield Road, Wimbledon, SW19 3SG
Ward	Dundonald
Ownership	Seven individual ownerships with development partner (Reef Estates)
Site area	0.1 hectares
Site description	<p>The current use is seven two storey commercial units.</p> <p>The neighbouring residential properties to the southwest are Victorian terraces. To the north and east are 7 and 8 storey office buildings (Wimbledon Bridge House and Pinnacle House). Opposite the site on Hartfield Road are commercial premises (A3/A4 use) that are 3 storeys high. Lygon and Regency Court to the southeast of the site are office and residential buildings that are 5 storeys high.</p>
Current use	Retail (A1), Office (B1a), Restaurant (A3) and Bar (A4) uses
Consultees suggested use	Hotel/apart-hotel and café/restaurants – suggested by Reef Estates
Council's proposed site allocation	Any of the following or an appropriate mix of town centre types use such as retail (A1 Use Class), cultural, leisure and entertainment (D2 Use Class), offices (B1 [a] Use Class) and hotel (C1 use class). This site may incorporate residential (C3 Use Class) on upper floors
Strategic planning factors	<p>Site submitted to Call for Sites consultation by Savills on behalf of Reef Estates.</p> <p>PTAL 6, Wimbledon Town Centre and Controlled Parking Zone, Secondary Shopping Frontage and Primary Shopping Area.</p>
Issues	<p>Protecting the amenity of properties adjacent to, or in the vicinity of the site, including the adjoining residential areas in particular Graham Road and Herbert Road</p> <p>Development of the site will be delivered in conjunction with the Wimbledon Masterplan 'Future Wimbledon'.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues of associated with critical drainage in the area.</p> <p>Mitigating potential parking, traffic and safety impacts on neighbouring streets and local amenity.</p> <p>Any development proposal will need to ensure that there is sufficient water supply and /or wastewater capacity to service any new development.</p>
Opportunities	The site is centrally located and given the nature of the surrounding area could be redeveloped to a greater height. Pre-application advice has already been sought for the proposed use.

Site

Hartfield Road Car Park

Wimbledon



Site id	
Site name	Hartfield Road Car Park (formerly known as P3) – this is illustrated as the brown hatched site above, with other potential sites shown in orange hatching
Site address	42-64 Hartfield Road, Wimbledon SW19 3RG
Ward	Dundonald
Ownership	London borough of Merton
Site area	0.45 hectares
Site description	<p>This site comprises a surface car park and is adjacent to the Sir Cyril Black Way bus interchange. There is dual pedestrian access to the car park from The Broadway and Sir Cyril Black Way and vehicular access is obtained from Hartfield Road.</p> <p>To the north is Victoria Crescent (also proposed as a site allocation) containing purpose built retail units fronting Wimbledon Broadway (including Morrison’s supermarket, Uniqulo). Nearby are a wide range of town centre type uses including commercial, office, café and restaurants, leisure, recreation and residential uses.</p> <p>The site is located within the Wimbledon town centre boundary and the surrounding buildings have a range of building heights, from tall commercial premises to the north to the two-storey residential houses in Ashbourne Terrace to the east.</p> <p>The south of the site faces residential properties at the other side of Hartfield Road</p>
Current use	Surface car park
Suggested use	Any of the following or an appropriate mix of town centre type uses such as retail (A1 Use Class), café and restaurants (A3 Use Class), community (D1 Use Class), cultural, leisure and entertainment (D2 Use Class), offices (B1[a] Use Class) and hotel (C1 Use Class). The site may incorporate residential development (C3 Use Class) on upper floors – London borough of Merton (reflecting the site allocation as Site 01 in Merton’s Sites and Policies Plan 2014
Council’s proposed site allocation	A mix of uses including retail (use classes A1-A4), offices (use classes B1a) assembly and leisure (use classes D2) hotel (use class C1). There may be some scope for residential on upper floors facing Hartfield Road where this improves viability
Strategic Planning Factors	<p>This site is allocated in Merton’s Sites and Policies Plan as site 01 for similar uses to those proposed above.</p> <p>The site to the north (Victoria Crescent) is also proposed for allocation by its freeholder in this draft Local Plan. A comprehensive redevelopment of both sites together could optimise development on both sites and provide much-needed public space in the heart of Wimbledon town centre.</p>

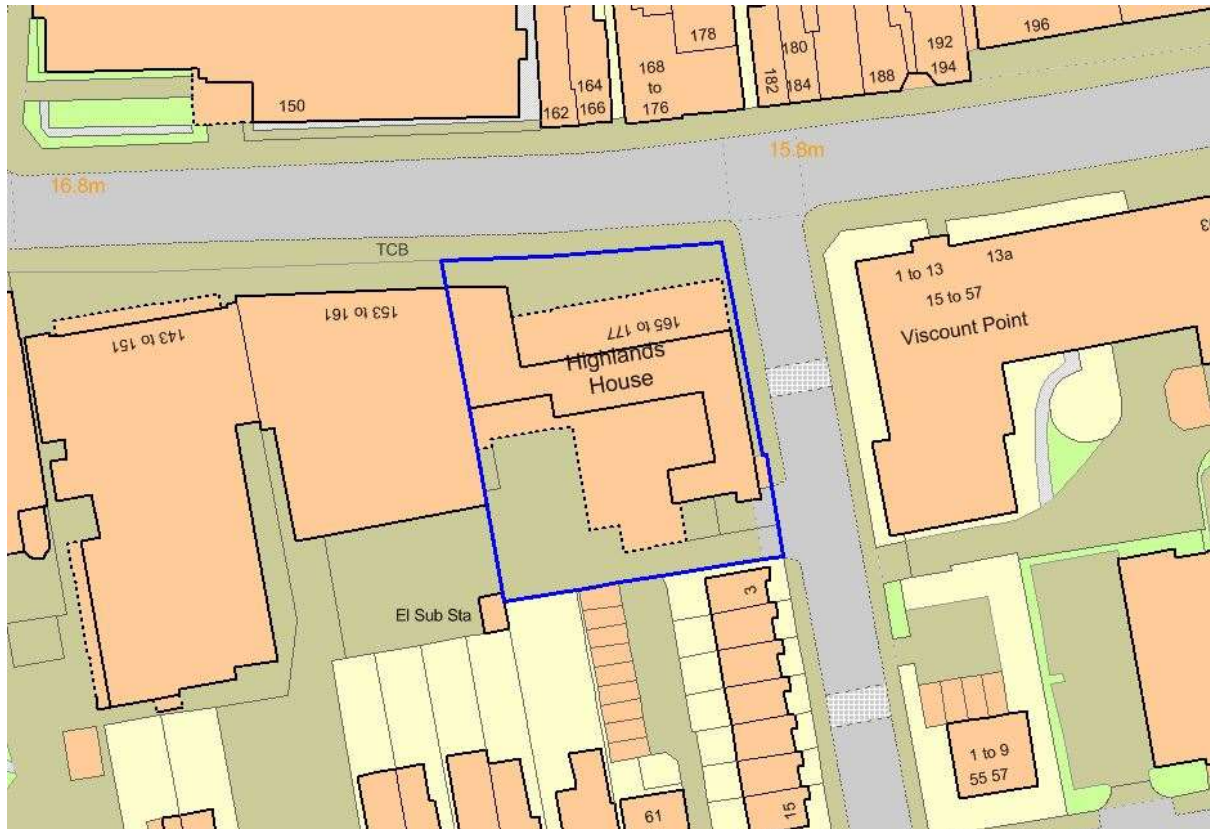
	<p>The site is located within the central shopping area of Wimbledon town centre. The pedestrian route between the car park and The Broadway falls within the Wimbledon Broadway conservation area. There is a range of building heights and differing built character adjacent to the site.</p> <p>The site is in an area with excellent accessibility to public transport (PTAL 6b). Hartfield Road and Sir Cyril Black Way suffer from congestion at peak times.</p> <p>A small part of the southern corner of the site is within a critical drainage area.</p>
<p>Issues</p>	<p>This site is located adjacent to the primary shopping area, core shopping area and secondary shopping area at different points along the boundary, therefore an active frontage should be provided on the ground floor.</p> <p>In a mixed use development residential uses should be on the upper floors.</p> <p>Protecting the amenity of properties adjacent to, or in the vicinity of the site, including the adjoining residential areas, in particular Ashbourne Terrace.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.</p> <p>Mitigating potential parking, traffic and safety impacts on neighbouring streets and local amenity. Servicing facilities should be provided on site to minimise impacts on traffic movement, congestion and safety. Access to the adjacent bus station area will need to be maintained and enhanced where viable.</p> <p>At the time of redevelopment (likely post 2019), an assessment must be carried out to determine the cumulative impact of any potential loss of publicly available parking spaces.</p>
<p>Opportunities</p>	<p>Opportunity to work with the neighbouring freeholder to optimise site layout, access, building design and range of uses across two substantial town centre sites at the heart of Wimbledon.</p> <p>This site is located adjacent to the primary shopping area, core shopping area and secondary shopping area at different points along the boundary, therefore an active frontage should be provided on the ground floor where possible.</p> <p>In a mixed use development residential uses should be on the upper floors.</p>

	<p>Pedestrian access between Hartfield Road, Sir Cyril Black Way and The Broadway should be retained and enhanced.</p> <p>Both Victoria Crescent and the Hartfield Road car park represent a significant opportunity to enhance the visitor and shopper experience at the heart of Wimbeldon town centre, providing new purpose built town centre uses to support businesses, jobs and cultural activities, and re-providing much needed public space.</p>
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Site

Highlands House

The Broadway, Wimbledon



Site id	
Site name	Highlands House
Site address	165-171 The Broadway, Wimbledon, SW19 1NE
Ward	Abbey
Ownership	Private ownership
Site area	0.16 hectares
Site description	<p>The site is occupied by a mix of retail and offices within a building that has a maximum height of seven storeys. The upper floors of the building are currently set back from the street line in a podium-block format.</p> <p>The site is a corner site between The Broadway and Southey Road. To the south of the site are residential terraces. On the opposite side of The Broadway are similar mixed use developments with a range of building heights from three to six storeys.</p> <p>The site is located within Wimbledon town centre and is adjacent to mixed use developments of retail, offices and residential uses.</p> <p>A new Holiday Inn is currently under construction on the adjacent site</p>
Current use	Retail, commercial and office use
Consultee's suggested use	A suitable mix of retail (A1 Use Class), financial & professional services (A2 Use Class), restaurants & cafes (A3 Use Class), drinking establishments (A4 Use Class), offices (B1[a] Use Class), community (D1 Use Class), sporting/leisure use (D2 Use Class) and residential uses (including hotel, C3 & C1 Use Class) - the site is allocated for these uses in Merton's Sites and Policies Plan 2014 as Site 63
Council's proposed site allocation	(A suitable mix of retail (A1 Use Class), financial & professional services (A2 Use Class), restaurants & cafes (A3 Use Class), drinking establishments (A4 Use Class), offices (B1[a] Use Class), community (D1 Use Class), sporting/leisure use (D2 Use Class) and residential uses (including hotel, C3 & C1 Use Class).)
Strategic planning factors	<p>The site was allocated in the Sites and Policies Plan (2014) as Site 63 for the same uses but has not been redeveloped</p> <p>The site is located in the town centre boundary although it is not situated in the main shopping area of Wimbledon.</p> <p>This is a significant corner site with an active frontage facing onto The Broadway.</p> <p>The site is in an area with an excellent accessibility to public transport services (PTAL 6a).</p> <p>The site is in an area susceptible to surface water flooding.</p>
Issues	This site is a corner site with an active frontage facing onto The Broadway so redevelopment of exemplary design would be welcomed. The ground floor should have an active frontage, respecting the dual aspect and corner site.

	<p>Redevelopment should provide high quality office space on upper floors.</p> <p>In a mixed use development residential uses should be on the upper floors.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.</p> <p>Servicing facilities should be provided on site to minimise impacts on traffic movement, congestion and road safety. Mitigate and manage impacts of parking on neighbourhood and local amenity.</p>
Opportunities	<p>Opportunity to make better use of this site in a well-connected town centre location, including upgrading the commercial space and public realm/frontage to The Broadway and Southey Road</p>

Site

Imperial Sports Ground

Tooting and Mitcham Hub, Bishopsford Road, Mitcham



Site id	
Site name	Imperial Sports Ground
Site address	Bishopsford Road, Morden, SM4 6BF
Ward	Pollards Hill
Ownership	Tooting and Mitcham Sports and Leisure Ltd
Site area	0.47 hectares
Site description	<p>The site is a vacant, slightly raised field with road frontage to London Road A217. To the north east of the site lies the artificial grass pitches associated with Tooting and Mitcham Football Club and just beyond are other associated pitches and sports buildings</p> <p>To the south western boundary of the site are the rear gardens of dwellings on Hillfield Avenue in Sutton.</p> <p>Due south of the site is Poulter Park (within the London Borough of Sutton)</p>
Current use	Field (unmown)
Consultees suggested use	Residential to provide capital funding for community sports development at Tooting and Mitcham Hub- suggested by Tooting and Mitcham Sports and Leisure Ltd.
Council's proposed site allocation	Intensification of sporting activity on the wider Tooting and Mitcham Hub site may be supported by enabling development on this site subject to meeting planning policy, evidence and consultation. Any enabling development would be expected to directly fund long-term capital investment in sporting facilities on Tooting and Mitcham Hub.
Strategic planning factors	<p>The site, along with its surrounds, is designated Metropolitan Open Land (MOL) in Merton's Sites and Policies Plan 2014. The land to the southwest is also designated as MOL in Sutton's Local Plan 2018.</p> <p>The site is designated as protected open space in Merton's Sites and Policies Plan 2014.</p> <p>The site is designated as a green corridor for biodiversity protection in Merton's Sites and Policies Plan 2014. There is evidence of protected species in the area (see Greenspace Information for Greater London.</p> <p>To be considered as enabling development for the Tooting and Mitcham Hub, any proposals for residential development would be expected to clearly demonstrate how and when they would directly deliver capital investment in Tooting and Mitcham Hub's sporting provision. This could be by considering both in a single planning application with a single legal agreement to secure the enabling investment.</p> <p>The site is designated as flood zone 3 for fluvial flooding and is within a critical drainage area.</p> <p>The site proposal is adjacent to the existing activities at Tooting and</p>

	<p>Mitcham Hub. Introducing newer sensitive land uses (such as residential) near existing noisy uses (such as sports and leisure) can give rise to complaints against the existing uses, which may . It is the responsibility of the new sensitive uses to be designed and build so as to ensure that the established noise-generating venues remain viable and can continue or grow without unreasonable restrictions being placed on them.</p>
<p>Issues</p>	<p>The site has a significant number of existing planning designations including Metropolitan Open Land, designated open space and green corridor. It is adjacent the London borough of Sutton’s Metropolitan Open Land. The Mayor of London and the London borough of Sutton’s views will be sought as part of this consultation.</p> <p>Any development proposals should be designed to minimise their impact on the openness of the adjacent Metropolitan Open Land and to enhance the nature conservation value of the adjacent green corridor</p> <p>The responsibility for mitigating impacts from existing noise-generating activities on the proposed new noise-sensitive development. Enabling residential development proposals should themselves be designed to minimise the impact for new occupiers for potential noise and disturbance that may be caused by the successful operation of the existing sporting facilities at Tooting and Mitcham Hub</p> <p>Mitigating potential parking, traffic and road safety impacts on neighbouring streets and local amenity.</p> <p>Protecting the residential amenity of those properties adjacent to the site.</p> <p>Development proposals must incorporate suitable mitigation measures to address the issues associated with the flood risk zone and the critical drainage area.</p>
<p>Opportunities</p>	<p>Opportunity for significant long-term investment in sporting facilities for community use at Tooting and Mitcham Hub as well as providing new homes.</p> <p>The portion of the site chosen for allocation fronts London Road and is contiguous with the existing homes on Hillfield Avenue and with the artificial sports pitches at Tooting and Mitcham Hub; as such it is the location that could provide the most benefits and least harm should enabling residential development be brought forward.</p> <p>Due to the nature of this site, a high quality design will be required to complement the sensitive setting.</p>

Site

Land at Canons

Madeira Road, Mitcham



Site id	
Site name	Land at Canons
Site address	Madeira Road, Mitcham, CR4 4HD
Ward	Cricket Green
Ownership	LB Merton
Site area	0.16 hectares
Site description	<p>The site is vacant, vegetated land surrounding a residential dwelling. A wall surrounds much of the site to the west, with boundary fencing on all other sides.</p> <p>To the west of the site is the car park associated with Canons Leisure Centre, House and grounds. To the northwest of the site is Canons Leisure Centre</p> <p>Open space, including a children's playground is visible to the northern boundary of the site</p> <p>To the east of the site is a restaurant.</p> <p>To the south of the site lie the rear gardens of Madeira Road.</p>
Current use	Vacant land
Suggested use	Residential (C3) – suggested by the London Borough of Merton
Strategic planning factors	<p>Suggested by LB Merton for the Call for Sites which includes the.</p> <p>The site is within the Mitcham archaeological priority area tier 2, the Wandle Valley Regional Park.</p> <p>Historic assets within the surrounding area include the Grade II* listed Canons House property and locally listed Park Place.</p> <p>The site has poor access to public transport (PTAL2)</p> <p>Metropolitan Open Land lies to the north of the site.</p>
Issues	<p>Development proposals should protect the amenity of adjacent residential occupiers</p> <p>Development proposals should be sympathetic to the historic surroundings of Canons House and Park Place and the views from the nearby Metropolitan Open Land.</p> <p>Access to the site is limited to the existing access from the north of the site via Commonsides West and in front of Park Place.</p>
Opportunities	Opportunity to provide new homes on a vacant site.

Site

326 and 328 London Road

Mitcham



Site id	
Site name	Mitcham Citizens Advice Bureau
Site address	326 and 328 London Road, Mitcham, CR4
Ward	Cricket Green
Ownership	London Borough of Merton
Site area	0.13 hectares
Site description	<p>At 326 London Road is a three-storey double fronted Victorian building with parking spaces in front and a garden to the rear. The neighbouring 328 London Road is a single storey, pitch roofed, office building with parking spaces in front.</p> <p>Both buildings are set back from the road and have significant natural barriers from large trees on the London Road boundary.</p> <p>The area is characterised by mansion blocks of apartments such as Glebe Court.</p> <p>The site is currently in use as Mitcham Citizens Advice Bureau and community meeting space</p>
Current use	Offices (Mitcham Citizens Advice Bureau (CAB)) and community meeting space
Consultees suggested use	Office (B1a use class) and community meeting space (D1 use class—suggested by Mitcham Cricket Green Community and Heritage
Council's proposed site allocation	Residential (C3) if the office and community functions are provided elsewhere locally
Strategic planning factors	<p>The site is within the Mitcham Cricket Green Conservation Area and the Mitcham Village Archaeological Priority Zone (APZ)</p> <p>The site is in an archaeological priority area and within the Wandle Valley Regional Park boundary</p> <p>It is also adjacent to designated open space, setting of listed building (Grade II Elm Lodge) and structures (Grade II milestone)</p> <p>The site has reasonable access to public transport (PTAL 3) and is within 5 minutes walk of Mitcham town centre</p>
Issues	Residential use would be dependent on the office (B1a) and community use (D1) being reprovided locally.
Opportunities	<p>Opportunity to provide new homes.</p> <p>Enhance the frontage on London Road</p> <p>Respecting the character of this part of the conservation area and the setting of the listed buildings.</p> <p>Protecting the residential amenity of the adjacent properties</p>

Site

366-374 London Road

Mitcham



Site id	
Site name	The London Car Wash Company, London Road, Mitcham
Site address	370-374, London Road, Mitcham, CR4 4EA
Ward	Cricket Green
Ownership	Private ownership
Site area	0.04 hectares
Site description	<p>Area of vacant land facing London Road, currently used as outdoor car wash.</p> <p>Parade of shops with flats above adjacent to the southwest of the site and residential street with two-storey houses to the north of the site</p>
Current use	Outdoor Car Wash (sui generis use class
Consultees suggested use	Residential (C3) or Office (B1a) with ground floor retail (A1/A2 but not hot food takeaway A5) – suggested by Mitcham Cricket Green Community and Heritage
Council's proposed site allocation	Mixed used commercial (A1, A2, B1a, A3, A4) on the ground floor and residential (C3) on upper floors
Strategic planning factors	<p>The site is within Mitcham Village Archaeological Priority Zone (APZ), Tier 2, adjacent to Mitcham Cricket Green Conservation Area, and within the setting of the nearby listed building (Grade II Burn Bullock)</p> <p>The site is a small narrow site with road frontage to London Road and access to the rear neighbouring site must also be maintained.</p>
Issues	The site was not proposed by the landowner, which could delay the delivery of the site.
Opportunities	<p>Positive use of empty site with active frontage to London Road strengthening and extending local retail parade</p> <p>Height to be guided by context of buildings over shops running along London Road to south west and the proposed development at 360-364 London Road.</p> <p>Opportunity for small site provision of new homes.</p>

Site

Majestic Way

Mitcham



Site id	
Site name	Majestic Way, Mitcham
Site address	1-12 Majestic Way (associated service yard and multi storey car park over) Mitcham London
Ward	Figge's Marsh
Ownership	The site has recently been bought from Asda Stores LTD by a UK institutional investor working with a developer
Site area	1 hectare
Site description	<p>The site lies within Mitcham town centre and consists of a series of commercial units with their main frontage onto Majestic Way. These units include Poundland, Halifax, Lloyds bank, Morrison's supermarket and a multi-storey car park, leased to Merton Council.</p> <p>A portion of the site, currently used as the multi storey car park ramp lies to the north of St Mark's Road.</p> <p>The site has road frontage on three sides but currently only active frontage on Majestic Way and London Road</p>
Current use	Mixed uses: residential, retail, office community and car park.
Consultee's suggested use	Mixed Use Residential, Retail, Office, Community and Car Parking – suggested by the site owner
Council's proposed site allocation	Mixed use: shops, businesses and community services on the ground floors, residential on upper floors (use classes A1-A4; B1a, D1, D2 and C3)
Strategic planning factors	<p>This large site lies at the heart of Mitcham town centre, with road frontage on all sides including Majestic Way, facing Fair Green, London Road and St Marks Road.</p> <p>The shopping frontage facing Majestic Way / Fair Green and London Road is part of Mitcham's core shopping frontage.</p> <p>Public transport accessibility is good (PTAL 5), with Mitcham Eastfields station 8 minutes' walk and a range of bus services.</p> <p>The site lies within two Archaeological Protection Areas and is within 400m of the Wandle Valley Regional Park</p>
Issues	<p>The landowner advises that the existing retail accommodation is let on short leases. The multi storey car park is let to Merton Council.</p> <p>During construction a significant and prominent element of commercial floorspace at the heart of Mitcham town centre would not be available. Mitigation would be needed during the construction phase to minimise disruption to Mitcham Fair Green, London Road bus lane Mitcham market, St Mar's Road and nearby school and the</p>

	surrounding businesses.
Opportunities	<p>Opportunity to modernise and revitalise a significant amount of Mitcham town centre's business floorspace. An attractive building could make a really significant contribution to improving the look and feel of the town centre and Fair Green.</p> <p>Opportunities to remove dead frontage and provide active frontage along St Marks's Road.</p> <p>New households will help increase footfall and local spend in businesses, boosting town centre.</p>

Site

Merton Adult Education Centre

Whately Avenue, Wimbledon Chase



Site id	
Site name	Merton Adult Education Centre
Site address	Whatley Avenue, Raynes Park, SW20 9NS
Ward	Cannon Hill
Ownership	London Borough of Merton
Site area	0.40 hectares
Site description	<p>The former adult education centre at Whatley Avenue is currently being used as Harris Academy's temporary site for Harris Wimbledon while their site on High Path is being developed.</p> <p>Joseph Hood Primary School lies to the southeast of the site, with the playground lying to the west.</p> <p>The site is bounded by the rear or sides of semi-detached houses to the southwest and northwest. It is accessible from Whatley Avenue with road frontage.</p>
Current use	Education (temporarily)
Consultees suggested use	Residential once education use is declared surplus – suggested by the London Borough of Merton
Council's proposed site allocation	Residential (C3) use class once it has been demonstrated that there is no demand for educational use (D1 use class) at primary or secondary level.
Strategic planning factors	None
Issues	Any development proposals will need to be sensitive to the local amenities adjacent to or in the vicinity of the site including the neighbouring school and residential properties.
Opportunities	To provide a mix of housing.

Site

Former Mitcham Fire Station

Lower Green West, Mitcham



Site id	
Site name	Former Mitcham Fire Station
Site address	30 Lower Green West, Mitcham, CR4 3AF
Ward	Cricket Green
Ownership	London Fire Brigade
Site area	0.04 hectares
Site description	<p>This site is a 2-3 storey building (fire station) set in a group of buildings, including 3-4 storey Vestry Hall adjacent to the rear of the site (north east) and the Cricketers pub site which is currently being redeveloped, adjacent to the south east of the site. Adjacent to the north west of the site is triangular open space known as Lower Green. The site fronts Lower Green Road.</p> <p>Cricket Green (recreational open space) lies to the south east of the group of buildings, across London Road from Vestry Hall.</p>
Current use	Former Fire Station
Consultee's suggested use	Community arts and workspace (D1), ancillary food and drink – suggested by Mitcham Cricket Green Community and Heritage
Council's proposed site allocation	A mix of uses which could include any of the following: community uses (D1 Use class), community uses such as a cinema, gallery, theatre (D2 Use Class), residential (C3 Use Class), restaurant, cafe (A3 Use Class), office (A2 or B1 Use Class), drinking establishment (A4 Use Class) or non-food retail (A1 Use Class) – same as those allocated in Merton's Sites and Policies Plan 2014 as Site 35
Strategic planning factors	<p>The site is allocated as Site 35 in Merton's Sites and Policies Plan 2014 for the same uses as in the council's proposed site allocation above. The site is owned by the London Fire Brigade.</p> <p>The building is Locally listed, adjacent to Vestry Hall which is also locally listed.</p> <p>Planning permission has been granted for a replacement modern Fire Station within 700m of this site (Tramway Path, Mitcham).</p> <p>The site is within the Mitcham Cricket Green Conservation Area, an Archaeological Priority Zone and an area with a moderate level of access to public transport (PTAL 4).</p> <p>The triangular open space to the north east of the site is designated as Metropolitan Open Land, Green Corridor and Green Chain.</p> <p>The 'Mitcham Parish Rooms', to the west of the site is a Grade II statutory listed building.</p>
Issues	Adjacent contra flow service road linking to fire station will need to be modified and pedestrian access/environment enhanced.

	<p>Mitigate potential parking, traffic and road safety impacts on neighbouring street and local amenity.</p> <p>Investigating the potential impact of any proposed development on archaeological heritage.</p>
Opportunities	<p>Any redevelopment or change of use should retain the building and design should be sensitive to its form and function. Mitcham Cricket Green Conservation Area Character Assessment and management plan should also inform any design considerations.</p> <p>The size, layout and location of the building would merit its consideration for community uses, subject to delivery.</p>

Site

Mitcham Gasworks

Western Road, Mitcham

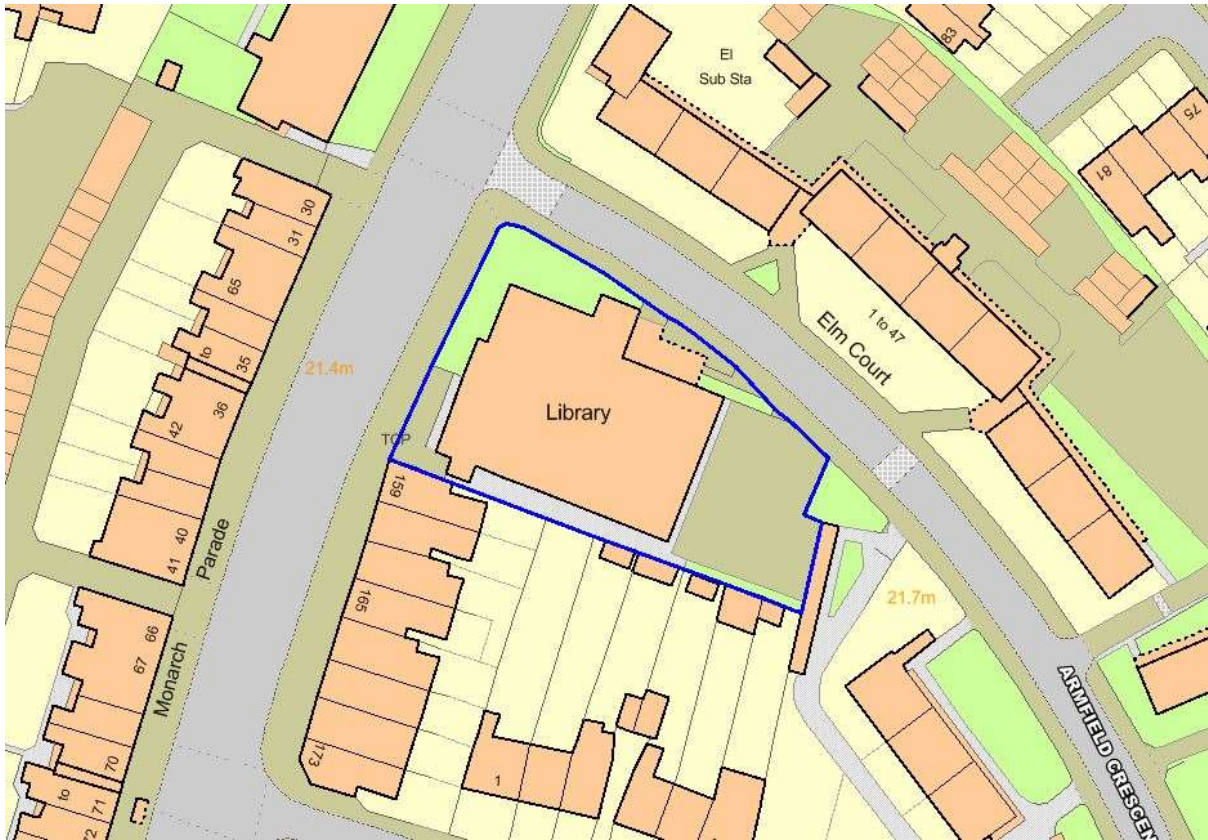


Site id	
Site name	Mitcham Gasworks
Site address	Western Road, Mitcham
Ward	Lavender Fields
Ownership	National Grid Property
Site area	1.85 hectares
Site description	The site adjoins the recent Lavender Gardens development and is situated in a predominantly residential area. To the north, beyond Western Road, the Asda supermarket and wholesale retail premises can be found. The existing site access is from Western Road.
Current use	The site is currently vacant having most recently been used as regional offices for National Grid
Consultees suggested use	Residential led (C3 Use Class) mixed use development with open space and some community uses (e.g. crèche, healthcare).
Council's proposed site allocation	Residential led (C3 Use Class) mixed use development with open space and community use (D1 Use Class) or solely housing.
Strategic planning factors	Submitted by St William Homes LLP (a partnership between Berkley Homes and National Grid Property) in Merton's Call for Sites consultation.
Issues	<p>The site is subject to a Hazardous Substance Consent (HSC). An application for the continuation of this HSC was granted in 2002 (Ref: 02/P1493). The decommissioning the site and the revocation of the HSC are required to enable the redevelopment of the site.</p> <p>The site accommodates two electricity sub stations, an operational gas Pressure Reduction Station (PRS) and above ground gas mains stemming from the historic gasworks use. A large redundant gasholder and telecoms mast are located to the north of the site on the SGN owned land.</p>
Opportunities	<p>Enhancing the public realm through high quality urban design and architecture and permitting development that makes a positive visual impact to the overall surroundings and connectivity to the town centre.</p> <p>Improve the quality and mix of housing in the local area.</p>

Site

Mitcham Library

London Road, Mitcham



Site id	
Site name	Mitcham Library
Site address	London Road, Mitcham, CR4 2YR
Ward	Figges Marsh
Ownership	London Borough of Merton
Site area	0.18 hectares
Site description	<p>This site contains a two storey library and community facility with a car park located to the east of the building. The site is surrounded by buildings ranging between two and five storeys in height that consist of blocks of flats and retail parades.</p> <p>The site fronts London Road.</p>
Current use	Library
Consultee's suggested use	Library unless re-provided within Mitcham town centre; otherwise mix of community, or offices or residential as per Merton's Sites and Policies Plan site 09 – suggested by the London Borough of Merton
Council's proposed site allocation	Library to be retained and improved (either on site or closer to Mitcham town centre). The remainder of the site considered for an appropriate mix or any of community (D1 Use Class), office (B1[a]) Use Class) or residential (C3 Use Class) uses.
Strategic planning factors	<p>The site is allocated in Merton's Sites and Policies Plan as site 09 for the same uses as proposed above.</p> <p>The site is located outside the Mitcham town centre boundary but within less than 5 minutes walk of the town centre. The site is located in an archaeological priority zone and an area with good accessibility to public transport services (PTAL 4).</p> <p>The original pitched roof library building is locally listed but not the more modern flat roofed side and rear extensions</p>
Issues	<p>Proposals need to respect the character of the locally listed building.</p> <p>Mitigate potential parking, traffic and road safety impacts on neighbouring streets and local amenity. The provision of some on site parking would be desirable.</p> <p>Investigating the potential impact of any proposed development on archaeological heritage.</p>
Opportunities	<p>Mitcham library facility to be improved to service specifications. Service specifications should increase customer floor area and provide more adaptable and suitable modern space. Library to be retained either on site or closer to the town centre.</p> <p>If residential elements are considered, these should be located on upper floors or set back from the frontage with London Road.</p>

Site

Morden Depot

London Road, Morden



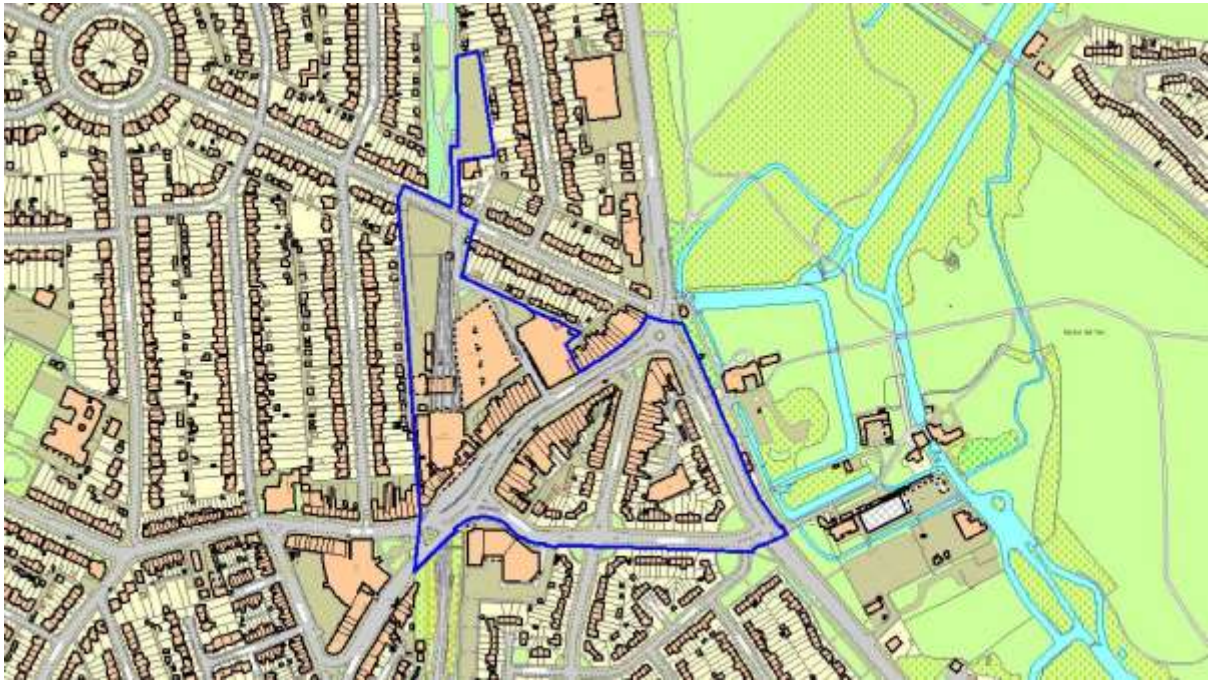
Site id	
Site name	Morden Depot
Site address	Morden Depot, London Road, Morden
Ward	Ravensbury
Ownership	Transport for London
Site area	5.64ha (main depot site)
Site description	<p>The site is an operational London Underground tube depot serving the northern line. Underground trains access the site from the north, with passengers' disembarking at Morden Underground Station and then the train passing under the A24 road at Morden and travelling on above ground tracks to the depot.</p> <p>The depot itself consists of a substantial shed straddling the tracks, capable of stabling over 30 trains. The shed itself is characterised by a classic industrial saw-tooth roof and appears to be made of corrugated metal and plastic.</p> <p>To the south of the site lies Morden South station on the Network Rail lines, which comes very close to the end tracks of the northern line at the depot. To the southwest is the substantial Baitul Futuh mosque and its associated car park.</p> <p>From the north, the site is overlooked by the rear of mainly residential development which fronts London Road. A footbridge crosses the tracks to the north of the depot shed, providing a vital direct walking and cycling link between homes and schools in St Helier and Morden town centre and a good view over the whole depot and the tracks.</p> <p>To the south and west Abbotsbury Primary School and grounds, Perseid Schools and grounds and residential properties fronting Bordesley Road back onto the site.</p> <p>The ancillary land (smaller parcel to the north of the depot) is bordered by the rear houses and gardens of homes fronting Bordesley Road to the east, the underground tracks to the west, the end of the Lidl / Iceland supermarket car parks to the north and Birchwood Close to the south. This site appears to be largely overgrown with vegetation and contains a basic shed.</p>
Current use	Operational London Underground depot to serve the Northern Line plus ancillary land to the north.
Consultee's suggested use	Safeguarding of operational facilities plus redevelopment of parts of this site – suggested by Transport for London (Commercial Development Team)
Council's proposed site allocation	Scope for redevelopment opportunities including residential (C3 use class) should Transport for London reconfigure the site to provide surplus land or space for non-operational development.
Strategic planning factors	The Morden depot is safeguarded for essential operational purposes to serve the Northern Line. Any future redevelopment opportunities would require Transport for London to confirm that the part of the site is not required for operational purposes and that development proposals would not harm the operational capacity of Morden tube depot.

	The site is adjacent to a green corridor.
Issues	<p>Deliverability of the site will depend on the reconfiguration of Morden tube depot and confirmation that the land proposed for development is no longer required for Transport for London's operational purposes.</p> <p>Access to the site by road is constrained in a very residential environment; proposals must mitigate their impact on the surrounding residential area.</p>
Opportunities	<p>TfL have identified the future extension to explore options to reconfigure the site in a more efficient manner to enable redevelopment of parts of the site. Should this be feasible in the future, the site could have the potential to deliver a substantial amount of development, subject to the safeguarding of the operational facilities.</p> <p>Opportunity to provide a passenger link between the southernmost track in Morden depot on the TfL northern line and the national rail connection at Morden South station.</p>

Site

Morden Town Centre (formerly known as the Housing Zone)

Morden



Site id	
Site name	More Morden (formerly Morden Housing Zone)
Site address	Land bounded by Morden Hall Road, Aberconway Road, London Road and Kenley Road carpark, Morden.
Wards	Merton Park, Ravensbury and St Helier.
Ownership	Merton Council, Transport for London and various private individual ownerships.
Site area	8.1 hectares
Site description	<p>The proposed site includes:</p> <ul style="list-style-type: none"> - Kenley Road carpark; - Morden underground station and bus interchange; - London Underground Limited (LUL) staff car park and operating facilities to the rear of the underground station; - Morden station car park; - Retail, office, commercial and community uses along London Road, Aberconway Road and Abbotsbury Road; - Residential flats and houses along London Road, Aberconway Road, Abbotsbury Road and Morden Hall Road; - Public and adopted highway; - Public realm, footways and public accessways; and - Light industrial uses off Morden Hall Road. <p>The ground floor of the Morden underground station is a locally listed heritage building.</p> <p>The proposed site is surrounded by the open spaces of Morden Hall Park to the east and Kendor Gardens to the north, 2 storey residential and commercial uses to the south, north and west and the 14 storey Merton Civic Centre to the south-west.</p>
Current use	A town centre with a mixture of retail, (A1, A2, A3, A4, A5), light industrial (B1c), transport infrastructure, public realm, residential (C3), assembly and leisure (D2) and sui generis.
Consultees suggested use	<p>In their response to the Call for Sites consultation, Transport for London suggested that the multiple site allocations within the Morden Housing Zone be included as a single site allocation to enable the regeneration of the site as part of a wider comprehensive masterplanning exercise to provide a range of uses including residential, retail and community uses.</p> <p>These suggested uses as part of the regeneration are also supported by the GLA.</p>
Council's recommended uses	Mixed retail, office, commercial, community, transport infrastructure, public realm and residential (circa 2,000 units).
Strategic planning factors	<p>The site was identified by the GLA in 2015 and announced as a London Housing Zone.</p> <p>The sites that are owned by Transport for London within the site</p>

	<p>allocation boundary were submitted by Transport for London in response to Merton’s Call for Sites consultation.</p> <ul style="list-style-type: none"> - An excellent level of access to public transport services (PTAL 6). - A portion of the site is within an archaeological priority area (Tier 2) and the Morden Hall Park archaeological priority zone. - A portion of the site is identified as a potential location for the Sutton Link Tram Corridor. - The eastern border of the site includes a Grade II listed gate and wall to Morden Hall Park. - A portion of the site to the east is identified as part of the Wandle Valley Conservation Area. - A green chain runs along the east and central part of the site. - The site is within the Brangwyn Crescent Wandle Valley Regional Park 400m Buffer. - A large portion of the site is identified as Morden District Town Centre, within a primary shopping area and includes both core and secondary shopping frontages. - The site adjoins the historic park and garden of Morden Hall Park to the east. - The site adjoins the Wandle Valley Regional Park to the east. - The site is nearby to the Morden Hall Park and Deen City Farm SINC (MeBI01). - The site adjoins Kendor Gardens Open Space to the north west and Morden Hall Park Open Space to the east. - The site adjoins the Wandle Valley Metropolitan Open Land to the east. - The site adjoins the Phipps Bridge and London Road Playing Fields to the east. - Sutton Link – potential tram extension between Wimbledon and Sutton along the eastern edge of the site. - Since 2014 there have been a small number of planning applications on individual sites within the site boundary
<p>Issues</p>	<p>Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site.</p> <p>Suitable solutions for new bus standing facilities and other transport infrastructure related matters such cycle routes and storage, car parking and traffic flow around the Civic Centre and through the town centre Phasing and the continued functions of the town centre Land assembly</p>
<p>Opportunities</p>	<p>There is a strong opportunity to enable large scale development in Morden town centre, which will secure economic, environmental, and social benefits in accordance with the London Plan.</p> <p>Comprehensive regeneration will include:</p>

	<ul style="list-style-type: none">- a significant number of new homes (c.2,000);- a diverse mix of unit types, sizes and tenures to promote socio-economic equality and inclusion;- new commercial space to support the growth of the local business community;- an expanded and improved retail offer to better serve the needs of local residents and users of the town centre;- an improved public realm to promote activity, vibrancy and healthy streets;- green infrastructure to mitigate pollution and enhance the liveability of the town centre;- improved connectivity for pedestrians and cyclists to promote modal shift and reduce traffic;- new and expanded transport infrastructure to increase the capacity of bus services to provide for future population growth; and- improvements to services and facilities for existing residents and users of Morden town centre. <p>There are a number of opportunities in the wider surrounding Morden area including the following site allocations:</p> <ul style="list-style-type: none">- the York Close Car Park- the Morden Road Clinic
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Site

Morden Road Clinic and Morden Hall Medical Centre

Morden Road, Morden



Site id	
Site name	Morden Road Clinic and Morden Hall Medical Centre
Site address	265 Morden Road, Morden, SW19 3DA
Ward	Merton Park
Ownership	NHS Property Services and
Site area	0.24 hectares
Site description	<p>The site, occupied by a GP practice and pharmacy consists of a part single and part two-storey building fronting Morden Road and is surrounded to the north, south and west by single and two storey houses.</p> <p>On the opposite side of Morden Road to the east of the site is Morden Hall Park.</p>
Current use	Primary NHS healthcare including pharmacy
Consultee's suggested use	Healthcare and residential – NHS Clinical Commissioning Group
Council's proposed site allocation	A healthcare (D1 Use Class) led mixed use scheme with some residential (C3 Use Class) or solely residential if an NHS primary healthcare facility with similar or greater capacity is provided within Morden town centre.
Strategic planning factors	<p>The expansion of this site to provide additional healthcare capacity would depend on the additional needs assessed and funding provided from redevelopment of other sites within Morden town centre Therefore expansion is a long term project in conjunction with the regeneration of Morden town centre</p> <p>The site is within an archaeological priority zone and an area with excellent access to public transport (PTAL 6a and 5).</p> <p>Morden Hall Park to the east of the site is a registered Historic Park which is within the Wandle Valley conservation area and the Wandle Valley Regional Park. The park is also designated as Metropolitan Open Land, green corridor, green chain and a site of importance for nature conservation.</p>
Issues	<p>Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site.</p> <p>Respecting the character and the views to and from the adjacent Wandle Valley conservation area and Morden Hall Park which is a Registered Park of Historic Interest (by Historic England) containing a range of grade II listed assets.</p> <p>To mitigate potential parking, traffic and road safety impacts on neighbouring streets and local amenity.</p> <p>Investigating the potential impact of any proposed development on archaeological heritage</p>
Opportunities	<p>Opportunity to meet primary healthcare needs arising from the regeneration of Morden; such needs would be funded by the regeneration of Morden town centre.</p> <p>A mix of uses on this site that include residential will ensure a more effective use of this property which has an excellent level of access to public transport (PTAL 6a).</p> <p>In a mixed use development, residential uses should be on upper floors.</p>

Site

Priory Retail Park

Priory Retail Park, High Street Colliers Wood, London SW19 2PP



Site id	
Site name	Priory Retail Park advertisement corner
Site address	Colliers Wood, SW19 2PP
Ward	Colliers Wood
Ownership	RDI REIT
Site area	2.1 hectares
Site description	<p>Priory Retail Park is a large purpose-built single storey retail warehouse with dedicated car park, divided into five retail units. To the north of the site is a low-rise single storey drive thru' Burger King restaurant. To the west of the site lies a two storey building with a bar / restaurant on the ground floor and a children's soft play area on the upper floor.</p> <p>The centre of the site is occupied by a large surface car park. The site is accessible by car mainly from Merton High Street to the north.</p> <p>The A24 road sets the eastern and northern boundary, with a substantial amount of landscape left to the eastern boundary, on which advertising hoardings sit.</p> <p>To the south lies a tributary of the river Wandle, a riparian green space and remnants of the historic Merton Priory Wall. A large Sainsbury's and Marks and Spencer are located beyond that in a purpose-built podium supermarket with car parking underneath.</p> <p>Electricity wires cross the site and a pylon lies within the site boundary.</p>
Current use	Retail sheds and surface car park
Consultees suggested use	<p>The allocation of a small (0.2ha) area of land adjacent to the freestanding commercial premises in Priory Retail Park currently occupied by Whacky Warehouse and Kiss me Hardy's restaurant to be used as a café/restaurant (A3 use class) - suggested by RDI REIT</p> <p>Town centre type uses, public space, residential - London Borough of Merton</p>
Council's proposed site allocation	Optimising this underused site to provide uses compatible with its town centre location (use classes A1, A2 A3, A4, B1a D1, D2) public space and residential.
Strategic planning factors	<p>Parts of the site are allocated as Metropolitan Open Land n Merton's Site and Policies Plan 2014. The council is undertaking a review of MOL boundaries and will consider the future designation against the characteristics of this site and the London Plan criteria</p> <p>The site has excellent access to public transport (PTAL6)</p> <p>Parts of the site contain a listed structures of Merton Priory wall remnants.</p> <p>Parts of the site to the south are allocated as green chains and green</p>

	<p>corridors</p> <p>The site is designated Flood Zone 2 and 3 for fluvial flooding.</p> <p>The site is part of Archaeological Priority Area “Wandle Valley/Colliers Wood”, sits within Wandle Valley Regional Park.</p>
<p>Issues</p>	<p>The site is currently designated as Metropolitan Open Land (‘MOL’) and Protected Open Space (‘POS’) in the Merton Policies Map. To allow development to come forward therefore, these designations would need to be altered.</p> <p>Site is in Flood Zone 3 any development proposal will need to incorporate mitigate measures to address the issue associated with the location within a flood zone.</p> <p>Any development would have to respect the historic setting including the remnants of the Merton Priory Walls.</p> <p>The overhead power lines supported by electricity pylons will influence the layout, massing and potential uses on parts of the site.</p>
<p>Opportunities</p>	<p>The site is an underdeveloped unattractive site at the heart of Colliers Wood town centre. Significant investment has been made via Connecting Colliers Wood to the public realm and streetscene including the Wandle Park. This site represents an opportunity to optimise its use for more than just retail warehousing and surface car parking, providing much-needed mix of uses including residential.</p> <p>There is an opportunity to change the look and feel of this area, providing more commercial floorspace with a range of uses, reducing car parking and thereby improving air quality, improving the experience for shoppers and visitors.</p> <p>Designation of a fragment (0.2ha) part of the site could compromise the opportunity for a comprehensive review of the site, particularly optimising frontage and views onto Merton High Street and the river Wandle.</p> <p>Opportunity to retain existing retailers and increase footfall through the provision of much needed new homes.</p>

Site

Rainbow Industrial Estate

Approach Road, Raynes Park



Site id	
Site name	Rainbow Industrial Estate
Site address	Grand Drive, Raynes Park, Station Approach, SW20 0JY
Ward	Raynes Park
Ownership	Workspace 12 Ltd
Site area	1.88 hectares
Site description	The site is an industrial estate to the south of Raynes Park town centre. It is bounded on all sides by railway lines originating from Raynes Park station. There is some residential development to the west of the site of an office building (now a church) and a residential development of 4 storeys. To the east are inter-war terraces and towards the south is Bushey Court, a residential block of 4 storeys.
Current use	Industrial sheds - B2, storage B8, car/van hire, Coach parking, car repairs, skip hire, etc.
Consultees suggested use	Mixed-use scheme including residential and employment uses in accordance with adopted brief for the site – suggested by the landowner
Council's proposed site allocation	Employment led regeneration in line with the 2013 adopted planning brief, including public realm improvements close to Raynes Park station. Proposed allocation to clarify the existing planning approach
Strategic planning factors	A Planning Brief was adopted for the site in August 2013. This was developed to provide a planning and design framework to guide the redevelopment of the Rainbow Industrial Estate. The brief's general requirements for the redevelopment of the site are to provide approximately 3400m ² of business floorspace for Small and Medium sized enterprises (SME's), a publicly accessible drop off point ('Kiss and Ride') for Raynes Park mainline station, and the provision of up to 250 new homes. The planning permission granted in 2015 (refs: 14/P4287 and 14/P4188) was for 224 residential units and 3449sqm of commercial floorspace and for the provision of a 'kiss and ride'. The scheme has yet to be implemented.
Issues	Identified as possible Crossrail 2 works site, but not yet safeguarded. May cause delay to delivery of development. Issues and opportunities set out in the planning brief and addressed in planning permission (14/P4287)
Opportunities	To create a sense of place and identity out of this almost invisible site. Potential for new workspace and homes either if not needed for Crossrail2 or potentially after Crossrail2 redeveloped. Issues and opportunities set out in the planning brief and addressed in planning permission (14/P4287)

Site

Raleigh Gardens Car Park

Raleigh Gardens, Mitcham



Site id	
Site name	Raleigh Gardens Car Park
Site address	Raleigh Gardens, Mitcham, CR4
Ward	Figges Marsh
Ownership	LB Merton
Site area	0.11 hectares
Site description	<p>The site is a small surface public car park</p> <p>To the southeast of the site is the parking and service area of Standor House, a two to four storey building with retail uses at ground level and offices above.</p> <p>To the south of the site is a five storey block of flats and beyond the access road to the west of the site is the flank wall of a two-storey end-of-terrace house. To the north of the site, on the opposite side of Raleigh Gardens, is the parking and services area for the three storey buildings that face Upper Green West. To the northwest of the site is a two storey retail building. Residential terraces continue along Raleigh Gardens to the west</p>
Current use	Car park
Consultees suggested use	Residential – suggested by LB Merton
Councils recommended use	Residential
Strategic planning factors	<p>The site is located within tMitcham Town Centre boundary, as well as the Wandle Valley Regional Park 400m buffer, and the Mitcham Village Archaeological Priority Zone.</p> <p>The site is within close proximity to the primary shopping area in Mitcham town centre.</p> <p>The site is in an area with good accessibility to public transport services (PTAL levels 4 to 5).</p>
Issues	<p>As this site is located in the town centre boundary and within close proximity to the primary shopping area, this site should have activity at ground level with front doors opening onto the street wherever possible</p> <p>Mitigating parking/servicing impacts on neighbouring streets. This site will be considered alongside other car parks at Sibthorpe Road, Majestic Way and Elm Nursery.</p> <p>Site access to be provided via adjacent side road.</p> <p>Frontage land may be sought to support the Council’s aspiration to return Raleigh Gardens to two way operation.</p> <p>Investigating the potential impact of any proposed development on Archaeological heritage.</p>

	Protecting the residential amenity of adjoining properties to the rear.
Opportunities	Opportunity to provide new homes on a brownfield site in an accessible location.

Site

Rufus Business Centre

Ravensbury Terrace, Wimbledon Park



Site id	
Site name	Rufus Business Centre
Site address	Ravensbury Terrace, SW18 4RL
Ward	Wimbledon Park
Ownership	Astranta General Partner Ltd
Site area	3.22 hectares
Site description	<p>The site is located in the far northern part of the borough where the borough boundary meet Wandsworth borough boundary. The site is close to Earlsfield Station (London Borough of Wandsworth).</p> <p>To the north and north western side of the site is surrounded by residential development (2 storeys high). To the south is Durnsford Road Recreation Grounds and opposite are railway tracks. The railway tracks run south to north along the eastern side of the site. The other side of the tracks can be found Weir Road business park.</p> <p>Also found on the north eastern part of the site runs the River Wandle.</p> <p>The site is within 5-10 minutes walk to Earlsfield Station</p>
Current use	Commercial predominantly B8 and B1
Consultees suggested use	Mixed-use (Residential and offices) – suggested by Astranta General Partner Ltd.
Council's proposed site allocation	Employment led development: Business/light industrial (B1) or a suitable employment led redevelopment and Residential on upper floors
Strategic planning factors	<p>Submitted by Carter Jonas on behalf of Astranta General Partner Ltd in Merton's Call for Sites consultation.</p> <p>Archaeological Priority Tier 3 – Wandle Valley Earlsfield, Natural Flood Zone 2 and 3</p> <p>Wandle Valley Regional Park 400m buffer and Controlled Parking Zone.</p> <p>Railway sides adjacent to the site are Green Corridors and SINCs.</p> <p>Planning History: 00/P0423: erection of an industrial building to provide 2 no. (b1) business units (560 sqm.) with ancillary parking and servicing. Grant Permission Subject to Section 106 Obligation or any other enabling agreement.</p> <p>Site adjacent to the Rufus Business Centre: 12a Ravensbury Terrace SW18 4RL (16/p3551) - demolition and redevelopment of the site to provide office accommodation (318m2) on the ground floor with 24 residential units on the</p>

	<p>first, second, third, fourth and fifth floors, together with 8 car parking spaces including two disabled spaces and associated landscaping, cycle and refuse storage. Grant Permission Subject to Section 106 Obligation or any other enabling agreement.</p> <p>12a Ravensbury Terrace SW18 4RL (13/P2904) - demolition of existing buildings and erection of nine residential units (class c3) and 6 offices (class b1) with associated access arrangements, parking and landscaping. Grant Permission Subject to Section 106 Obligation or any other enabling agreement.</p> <p>Haslemere Industrial Estate Ravensbury Terrace Wimbledon Park (16/P2672) - demolition of existing buildings and a phased redevelopment of site to provide; a part 4 and part 6 storey mixed use building, comprising 826 sqm GIA of commercial use and 79 residential units and a part 2, part 3 and part 4 storey terrace of 50 residential units and 341.4 sqm GIA of commercial use (totalling 129 dwellings and 1,176.6 sqm commercial space within use class b1) with the formation of a riverside park, car parking, servicing, access and landscaping. Grant Permission Subject to Section 106 Obligation or any other enabling agreement.</p>
<p>Issues</p>	<p>Crossrail 2 may impact on the development of this site as it is adjacent to safeguarded land.</p> <p>The railway sides, is also a Green Corridor and Sites of Importance for Nature Conservation (SINC) status that will have to be considered by development proposals.</p> <p>The site is in an are with moderate accessibly to public transport (PTAL 3) The site has moderate access to public transport services (PTAL 3) and is within 5- 10 mins walk to Earlsfield Station (railway</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with Flood Zone 2 and 3.</p> <p>Mitigate potential parking, traffic and safety impacts on neighbouring streets and local amenity.</p>
<p>Opportunities</p>	<p>Mitigate measure to address flooding issues in the area. Improve walking and cycling access to the River Wandle. Employment opportunities.</p>

Site

Sibthorpe Road Car Park

Mitcham



Site id	
Site name	Sibthorpe Road Car Park
Site address	Car Park, Sibthorpe Road, Mitcham, CR4 3NN
Ward	Figges Marsh
Ownership	LB Merton
Site area	0.26 hectares
Site description	<p>The site is an irregular quadrant shape, is adjacent a busy main road and is occupied by parking spaces for approximately 50 vehicles, redundant public conveniences, London buses driver facilities and a community recycling area.</p> <p>Access to the site is via an entry from Holborn Way at the northeast boundary with egress along the southwest boundary. There are two points of pedestrian access to the site from London Road via Sibthorp Road and from the Mitcham Fair Green via a passage adjacent the King's Arms public house. London Road has recently been opened up as a bus lane</p> <p>The site is surrounded by business uses which generally front the London Road bus laneto the east or Upper Green West to the south, however there are also several businesses which have shop fronts orientated toward the car park.</p> <p>To the west of the site on the opposite side of Holborn Road are large four to five storey residential apartment buildings at Sadler Close.</p>
Current use	Car Park
Consultees suggested use	Town centre type uses and residential (same as allocation in Merton's Sites and Policies Plan 2014 as site 69)
(Council's proposed site allocation)	Town centre type uses and residential (same as allocation in Merton's Sites and Policies Plan 2014 as site 69)
Strategic planning factors	<p>The site is within the heart of Mitcham town centre</p> <p>London Road, adjacent to Sibthorp Road car park, has recently been opened as a bus lane</p> <p>South east of the site is susceptible to surface water flooding.</p> <p>This site is within an archaeological priority zone.</p> <p>The site is within the wider setting of a grade I listed building (Eagle House).</p> <p>The site has a good level of access to public transport services (PTAL 4).</p> <p>There are several businesses which have oriented shop fronts toward the car park (eastern side) to the detriment of the local high street on London Road.</p>

	Loss of the surface car park should be considered in conjunction with the proposal at Majestic Way (see nearby site allocation proposal)_
Issues	<p>This site is adjacent a heavy vehicular traffic route along Holborn Way. Any potential redevelopment should seek to mitigate traffic noise for its occupiers.</p> <p>The developable portion of the site is constrained by the dual frontage businesses addressing the site along the eastern side. There may be opportunities to create an attractive streetscape along the eastern side of the site (opposite side to Holborn Way).</p> <p>The potential loss or relocation of town centre car parking spaces will need to be considered in line with other site proposals at Raleigh Gardens and Majestic Way.</p> <p>Respecting and enhancing the character and the views into and from neighbouring Mitcham Fair Green.</p> <p>Mitigating parking, traffic and road safety impacts on neighbouring streets and local amenity.</p> <p>Limiting traffic movements so as not to hinder traffic flow on the surrounding roads or cause safety concerns for other road and pavement users.</p>
Opportunities	<p>Opportunity to intensify town centre residential development in the town centre to support commercial uses.</p> <p>Opportunity to continue the enhancements started by Rediscover Mitcham and improve the look and feel of this central site.</p>

Site

South Wimbledon Station

Morden Road/Merton High Street, South Wimbledon



Site id	
Site name	South Wimbledon Underground Station
Site address	Morden Road/Merton High Street, South Wimbledon
Ward	Abbey
Ownership	Transport for London (TfL)
Site area	0.21 hectares
Site description	<p>Northern line underground station with TfL operational offices and shop units, located on the corner two strategic roads Morden Road and Merton High Street.</p> <p>The sits surrounded to the south and east by the High Path Estate which is part of a regeneration programme being led by the freeholder Clarion Housing Group.</p>
Current use	Underground Station
Consultee's suggested use	Residential or mixed use development, subject to feasibility studies (taking into account the listed nature of the station) – suggested by Transport for London
Council's suggested use	Residential (C3 Use Class) or Residential led (C3 Use Class) mixed use retail (A1 Use Class), Financial services and professional (A2) and offices (B1Use Class) development.
Strategic planning factors	<p>Submitted by TfL and public to Merton's Call for Sites consultation in January 2018</p> <p>The station building is Grade II listed, one of several Charles Holden designed London Underground station buildings.</p> <p>South western part of the site is in Flood Zone 2 and is a critical drainage area as well as the surrounding area.</p>
Issues	<p>General perception of South Wimbledon is that it is not as a destination but as route through to somewhere else, what was once a thriving high street now has the appearance of a transition area into Wimbledon.</p> <p>Vibration and land stability would need to be assessed due the underground lines.</p> <p>Development proposals should conserve and enhance the listed station building and its setting.</p>
Opportunities	<p>Improve the look of the area and possibility provided connectivity and access with the High Path regeneration (see Estates Local Plan 2018).</p> <p>Opportunity to engage with neighbouring land owners – Clarion Housing Group to coordinate on design, streetscape and optimise both sites for the delivery of new homes.</p>

Site

Wimbledon Community Centre

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



Site id	
Site name	Wimbledon Community Centre
Site address	Christchurch Road, Colliers Wood, SW19
Ward	28 St George's Road, Wimbledon, SW19 4DP
Ownership	London Borough of Merton
Site area	0.06 hectares
Site description	<p>This site is currently vacant. It contained the former Wimbledon community centre (D1 Use Class) which was vacated during 2012 and demolished in summer 2013. It is surrounded to the east by four to five storey mixed use buildings (commercial/offices), to the west by four storey offices and to the south by office buildings ranging from five to nine storeys in height.</p> <p>The site is located within the town centre boundary and adjoins commercial uses.</p>
Current use	Vacant – former community centre
Consultee's suggested use	Mix of community, business and residential – London Borough of Merton. Office, community and leisure use – Wimbledon Community Association.
Council's proposed site allocation	Any of the following or an appropriate mix of town centre type uses such as community (D1 Use Class), retail (A1 Use Class), financial and professional services (A2 Use Class), offices (B1[a] Use Class) and residential (C3 Use Class). An alternative option for the site could be a hotel (C1 Use Class).
Strategic planning factors	<p>The site is located in the Wimbledon town centre boundary and adjoins the core shopping area.</p> <p>The site is in an area with excellent accessibility to public transport services (PTAL 6b) with access to The Broadway via St Georges Road and Wimbledon Hill Road.</p> <p>Part of the eastern portion of the site is within a critical drainage area.</p> <p>A temporary planning application was approved in May 2013 to demolish the existing building and install a temporary surface public car park on the site. This will expire in May 2016.</p>
Issues	<p>The site is council owned and has been vacant since November 2012. The community service has been relocated therefore a net loss of the facility has not resulted.</p> <p>Any new permanent proposal should provide an active street frontage to contribute towards the vibrancy and vitality of the town centre.</p> <p>In a mixed use development, residential uses should be on upper floors.</p> <p>Protecting the amenity of occupiers adjacent to the site.</p> <p>Parking and servicing impacts on traffic movement, congestion and road safety needs to be appropriately controlled and mitigated.</p>

	<p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.</p> <p>Any development proposals will need confirmation from Thames Water regarding the water/wastewater capacity to and from the site and surrounding area.</p> <p>Other details:</p> <p>Since January 2012 the council has taken ownership of the site which is now vacant and is exploring delivery for future uses.</p> <p>November 2012: The site was assessed in an external report commissioned by the London Borough of Merton for its suitability as a primary school but rejected on grounds of size.</p> <p>May 2013: planning permission granted to demolish the existing building and install a temporary surface public car park on the site.</p>
Opportunities	<p>To provide an active street frontage to contribute towards the vibrancy and vitality of Wimbledon town centre.</p> <p>Protecting the amenity of occupiers adjacent to the site.</p> <p>Opportunity to improve the parking and servicing impacts on traffic movement, congestion and provide appropriate controlled and mitigation road safety measures.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with flooding and drainage issues.</p> <p>Any development proposals will need confirmation from Thames Water regarding the water/wastewater capacity to and from the site and surrounding area.</p>

Site

30 St Mark's Road

Mitcham

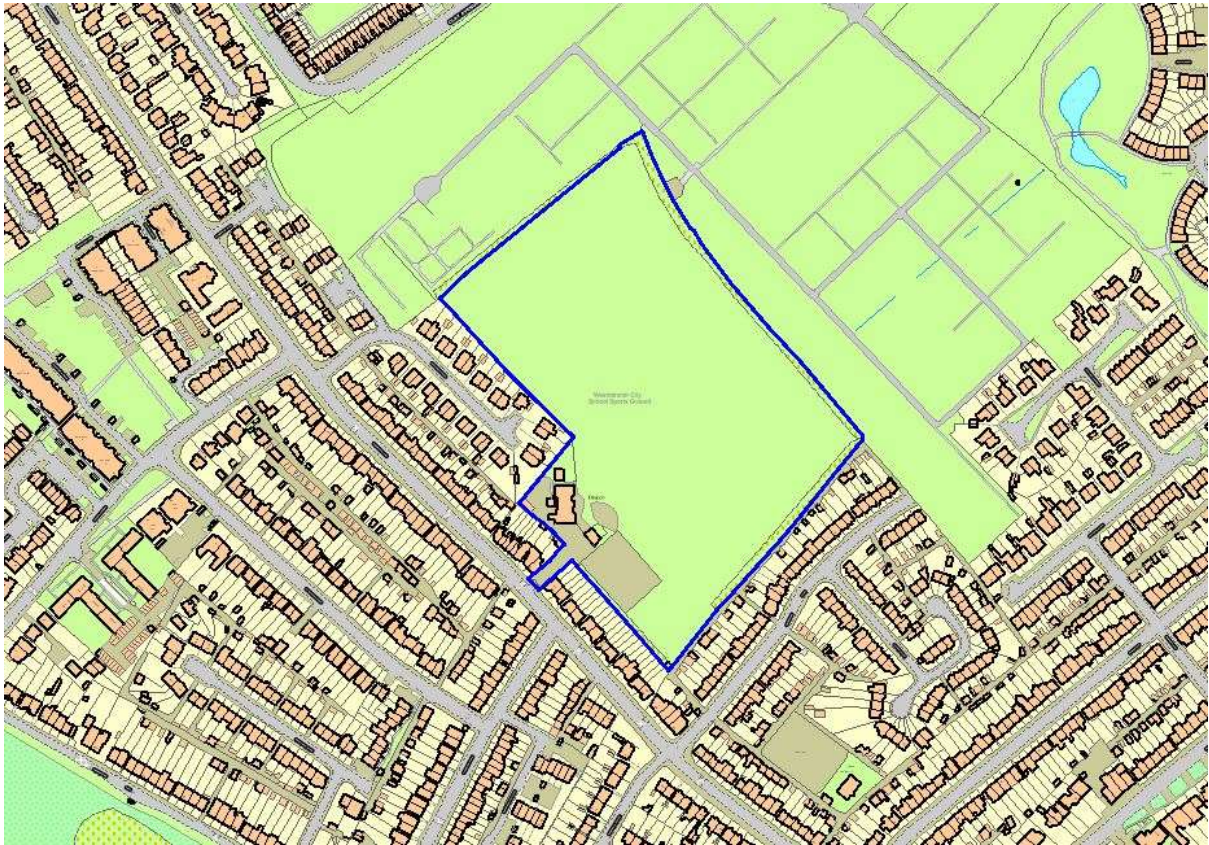


Site id	
Site name	St Mark's Road
Site address	30 St Mark's Road Mitcham, CR4 2LF
Ward	Figges Marsh
Ownership	Private ownership
Site area	0.04 hectares
Site description	<p>The site is occupied by a long-term vacant single storey building in poor condition. The surrounding properties are two storey buildings, mainly residential.</p> <p>The site is located on the edge of Mitcham town centre on the main walking route between the town centre and Mitcham Eastfields rail station. To the northwest of the site is St Mark's primary school</p> <p>To the north of the site is the Armfield Crescent Estate which has 5-6 storey buildings.</p>
Current use	Vacant, last use not known
Consultee's suggested use	Residential use, suggested by a local resident
Council's proposed site allocation	Residential (C3 use class)
Strategic planning factors	<p>The site is within Mitcham Archaeological Priority Tier 2, and the Wandle Valley Regional Park 400m buffer</p> <p>The site has reasonable access to public transport (PTAL3) but is immediately adjacent an area with good access to public transport (PTAL 5)</p>
Issues	None
Opportunities	The site is long-term vacant and the building is now in poor condition. The council has received enquiries over a number of years about the future of the site and the potential to redevelop to make it attractive.. Redevelopment would provide an opportunity to deliver new homes on an unused brownfield site in a sustainable location.

Site

United Westminster Schools site

Tamworth Lane, Mitcham



Site id	
Site name	United Westminster Schools Site
Site address	Tamworth Lane, Mitcham, CR4 1DH
Ward	Longthornton
Ownership	United Westminster Schools
Site area	5.14 hectares
Site description	<p>This large irregularly shaped site is accessible from Tamworth Lane. It was formerly used as playing fields</p> <p>To the southwest and south east lie residential properties with rear gardens facing the site. The site boundary to the north and east is with Streatham Park Cemetery (privately owned)</p>
Current use	Vacant former playing field
Consultee's suggested use	Residential and green open space – United Westminster Schools
Council's proposed site allocation	Creation of new publicly accessible open space and community use (D1 or D2 use class) as part of residential (C3) development.
Strategic planning factors	<p>The site was formerly in use (until April 2011) as a school playing field, in connection with United Westminster Schools.</p> <p>The consultee has provided evidence of the operation of this site for community uses for rental by local sports clubs for a number of years, and the associated local demand for such uses and the financial viability of this on this particular site.</p> <p>The site is designated open space in Merton's Sites and Policies Plan 2014.</p> <p>The site is poorly accessed by public transport (PTAL 2)</p>
Issues	<p>Loss of the whole site for private open space.</p> <p>Proposals must protect the amenity of the neighbouring residential occupiers.</p> <p>Proposals must include suitable mitigation measures to address the issues associated with the critical drainage area.</p> <p>Proposals must mitigate parking, transport and road safety impacts on neighbouring streets and local amenity.</p>
Opportunities	<p>Opportunity to masterplan the site to provide publicly accessible open space, new homes and associated facilities necessary to support residential development (such as children's play space).</p> <p>Improve public access between existing public areas and open space through the creation of new and more direct footpaths and cycle paths links.</p>

	Opportunity to provide a viable use on a site where community use has been explored; there may be opportunity to provide viable community uses as part of a mixed use redevelopment.
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Site

Taylor Road Day Centre

Wakefield Hall, Taylor Road, Mitcham CR4 3JR



Site id	
Site name	Taylor Road Day Centre
Site address	Wakefield Hall, Taylor Road Mitcham CR4 3JR
Ward	Colliers Wood
Ownership	London Borough of Merton
Site area	0.08 hectares
Site description	The site consists of a single storey pitched roof building that is surrounded by two story houses.
Current use	Day Centre
Consultee's suggested use	Residential
Council's proposed site allocation	Mixed use community (D1 Use Class) and residential (C3 Use Class) or solely residential (C3 Use Class) if the community service is provided elsewhere.
Strategic planning factors	The site is an area with poor accessibility to public transport service (PTAL 2).
Issues	<p>Suitable alternative locations need to be secured if community services are no longer to be provided on this site.</p> <p>In a mixed use development, residential uses should be on upper floors.</p> <p>A mix of uses including residential will facilitate the provision of modern community facilities on lower floors and create a more secure environment, helping to minimise vandalism and crime.</p> <p>Mitigating potential parking, traffic and road safety impacts on neighbouring streets and local amenity.</p> <p>Protecting the residential amenity of those properties adjacent to and in the vicinity of the site.</p> <p>Any development proposal will need confirmation from Thames Water of the water/wastewater capacity locally.</p>
Opportunities	<p>Opportunities to facilitate the provision of modern community facilities on lower floors and create a more secure environment, helping to minimise vandalism and crime.</p> <p>Opportunities to improve parking, traffic and road safety in the surrounding area.</p>

Site

Tesco, Burlington Road

New Malden



Site id	
Site name	Tesco office buildings and car park
Site address	Burlington Road, New Malden, KT3 4NH
Ward	West Barnes
Ownership	Tesco Stores Ltd
Site area	1.85 hectares
Site description	<p>The site is an office building within the vicinity of Tesco Extra and its car park,</p> <p>The site is accessed from West Barnes Lane to the east and Beverley Way to the West. North of the site is Raynes Park High School and Pyl Brook. There is the railway line from Raynes Park to Motspur Park and a level crossing. The area to the east is characterised by inter-war suburban residential development.</p> <p>There is good access by road from the A3 to the west of the site and a shopping parade and light industrial uses continue along Burlington Road to the south.</p>
Current use	Vacant office, call centre and warehouse site. Retail store car parking beneath 'air rights' opportunity.
Consultees suggested use	Residential whilst maintaining car parking for the Tesco Extra
Strategic planning factors	<p>Submitted by Davies Murch on behalf of Tesco Stores Ltd in Merton's Call for Sites consultation.</p> <p>The site is within an Archaeological Priority Zone for West Barnes Farm, a Medieval, probably moated, 'Grange' belonging to Merton Priory. To the north is a Tier 2 Archaeological Priority. The Public Transport Accessibility Level (PTAL) of the site ranges from 2 to 3.</p> <p>Natural Flood Zone 2 and 3</p>
Issues	We have not identified any factors which hinder the Site's potential for residential development. With due regard to National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).
Opportunities	<p>There are a number of factors which support the case for the site coming forward for residential development:</p> <ul style="list-style-type: none"> • Suitability: The Site is a suitable location for residential use. It lies in an accessible location with schools, shops, business and community uses nearby. The Site is served by a number of bus routes and is located approximately 0.9 miles and 0.6 miles from Raynes Park and Motspur Park, respectively. The Site has a current Public Transport Accessibility Rating (PTAL), of between 2-3 (the latter at the Burlington Road frontage) and is predicted to rise in the future. The Site has no physical, access or heritage constraints and is not overlooked or constrained by neighbouring buildings. Vehicular access / egress (24 hour) to the Tesco store (car park and

	<p>service yard) will be unaffected and, as such, would not result in land locking. The northern boundary of the Site (to Pyl Brook) presents an opportunity to improve upon the current situation – the Brook is currently overgrown and inaccessible. The character of the area is changing to have an increased residential emphasis, particularly to the south. Residential development at the Site would complement both the existing retail use and this existing and emerging residential development in the immediate and surrounding area.</p> <ul style="list-style-type: none">• Availability: The Site is in single ownership and control; the owner has agreed to dispose to a residential developer and, as such, is available now.• Achievability: A residential developer has been selected who intends to proceed with promoting the Site through the planning application process this year and to develop the Site such the majority of completions would occur within the next five years. In summary, the Site is a suitable location for development, is available now and is achievable in line with the NPPF (para. 49 and footnote 11).
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Site

Victoria Crescent

Wimbledon



Site id	
Site name	Victoria Crescent (formerly known as P2)
Site address	39-59 The Broadway, 1-11 Victoria Crescent Wimbledon SW19 3RG
Ward	Dundonald
Ownership	The Piazza/Crescent scheme is owned by F&C Commercial Property Holdings Ltd and asset managed on their behalf by BMO Real Estate Partners.
Site area	1 hectare (approx.)
Site description	<p>The site is divided into two, laid out in a crescent shape with a piazza and residential walkway running from The Broadway through to Hartfield Road.</p> <p>Both parts of the site consist of commercial units on the ground and upper floors. The south-eastern side of the crescent is occupied by Morrisons supermarket on the ground floor and purpose built large shopfronts leading west, occupied by brand retailers and ancillary offices and storage above. This unit backs onto a council-owned car park off Hartfield Road, known as P3, which is also proposed for redevelopment.</p> <p>The western side of the crescent is largely occupied by Odeon cinema on the upper floors with a variety of shopfronts on the ground floor, occupied largely by food and drink uses.</p> <p>To the north of the site on the other side of The Broadway lies South Park Gardens conservation area with multiple small shopping frontages</p>
Current use	Mixed use retail and leisure.
Suggested use	Mixed use retail, leisure, commercial and residential – suggested by BMO on behalf of the landowner
Council's proposed site allocation	A mix of uses including retail (use classes A1-A4), offices (use classes B1a) assembly and leisure (use classes D2) hotel (use class C1) with the re-provision of public realm. The priority for the site should be town centre uses. There may be some scope for residential on upper floors facing Hartfield Road where this improves viability
Strategic Planning Factors	<p>This is one of the largest single ownership sites at the heart of Wimbledon town centre with core shopping frontage facing The Broadway and Wimbledon station. Together with Wimbledon Bridge House, it is one of the few purpose built premises containing street frontage space of a standard size for larger retailers. It contains a significant amount of retail and leisure floorspace.</p> <p>The piazza is one of the few public spaces in Wimbledon town centre and is periodically used by food markets and for events such as LoveWimbledon's summer tennis screen and Winter Wonderland.</p>

	<p>The site is located within the central shopping area of Wimbledon town centre. The pedestrian route between the car park and The Broadway falls within the Wimbledon Broadway conservation area. There is a range of building heights and differing built character adjacent to the site.</p> <p>The site is in an area with excellent accessibility to public transport (PTAL 6b). Hartfield Road and Sir Cyril Black Way suffer from congestion at peak times.</p> <p>A small part of the southern corner of the site is within a critical drainage area.</p> <p>The frontage of the site is within the setting of two heritage assets: South Park Conservation Area, the listed former town hall and Grade II listed Wimbledon Theatre.</p>
<p>Issues</p>	<p>This site is located adjacent to the primary shopping area, core shopping area and secondary shopping area at different points along the boundary, therefore an active frontage should be provided on the ground floor.</p> <p>Protecting and enhancing the nearby historic assets.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.</p> <p>Mitigating potential parking, traffic and safety impacts on neighbouring streets and local amenity. Servicing facilities should be provided on site to minimise impacts on traffic movement, congestion and safety.</p>
<p>Opportunities</p>	<p>The development is subject to occupational leases and as these come up for renewal, there is opportunity for phased mixed use redevelopment of the site.</p> <p>BMO's initial feasibility suggests as well as retail/leisure uses, grade A office and residential space could be provided on upper floors.</p> <p>The London Borough of Merton own the adjacent surface car park (the allocated "P3 site"), and there is potential for the two landowners to work together to deliver a comprehensive redevelopment of the two sites, optimising their design and uses.</p> <p>Both Victoria Crescent and the Hartfield Road car park represent a significant opportunity to enhance the visitor and shopper experience at the heart of Wimbledon town centre, providing new purpose built town centre uses to support businesses, jobs and cultural activities, and re-providing much needed public space.</p>

	<p>The landowner has identified the opportunity to phase the development, allowing town centre uses to continue on part of the site while the other element is redeveloped.</p>
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Site

West Barnes Library
Station Road, Motspur Park

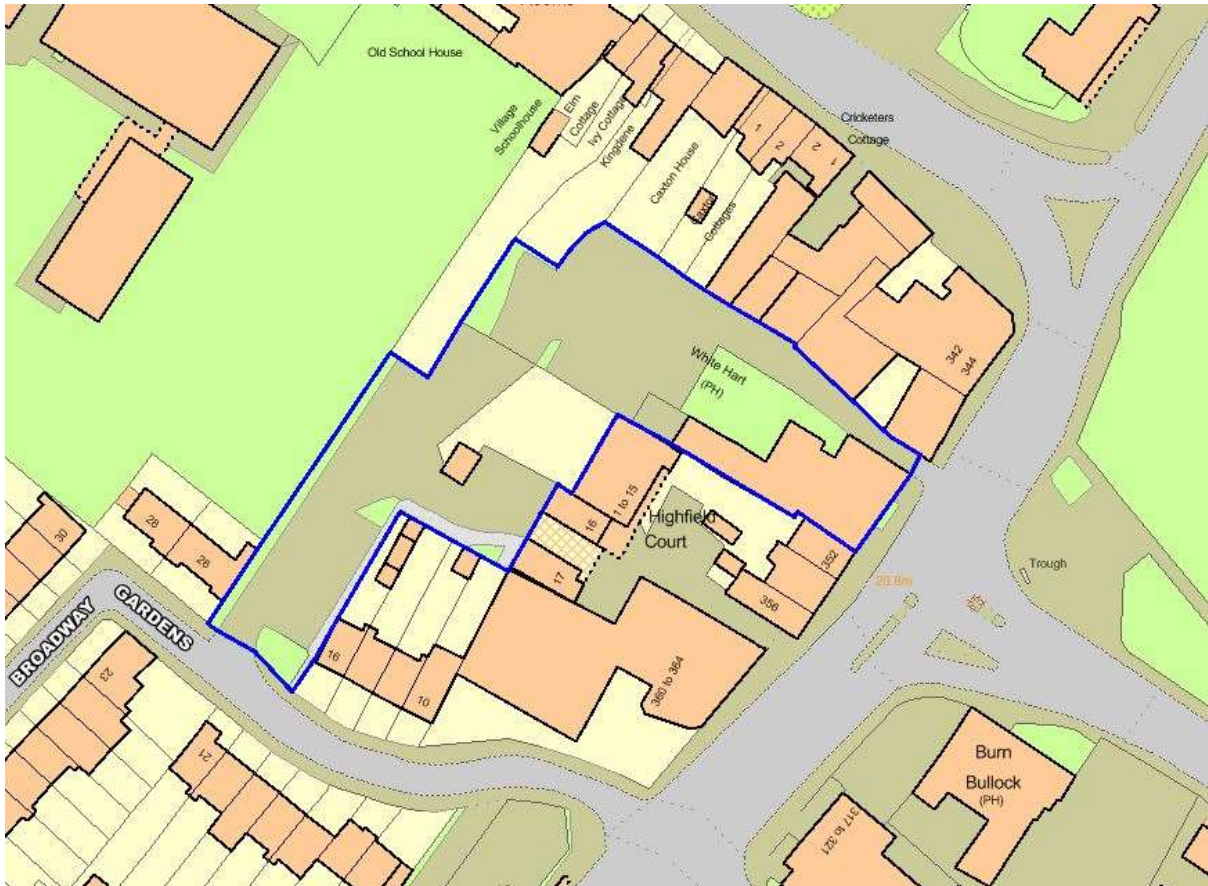


Site id	
Site name	West Barnes Library
Site address	West Barnes Lane, 10 Station Road, New Malden KT3 6JJ
Ward	West Barnes
Ownership	London Borough of Merton
Site area	0.1 hectares
Site description	The site contains a single storey building tucked away behind Motspur Park Station. To the west the site is bounded by railway line. To the east there is two to three storey office building
Current use	Library (D1 Use Class)
Consultee's suggested use	Library to be retained and improved. Residential on part of site to support library function
Council's proposed site allocation	Library (D1 Use Class) with residential (C3 Use Class) on upper floors.
Strategic planning factors	The site is within an area with poor accessibility to public transport (PTAL 2) despite the proximity adjacent to Motspur Park station. The site is also within flood zone 2 and a critical drainage area.
Issues	<p>Library to be retained and improved to service specifications including space for a new public/community space. Service specifications should increase customer floor area and provide more adaptable and suitable modern space.</p> <p>The design of any proposals will need to be sensitive to the railway lines.</p> <p>In a mixed use development, residential uses should be on upper floors.</p> <p>A mix of uses will facilitate the provision of upgraded community uses on lower floors and create a more secure environment.</p> <p>Manage parking, traffic and road safety impacts on neighbouring residents.</p> <p>The site is known to be susceptible to flooding during very heavy rainfall events. The pluvial flooding does not result in deep ponding. However, blocked drains and gullies are known to contribute to flooding in this area.</p> <p>The railway embankment acts as a barrier to surface water flow through the centre of the critical drainage area.</p> <p>Historic surface water flooding records identify drainage network capacity issues which cause water flooding in this area during heavy rainfall.</p> <p>Initial space requirements for a new library have been drawn up and will be assessed for deliverability and viability during 2014.</p> <p>Any development proposals will need to confirmation from Thames Water to ensure water / wastewater capacity locally.</p>
Opportunities	Improve the library with additional space for community use and provide housing.

Site

White Hart Pub and backland

London Road, Mitcham



Site id	
Site name	White Hart Pub and backland
Site address	London Road, Mitcham
Ward	Cricket Green
Ownership	Private ownership
Site area	0.31 hectares
Site description	Land to rear of properties on London Road, part of which is a car park for the White Hart pub. Access from London Road and Broadway Gardens.
Current use	Public House and private car park
Suggested use	Residential (C3) and car park – suggested by Mitcham Cricket Green Community and Heritage
Council's proposed site allocation	Pub and associated car park with potential for residential enabled development
Strategic planning factors	Site submitted to Call for Sites by Mitcham Cricket Green Community and Heritage Group. Mitcham Cricket Green Conservation Area, setting Grade II* building (White Hart), Archaeological Priority Zone, Wandle Valley buffer
Issues	Development needs to be sensitive to heritage assets in the surrounding area.
Opportunities	Making positive use of unkempt and under-used site including Rationalised parking for White Hart and residences and investment to improve condition of Grade II* listed White Hart pub Public realm investment

Site

Wilson Hospital

Cranmer Road, Mitcham



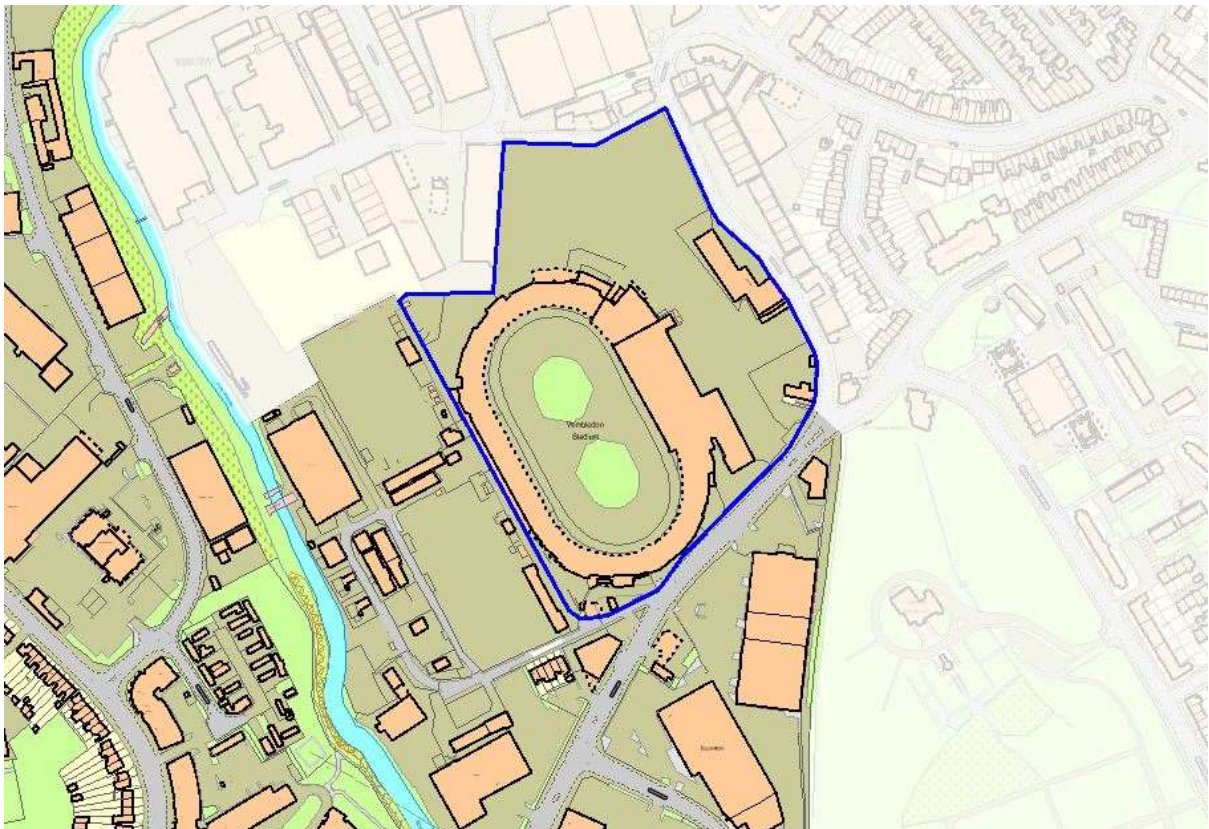
Site id	
Site name	Wilson Hospital
Site address	Cranmer Road, Mitcham, CR4 4LD
Ward	Cricket Green
Ownership	NHS Property Services
Site area	1.81 hectares
Site description	The site consists of a large part single and part two-storey hospital building fronting Cranmer Road. Along the south-eastern boundary is Caesars Walk and two-storey terrace houses. To the south and south east of the site is Cranmer Primary School and its playing fields. The access road to Cranmer Primary School runs along the north-western boundary with a row of two-storey terrace houses beyond. On the opposite side of Cranmer Road is a large open space known as Cranmer Green.
Current use	Healthcare
Consultees suggested use	Healthcare and residential – suggested by NHS Property Services Health facilities, community and residential (new housing along Caesar’s Walk only as exceptional enabling development to support community wellbeing services with ring fenced funding) – suggested by Mitcham Cricket Green Community and Heritage
Council’s recommended use	Healthcare with community and enabling residential development
Strategic planning factors	The site is within the Mitcham Cricket Green Conservation Area, an Archaeological Priority Zone and an area with a poor level of access to public transport (PTAL 2). A part of the site is designated as Green Corridor. The hospital building is a Locally Listed Building. The Cranmer Green to the northeast of the site is designated as MOL, Open Space, Green Corridor, Green Chain, Local Nature Reserve and is within the Wandle Valley Regional Country Park. The northeast portion of the site is within a Critical Drainage Area. Cranmer Primary School and grounds lies to the south east of the site
Issues	Protecting the residential amenity of the adjacent properties. Protecting the habitat of the protected species that have been identified on/near the site in past ten years i.e. Common Toads, Smooth Newts and Common Frogs. Investigating the potential impact of any proposed development on Archaeological heritage. Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area.

Opportunities	Provide health and wellbeing functions for the local population. Retention of the positive features of the Locally Listed building. Respecting the character of this part of the Conservation Area.
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Site

Wimbledon Stadium and Volante Site

Plough Lane, Wimbledon Park



Site id	
Site name	Wimbledon Stadium and Volante site
Site address	Plough Lane, Wimbledon Park, SW17 0BH
Ward	Wimbledon Park
Ownership	Privately owned – various landowners
Site area	5.29 hectares
Site description	<p>Approximately two thirds of the site is currently a construction site associated with the delivery of planning permission reference 14/P4381 for a variety of uses including a football stadium for AFC Wimbledon, a shop and +600 homes.</p> <p>The site and buildings on the eastern boundary are in separate ownership fronting Summerstown road in Wandsworth with planning permission including residential development. (reference 15/P4798)</p> <p>The site adjoins businesses along the northern and eastern boundary within the London Borough of Wandsworth. To the south of the site in Merton on the other side of Plough Lane is an industrial estate. Running along the western boundary of the site is a large operational electricity substation owned by National Grid.</p>
Current use	Vacant and largely under construction; formerly Greyhound stadium (D2 Use Class) and car park (Sui Generis Use) and industrial (B2-B8 use classes)
Consultee's suggested use	Intensification of sporting activity (D2 Use Class) with supporting enabling development. Developments that facilitate more sporting activity may be enabled by more viable uses, subject to meeting planning policy, evidence and consultation – same allocation as Merton's Sites and Policies Plan 2014 site 37
Council's proposed site allocation	Intensification of sporting activity (D2 Use Class) with supporting enabling development. Developments that facilitate more sporting activity may be enabled by more viable uses, subject to meeting planning policy, evidence and consultation – same allocation as Merton's Sites and Policies Plan 2014 site 37
Strategic planning factors	<p>The site is currently largely under construction for the main planning permission reference 14/P4381. Planning permission 15/P4798 applies to the portion of the site formerly known as the Volante land fronting Summerstown Road.</p> <p>The council proposes to continue with the site allocation to give certainty to the multiple landowners and surrounding business and residential occupiers that it continues to support the allocated use</p> <p>The site and its surrounds are within the functional floodplain of the River Wandle (Flood Zone 3a). The majority of the site is within a critical drainage area for surface water flooding.</p> <p>The site is surrounded on all sides by strategic industrial locations. To the north and east of the site is Summerstown Road strategic industrial location (London Borough of Wandsworth), which includes a waste management site to the northwest. To the south and west is part of Durnsford Road/Plough Lane strategic industrial location (London Borough of Merton).</p>

	<p>The site has poor/moderate accessibility to public transport (PTAL 2/3). The road network, railway lines, river and utilities infrastructure in the wider area limit opportunities for improving access to and around the site.</p> <p>The entire site lies within an archaeological priority zone.</p> <p>National Grid has also advised that this is unlikely to extend into the boundary of this site.</p>
Issues	<p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the functional floodplain and with the critical drainage area to minimise flood risk for future occupiers and the potential for water pollution from the site.</p> <p>A flood risk assessment should also consider the treatment of the non-main rivers that pass through the site and incorporate sustainable drainage systems into development proposals.</p> <p>Redevelopment proposals should take account of the electricity substation to the west of the site to minimise the effects on amenity of future occupiers. Investigating the potential impact of any proposed development on archaeological heritage.</p> <p>Facilitating improved accessibility including improving bus infrastructure, walking and cycling facilities. Resolving road network capacity, movement and safety concerns. Site access arrangements require careful scrutiny/improvement.</p> <p>The proximity of the waste management site to the north west.</p> <p>A squash and fitness club exists on the site. Proposals should include the provision for an equivalent or enhanced squash and fitness club as part of sporting intensification.</p>
Opportunities	<p>Opportunities to deliver sporting intensification with enabling development on a large brownfield site is being exercised by the landowners.</p> <p>Mitigate against the flood risk issue on the site and surrounding area.</p> <p>Improve the accessibility opportunities to improve bus infrastructure, walking and cycling facilities to and from the site and provide improved links to Wimbledon town centre.</p> <p>Opportunities to resolve and improve the road network capacity, movement and local safety concerns.</p>

Site

Worsfold House

Church Road, Mitcham



Site id	
Site name	Worsfold House
Site address	Church Road, Mitcham, CR4 3FA
Ward	Cricket Green
Ownership	LB Merton
Site area	0.81 hectares
Site description	Adjacent to Church Road is Chapel Orchard, a single storey former office building and a single storey former surgery building being used as part of Cricket Green school. Worsfold House to the rear of the site is a single storey council office building served by an 80 m long access way from Church Road. The surrounding area is characterised by large low-rise buildings with generous spaces between them and many large trees and shrubs. Adjacent to the southwest boundary is a footpath (Church Path) with a large publicly accessible park (London Road playing fields) beyond. To the west is a single storey special needs secondary school (Melrose School) and a two storey hostel building (Hall Place). To the east of the site is a part one and two storey special needs school (Cricket Green School) and to the south east is a row of two storey terrace houses that front onto Broadway Gardens.
Current use	Wandle Valley Resource Centre – office
Use suggested at consultation	Residential - suggested by Bioregional (the site is already allocated in Merton's <i>Sites and Policies Plan 2014</i>)
Council's recommended use	A suitable mix of school (D1 Use Class) and/or residential (C3 Use Class).
Issues and opportunities	Physical constraints (e.g. access, trees, other) Maintaining a functional green corridor that will allow for species migration. Protecting the residential amenity of the adjacent properties. Respecting the character of this part of the conservation area. Respecting and enhancing the adjacent nature conservation area. There may be potential for redevelopment to encompass either or both of the school sites to the east and west, ensuring the provision of the school(s) in a modern facility. Further investigation of this should be undertaken. Investigating the potential impact of any proposed development on archaeological heritage. Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area. Thames Water have assessed the water/wastewater capacity locally and has identified that there may be insufficient water supply and/or wastewater capacity to service new development on this site. In accordance with Policy DM F2, applicants should discuss with Thames Water how capacity will be provided.
Strategic planning factors	The site is within a green corridor, the Mitcham Cricket Green conservation area, an archaeological priority zone and an area with a moderate level of access to public transport (PTAL 3). The London Road playing fields to the southwest of the site are designated as open space, a site of (borough) importance for nature conservation (grade II), a green chain and the footpath (Church Path) along the south-western boundary needs to be preserved. Portions of the site are within a critical drainage area.

Site

YMCA Wimbledon

The Broadway, Wimbledon



Site id	
Site name	YMCA Wimbledon
Site address	200 The Broadway, Wimbledon, SW19 1RY
Ward	Trinity
Ownership	YMCA London South West
Site area	0.21 hectares
Site description	<p>The current buildings on site range up to 7 storeys fronting The Broadway.</p> <p>The site is located within Wimbledon town centre. To the east the site adjoins mixed use developments comprising retail, offices and residential uses. The southern side of The Broadway opposite the site has a range of building heights, up to six storeys. The site is bounded on the east by Trinity Road. To the north of the site is the Conservative Club and residential development, generally 2-3 storey semi-detached houses.</p>
Current use	YMCA with Hostel Space, Gym Sports Hall and Café.
Suggested use by consultee	Hostel, Residential, Retail, Café, Restaurant, Health and Fitness Suite, Crèche and New Public Spaces – Savills (consultants) representing ORION and YMCA
Council's recommended use	A suitable mix of retail (A1 Use Class), financial & professional services (A2 Use Class), restaurants & cafes (A3 Use Class), drinking establishments (A4 Use Class), offices (B1[a] Use Class), community (D1 Use Class) and residential (including Hostel or Hotel) (C3 & C1 Use Class).
Issues and opportunities	<p>The YMCA cite issues with viability (e.g. lending availability, contamination and other financial implications)</p> <p>This site is a corner site with an active frontage facing onto the Broadway so redevelopment of exemplary design would be welcomed. The ground floor should have an active frontage, respecting the dual aspect and corner site.</p> <p>Public space would also be welcomed.</p> <p>Proposals should consider the amenity of neighbouring residential uses to the north of the site.</p> <p>Servicing facilities should be provided on site to minimise impacts on traffic movement, congestion and road safety.</p> <p>Mitigating and managing the impacts of parking on neighbourhood and local amenity will need to be addressed.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area.</p>

Strategic planning factors	<p>The site is located within Wimbledon town centre boundary although it is not situated in the main shopping area of Wimbledon.</p> <p>This is a significant corner site with an active frontage facing onto the Broadway.</p> <p>The site is in an area with good accessibility to public transport services (PTAL 6a).</p> <p>The buildings on site are visible from South Park Gardens conservation area.</p> <p>Portions of the northern end of the site are within a Critical Drainage Area.</p> <p>Controlled Parking Zone.</p>
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Site

York Close Car Park

Morden



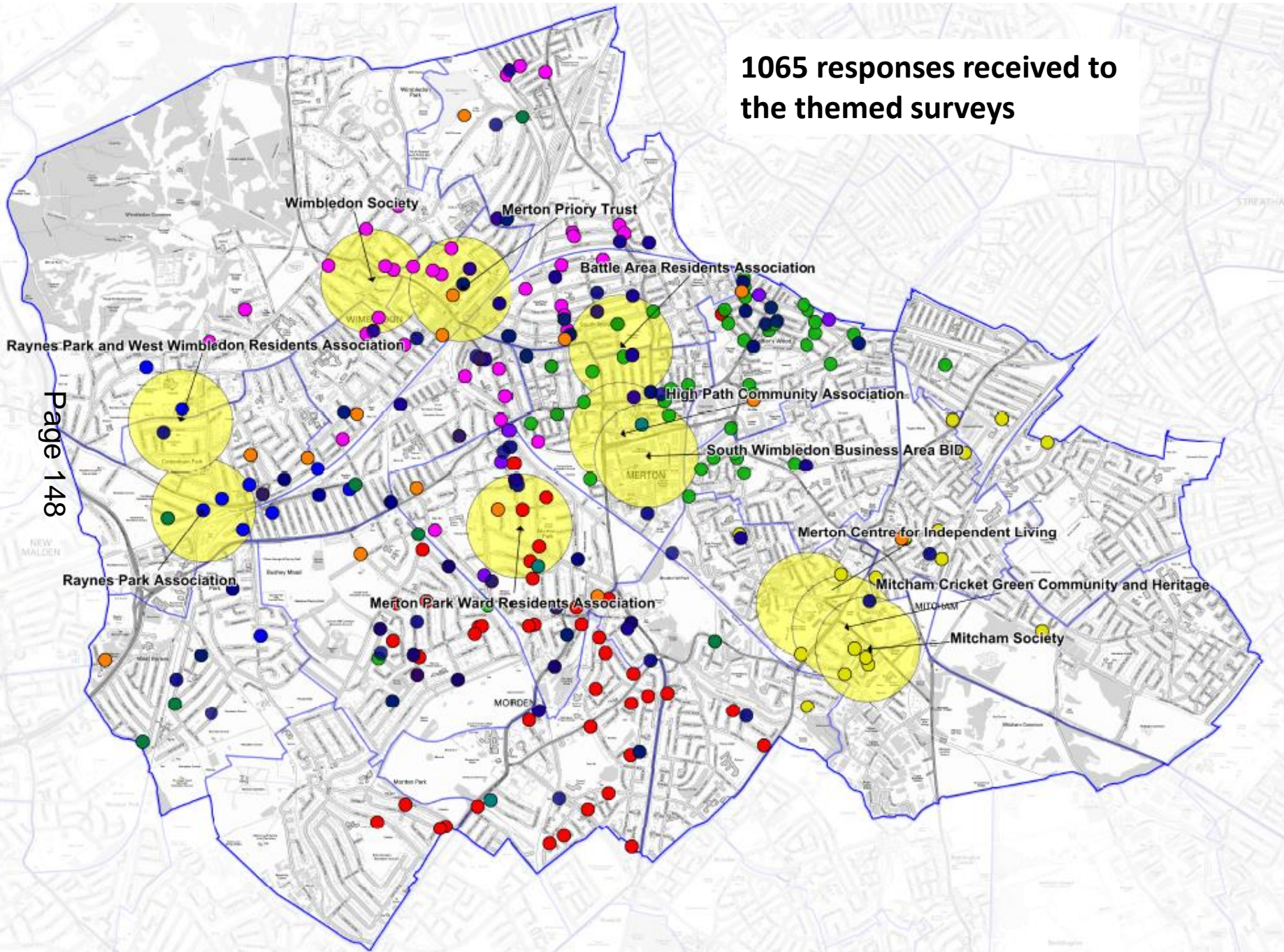
Site id	
Site name	York Close car park
Site address	York Close, Morden, SM4
Ward	Merton Park
Ownership	Transport for London (LB Merton Lease)
Site area	0.66 hectares
Site description	<p>This site is a pay-&-display car park which is predominately used by London Borough of Merton staff.</p> <p>Adjoining the west of the site is York Close and Morden Court which are characterised by residential two storey semi-detached and terraced housing. The Morden underground railway depot adjoins the east of the site.</p>
Current use	Car park
Consultees suggested use	Residential
Council's proposed site allocation	Residential if not needed for car parking
Strategic planning factors	<p>Submitted by Transport for London in Merton's Call for Sites</p> <p>The site was allocated for residential use in the Sites and Policies Plan (2014) and is within an area with a good level of access to public transport accessibility (PTAL 5). A small part of the site, at the north-eastern boundary, is within a Critical Drainage Area.</p>
Issues	<p>Potential impacts of displaced commuter parking on neighbouring streets and local amenity needs to be carefully managed.</p> <p>Protecting the residential amenity of those properties adjacent to, or in the vicinity of the site.</p> <p>Developing a facility which could make heat and/or power available to local users.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the Critical Drainage Area.</p>
Opportunities	<p>The redevelopment of this site will be part of the proposed moreMorden regeneration proposals, which include developing the public realm.</p> <p>This site could be considered for redevelopment in conjunction with other sites.</p>



Merton Local Plan Consultation

Stage 1 – Oct 2017 – Jan 2018

1065 responses received to the themed surveys



Affordable Housing (123 responses)

“I believe the affordable housing requirement in private developments will reduce the number of new units developed as the financial viability will be reduced. This will restrict the number of new homes and not therefore fully address the supply/demand imbalance”

“Viability assessments can be difficult to interpret. A standard format with clear recommendations is paramount if they are to be published”

“This is only useful if there is the right to appeal against any planning application based on the viability assessment.”

“The mix of affordable homes should be determined taking into account local needs. The application of habitable rooms rather than number of units as a measure of affordable housing provision raises concerns as this could result in a lower level of provision. A mix of the two approaches could provide an element of flexibility to respond to identified needs. An overall housing strategy is required.”

“Small site where only one or two units are affordable are often difficult to manage and there is a reluctance from Housing Associations to take these on . This is especially problematic on very high value developments. Commuted sums to offset the provision of affordable would be preferable.”

“The Council should work with providers to ensure rents are charged at an affordable level. There should also be controls about conversion to general housing at a future date without the requirement for planning consent and associated planning obligations including affordable housing provision.”

Diversifying the housing market (32 responses)

“Build to rent is important given the % of people leaving in the private rented sector and the lack of existing landlord accountability.”

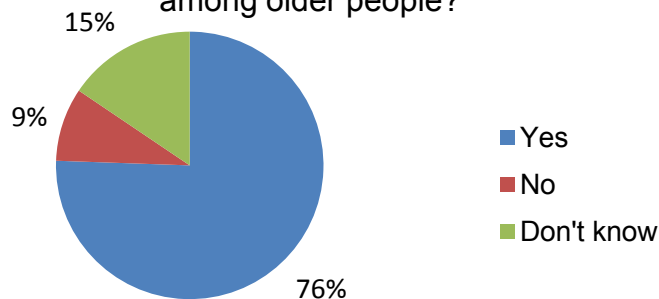
“Homes should have sufficient space for people to live comfortably. The only beneficiaries of very compact homes are house builders.”

“Relaxing planning laws, but also looking at newer forms of housing, particularly small footprint housing such as a cube house, which can fit into some of the more difficult spaces”

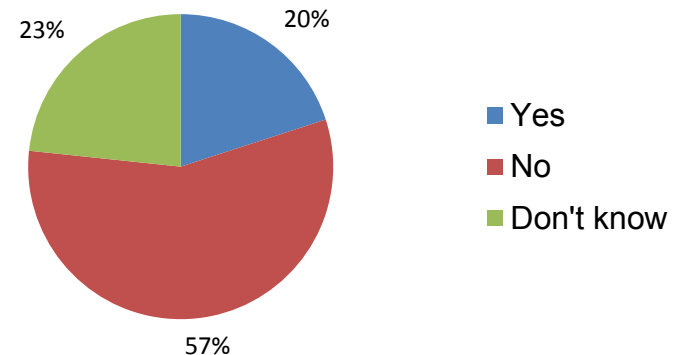
“There is no point building vast numbers of additional houses if the infrastructure of the borough does not keep pace with the increase in residents. “

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Do you think we should encourage more semi-communal living as a way of preventing loneliness and isolation among older people?



Do you think self and custom build development proposals should only be considered where they would make most efficient use of land (i.e. high density development proposals)?



Economy and town centres (75 responses)

Can you think of any other ways in which we can support and encourage culture and arts in the borough?

“How about busking pitches? Or other music opportunities, perhaps in pedestrianised areas (e.g. Mitcham or in the newly developed Morden).”

“I’m contemplating setting up a business and it would be good to have more networking spaces such as cafes .”

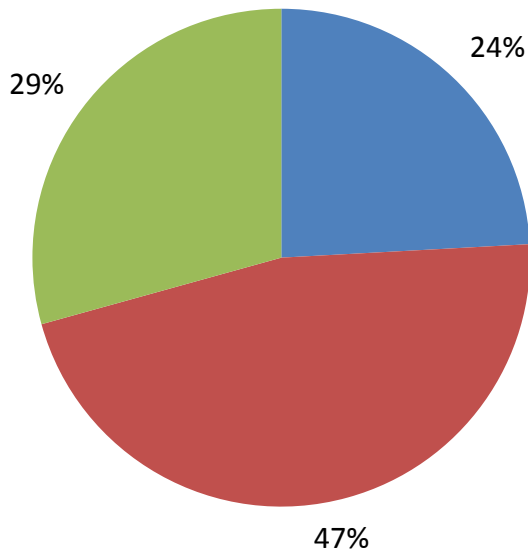
“Merton is behind other boroughs in the offer of community and flexible workspaces and co-working.”

If you have a business outside of Merton, what would make you locate your business to Merton?

“Rates would play a part, but developments with good links for commuting staff and good access for receiving and despatching goods are more important to me.”

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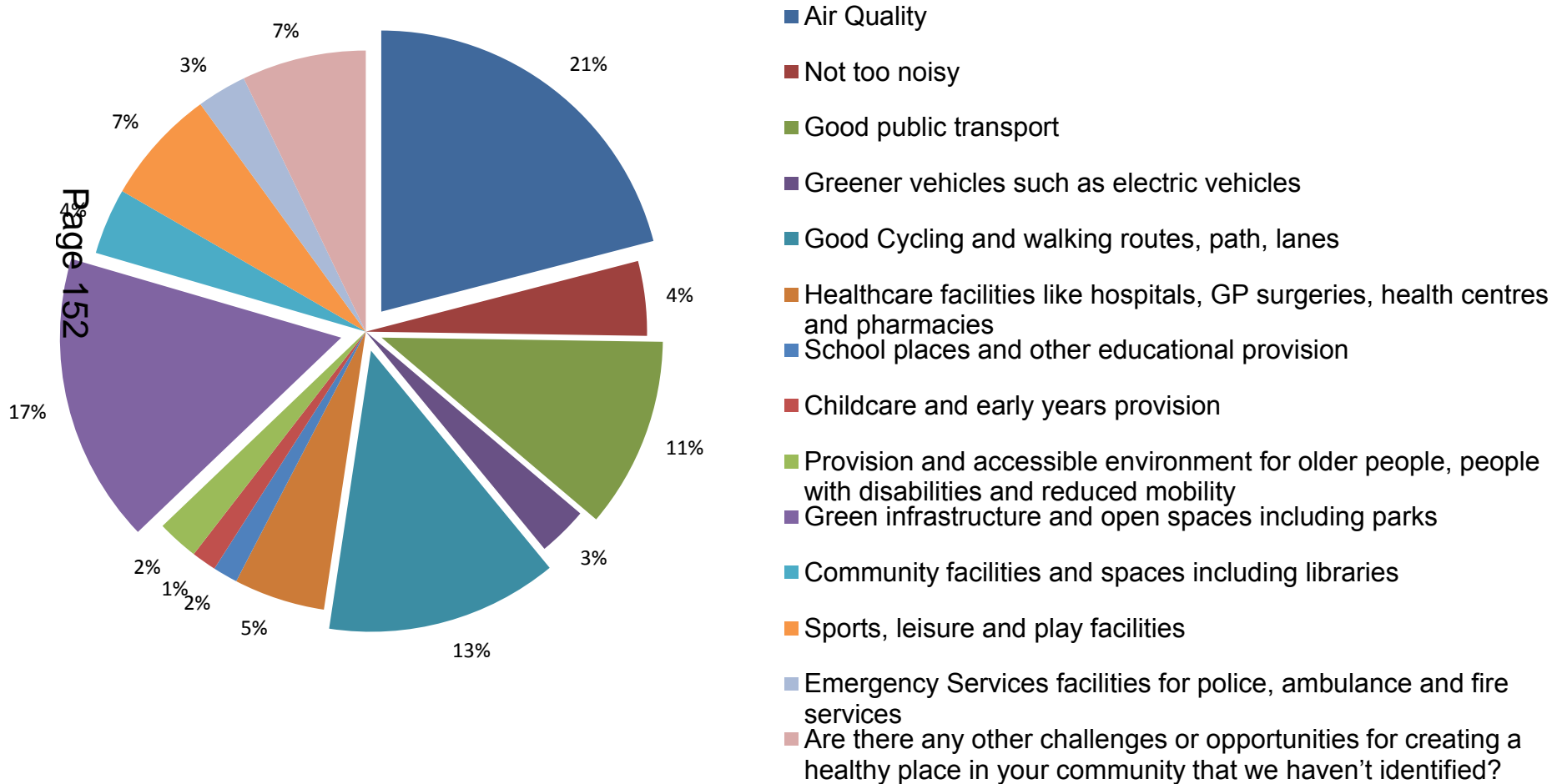
Would you like to see...



- The heart of Wimbledon and other town centres prioritised for shops that sell clothes, shoes, toys, electrical items, beauticians and other comparison services?
- Greater priority given to shops, cafes, restaurants, pubs, theatres and other services we can share with friends at the heart of our town centres?
- Please use the box below to tell us more (optional)

Healthy places (65 responses)

What do you think are the priorities for creating health places in Merton? Please identify the three most important items from the list below?



Healthy places (65 responses)

What do you think are the priorities for creating health places in Merton? Please identify the three most important items from the list below?

“Lots of pocket parks in town centres and other built up areas whether residential, commercial etc., with seating areas, away from polluted roads or at least set back from polluted roads.”

Are there any measures you think we should use to reduce fear of crime?

“Local and community policing More local and community spaces, clubs More local shops and high streets (not just chain high streets, or superstore supermarkets) Good public transport and parking Building communities that are inclusive of all is key to residents and visitors feeling happy and safe.”

“Employ personnel to monitor the pollution and dust caused by these developments - the cost of these personnel to be paid for by the developers. Give preference to less polluting construction materials and to better methods of demolition that reduce the pollution effects.”

Are you concerned about the number of A5 class use (hot food takeaways) in your local area?

Do you think we should consider limiting the increase of certain classes of use, such as A5 (hot food takeaways) around secondary schools?

“FAR too many fried chicken/kebab shops (for instance around Colliers Wood tube, there are three or four - and nowhere other than a CostCutter to buy healthy snacks).”

“Definitely. boys at Rutlish have been known to be served chips for breakfast at Waffle Jacks.”

Fitness centres, dance studios are also very important for healthy living and there is little of that near Morden station.

Housing growth and infrastructure (48 responses)

“The conversion of houses to flats may look attractive as an easy way of increasing supply, but in reality it reduces the availability of family homes - and family homes,, which are usually lived in for the medium to long term, are the backbone of local communities.”

“Colliers Wood suffers from a lack of high quality children's play areas. In particular, Wandle Park is a huge missed opportunity (and also as community space). Wandle Park and Nature Reserve could provide really high quality green infrastructure for community use, but they are overrun by nettles, Japanese knotweed etc., making them simply unsuitable. The improvements at Baltic Close and along the high street certainly help, but the park itself needs addressing.”

“Health Impact Assessments should be kept at the current level of 10 homes or more.”

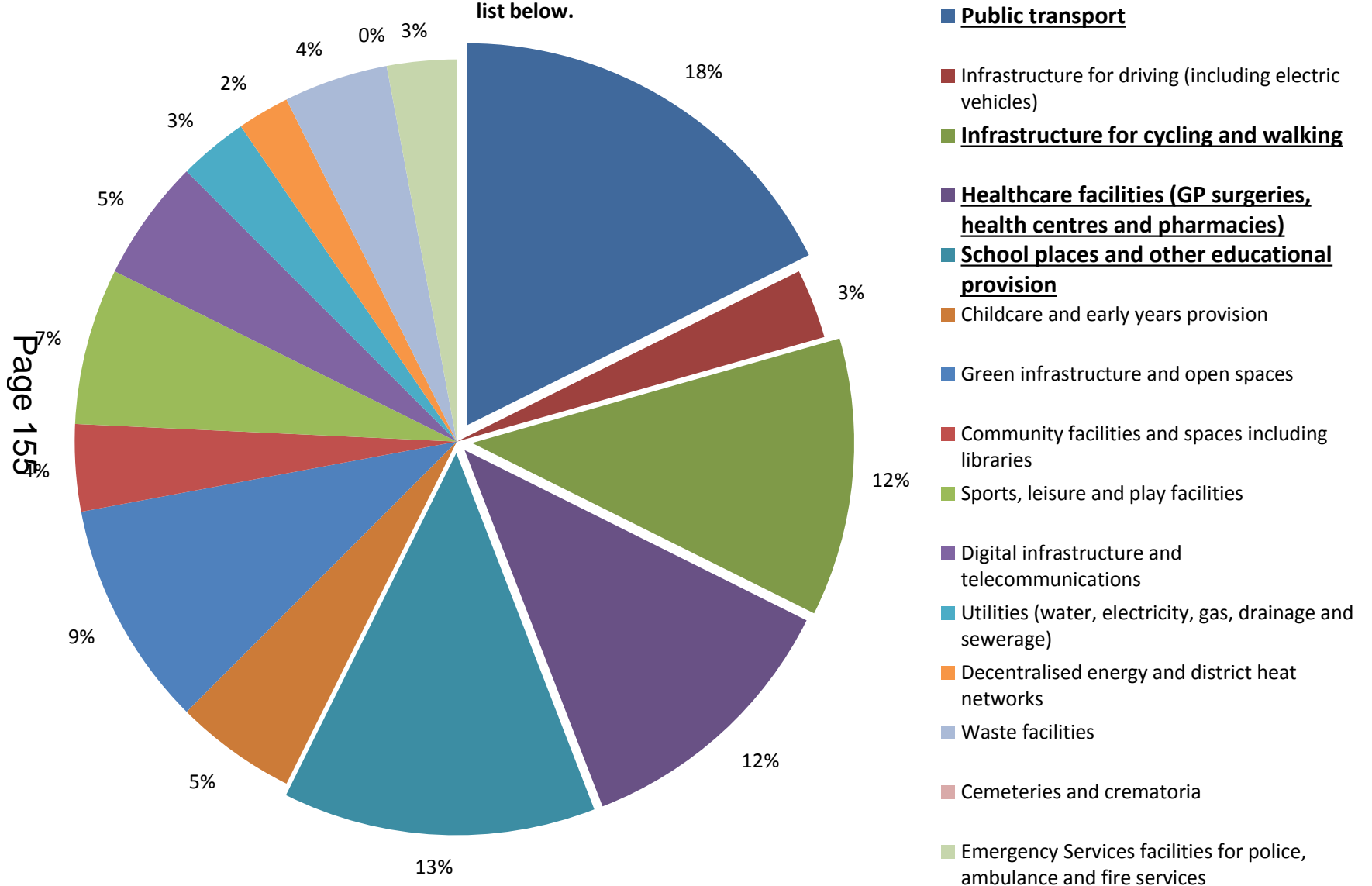
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“There is not an infinite amount of land on which to build housing -FACT. Planning rules should not be weakened they serve a purpose, as do small businesses in residential areas. Irrespective of whether houses are large or small, conversion to flats depends entirely on the owner and the business case. There can be no question of legally forcing private owners to convert their property.”

“Tall buildings are not the answer - much greater effort must be given to promoting mid-rise development that better reflects the character and quality of place, and which has longevity.”

Housing growth and infrastructure (48 responses)

What do you think are the priorities for new infrastructure? Please identify the three most important items from the list below.



Travel and movement (107 responses)

“Fear of Cyclists on the narrow pavements near Colliers Wood tube station. Cyclists dismount signs if not already there would be good.”

“Unpleasant pedestrian environment, traffic fumes, cluttered pavements, crowds”

“With the Benedict Wharf site becoming available, ask TFL to consider a tramlink spur line to connect Mitcham to Colliers Wood!”

“We need more charging spaces for electric cars as the Blue City cars are frequently blocking them.”

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Road infrastructure also seem to be an issue in Morden. On Crown Rd where speeding occurs regularly houses move and shake when speeding card, lorries, mopeds and buses pass”

“Residents need cars and parking but non residents should be discouraged from anything but short stay. There are lots of vehicles dumped for the day or weekend where people clearly use Wimbledon as an access point to transport.”

“I hate seeing people idling their cars while parked. This is common outside schools when people are waiting for children.”

“You can't stop people owning a car, and on-street parking is a better solution than off-street / on-plot. What you can do is make walking, cycling and public transport so attractive that people won't own a car”

Colliers Wood and South Wimbledon (168 responses)

“The council should push owners of existing developments to do more to maintain their public spaces e.g. the brickwork road on the Merton Abbey development - open to the public - has failed and has many trip hazards. Although public accessible highway, it is privately owned, and needs to be better maintained.”

“There is a need for additional school places for our children and adequate GP surgery in Colliers Wood.”

“As Colliers Wood has a large bus garage the pollution is a big problem. Can the council put pressure on the bus companies to turn from diesel to electric? Can a link be created e.g. a pathway/ cycle way be made from Colliers Wood tube station to the Abbey Mills site. This would connect the 2, encourage people to visit the sites of historic interest and help to sustain all the small businesses at the mills.”

“Merton Abbey Mills was a thriving place 15 years ago with little shops for people to browse around egg bookshops, music shops and a wonderful shop called Greencades. All gone now. Only a few restaurants that open randomly. The new pub is good with a community spirit but there is little of this around. IT NEEDS TO BE REVITALISED URGENTLY. The businesses there are struggling. There is no bookshop in Colliers Wood or Tooting. People don't need just to eat and drink. We need outlets to boost cultural and intellectual stimulation. I see nothing about this in your readymade questions above.”

“It would be good to have a Thameslink station by the bridge where Colliers Wood high street leads over the railway to Tooting high street. This would have been better than the new social housing development there.”

“Introduction of green spaces in built up areas through introduction of Green Walls, evergreen trees, wild flowers etc.”

“Colliers Wood needs transforming from a car dominated out-of town environment to a vibrant, human scale district centre”

Mitcham (58 responses)

“For Mitcham to prosper, it needs to be a more attractive centre and easier - and more attractive - to get to if you're not driving. Most of the motorised traffic drives straight through on the gyratory system and adds no value. But people who live locally and walk to easily walk, cycle or take the bus get less priority on the local roads. “

“Please, please can you attempt to do something about the number of dropped curbs/paved over front gardens.”

“We would encourage increasing the number, density and quality of residential units in the town centre to create a more sustainable community”

“We need better transport links to neighbouring communities and more attractive shops in Mitcham town centre. I would shop there if there were shops I wanted to go to.”

“Provide seats at bus stops and other places for older people and people with children and disabilities to rest when shopping in Mitcham. Provide toilet facilities. Reduce the CPZ time restrictions to encourage people to stop and shop after work.”

“All these ideas are very commendable and can only go forward to benefit the people who live and work in Mitcham and create a more harmonised society. Already it is a place of diversity and long may it remain so. We do not want to see any boxed areas or 'ghettoes' forming. Integration is harmony!”

“Improve connectivity to/from Mitcham Eastfields by all means, but be aware that the trains at commuter times are already so full that sometimes you cannot get on them. Mitcham common is at the end of my road and yet I didn't go there for nearly two years. In some way this is great because it keeps the land feeling like a nature reserve, but in other ways it suggests that the surrounding areas or the marketing of the common aren't what they could be -otherwise the common would be acting as a real drawcard for the area (think how Clapham and Tooting have changed)”

Morden (156 responses)

“Try and give Morden some kind of unique cultural flavour e.g. a music area (it already has a recording studio) or comedy or whatever (film and theatre already covered by Wimbledon).”

“The traffic and urban realm objectives will only be met if cycling and walking are prioritised and integrated within proposals.”

High rise is not the answer. It will create microclimates, wind, shade, cold, be oppressive and contribute to mental and physical health issues.

“Morden town centre needs to be integrated with Morden Hall Park. The town needs a twin focus of a tall tower at the end of the northern line and the park. The whole development should be really bold. There is plenty of land over the underground tracks for building flats and commercial properties. Morden is potentially a huge local centre and the opportunity must not be lost.”

“Transport is already great if you use citymapper app; the area feels safe there are not many dark alleyways. I think there is no need to change the surrounding area. Also converting the tube station to a shopping mall / tube station will have minimal disturbance to the local community and should be considered.”

“When Morden town centre is somewhere people live in, as opposed to pass through, it will start to improve.”

“I live in Morden, not far from the tube station, yet I have never once had a coffee or spent an evening in the town centre or even shopped there. There is nothing of use there and it is particularly uninviting with the types of existing shops and facilities that are there. The town is run-down and looks like it is a scene from the 1970's. I don't even feel safe knowing that my girlfriend has to walk through it. Desperate need of modernisation.”

“Protect Morden family houses from buy to let landlords who convert the properties into multiple occupancy letting. All to let properties should be licensed and inspected regularly.”

“Help support and protect local business that is being forced out by lack of parking and space for trucks to load and unload.”

Raynes Park (63 responses)

“Tackle surface water run off through cracking down on further driveway hard surfaces & much more regular & effective street gutter clearing to stop drains blocking. Tidy up street scene by rationalising signage & street furniture - it's cluttered & messy.”

“It would be useful to have a cycle route through Raynes Park that properly connects up. It would also be useful to have some clarity on the path outside Waitrose where there was formerly a cycle path. I would really like to see parts of Raynes Park made available for market stalls.”

“There's a need to enhance the area south of the station in Kingston Rd to make for a sunny community space. When planning, to allow for spaces for large trees in streets and within developments (as in Kingston Rd at Wimbledon Chase) but this needs statutory service runs to be limited to the back of pavements.”

“The Town suffers from litter on the railway sidings. This is because of open fencing that allows dropped litter to collect. The council should work with Network Rail to ensure new fencing is installed and litter is cleared. Better enforcement of litter offences is needed. Including ID checks in fly-tipped litter”

“I would like the Council to look at options which may include moving towards a two-way traffic system, thus freeing up space for community use. Currently there is virtually no 'community space' in Raynes Park.”

“A coherent plan for Raynes Park centre is needed with enhanced visual amenity. Crossrail 2 will have an enormous impact. Traffic flow needs to improve and a study is needed in the centre as the parking in front of Man's is having a major adverse impact on the flow.”

“I can't walk to pets at home despite the appalling provision for pedestrians at this shop. A lot more could be done there for pedestrians and cyclists and for cyclists at Tesco including a safe way in from Burlington Rd.”

Wimbledon (170 responses)

“Maintaining daily shopping services at centres additional to Arthur Road e.g. north Haydons Road area. Ensuring that developments are accompanied by environmental improvements such as planting, cycling provision etc. to ameliorate increasingly urban environment.”

“Improvements to the public realm and the public highway must explicitly prioritise active and sustainable transport modes of cycling and walking.”

“Town centre should have pedestrians at the heart, not cars. Too much traffic through the town centre at the moment. Is there really that much demand for offices in the town centre?”

“Do not pursue the plan for a concert hall. Wimbledon cannot support such a venue, given the proximity to the centre of London. We are lucky to have the New Wimbledon Theatre - and from a cultural perspective, the focus should be on retaining and enhancing this key asset (e.g. extending and improving the pavement outside).”

“Some sort of plan to encourage politeness and appropriate behaviour for the school children that block all the footways in the town from 15:00-17:00 h. Removal of all the "A" boards on Wimbledon Hill road to allow adults to pass the aforesaid rude children in peace. Traffic flow-reduction along the main roads to encourage healthier living away from half-burnt diesel.”

“Maintenance of the park and expanding festivals/ moonlight cinema options etc. at Wimbledon Park. Continuing support of Wimbledon Park cafe- a great community asset”

“Wimbledon is choked by motorised traffic which makes it a less pleasant place to visit.”

“Redevelopment of key sites but not overdevelopment. High quality design is key - much of the new development coming forward is banal, lacks context and is not sympathetic to the surroundings.”

