

# Morden

POLICIES MAP | PART OF MERTON' S LOCAL PLAN

SCALE 1 : 10,000

GENERAL

Plan Boundary

SITE PROPOSALS

DETAILS IN SCHEDULE PROPOSALS

Site Proposals

ENVIRONMENT

Metropolitan Open Land Policies (CS13, DM01)

Open Space Policies (CS13, DM01)

Green Corridors Policies (CS13, DM02)

Wandle Valley Regional Park Policies (CS5, CS13, DM01)

Wandle Valley Regional Park 400m buffer (Policy CS13, para 21.13)

Sites of Special Scientific Interest Policies (CS13, DM02)

Sites of Importance for Nature Conservation Policies (CS13, DM02)

Local Nature Reserves Policies (CS13, DM02)

Flood Risk Zone 3 (DMF1) Flood risk 1/100 or more

Flood Risk Zone 2 (DMF1) Flood risk between 0.1/100 and 1/100

Green Chains (CS13, DM01)

HERITAGE

Listed Buildings Policies (CS14, DMD4)

Historic Parks and Gardens Policies (CS14, DMD4)

Scheduled Ancient Monuments Policies (CS14, DMD4)

Archaeological Priority Zones Policies (CS14, DMD4)

Conservation Areas Policies (CS14, DMD4)

BUSINESS AND RETAIL

Locally Significant Industrial Area (CS12, DME1)

Strategic Industrial Location (CS12, DME1)

Waste Plan Schedule 1 Areas (CS17, South London Waste Plan)

Waste Plan Schedule 2 Areas (CS17, South London Waste Plan)

Town Centre Policies (CS7, DMR1, DMR2 and DMR4)

Neighbourhood Parades Policies (CS7, DMR1 and DMR4)

Primary Shopping Area Policies (CS7, DMR2 and DMR4)

Wimbledon Central Shopping Frontage Policies (CS7, DMR4)

Core Shopping Frontages Policies (CS7, DMR4)

Secondary Shopping Frontages Policies (CS7, DMR4)

TRANSPORT

Sustainable Transport Corridor 01TN (CS18, CS19, CS20, DMT1, DMT2, DMT5)

Thameslink Streatham/Wimbledon/Sutton 02TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

Northern Line Underground 03TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

Crossrail II 04TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

Safeguarded Land 05TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

Wimbledon to Morden/Sutton Tram 06TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

Willow Lane and Wandle Way Tram Stops 07TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

Crystal Palace to Wimbledon Tram 10TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

Road Junctions Improvements 11TN, 16TN, 18-21TN (CS18, CS19, CS20, DMT1, DMT2, DMT5)

Road Network Improvements 12-15TN (CS18, CS19, CS20, DMT1, DMT2, DMT5)

Car Parking Zones (CS20, DMT3)

Cycle Hubs (CS18)

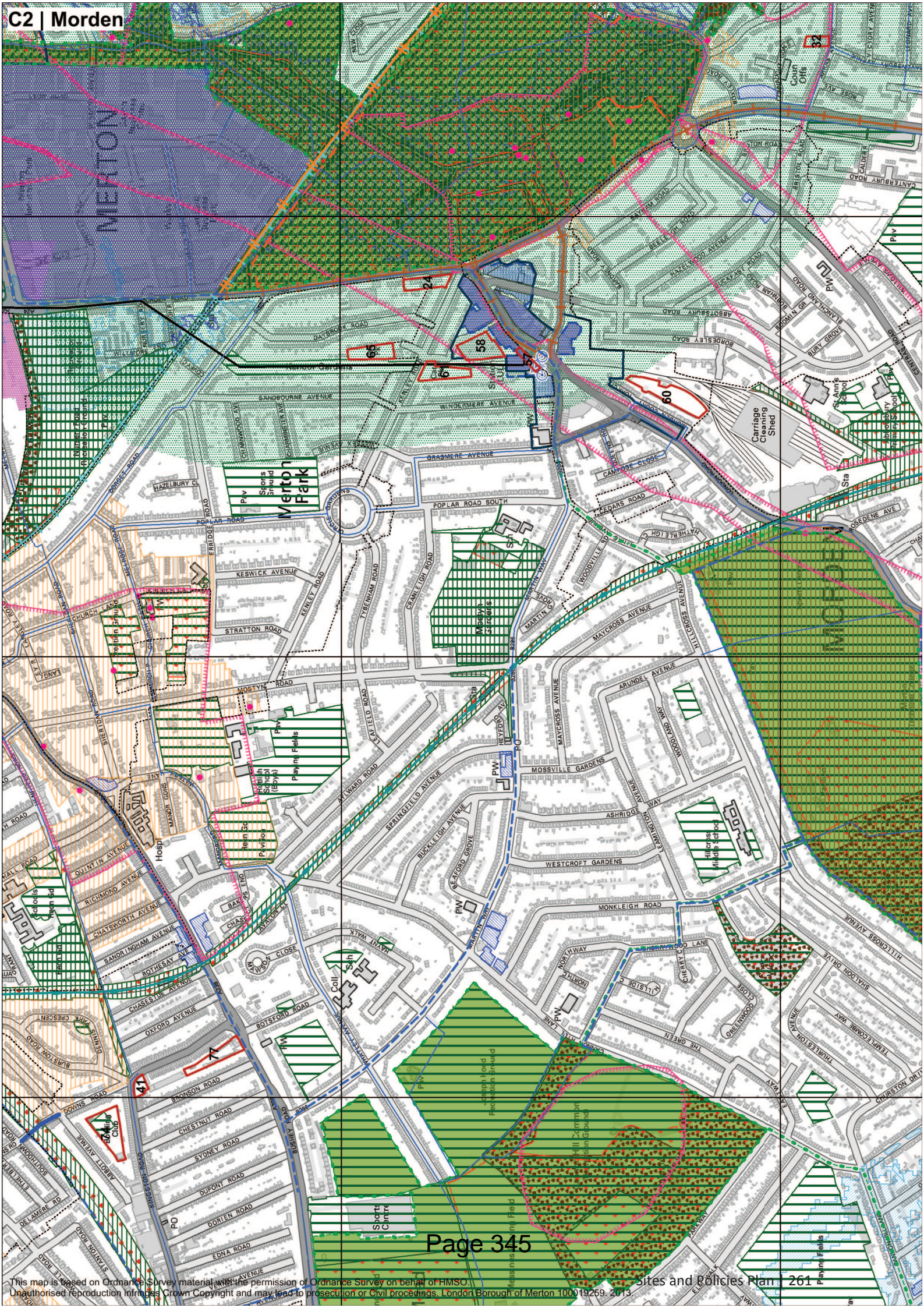
Cycle Routes 22TN (New and Improvements) (CS18)

Existing Cycle Routes (CS18)

Cycle and Pedestrian Route/Bridge 23-24TN (CS18)

Dual Track Tram 25TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)

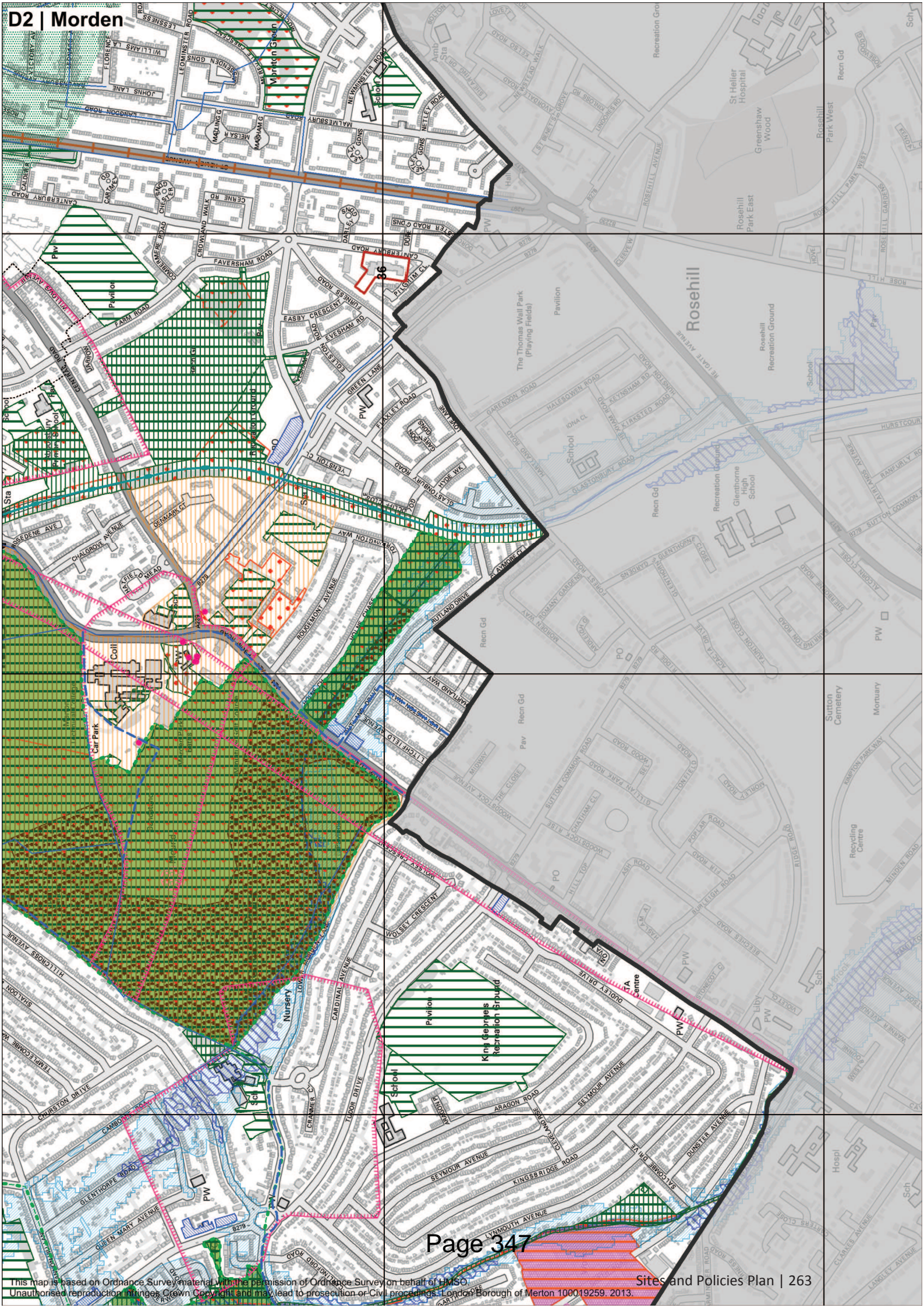










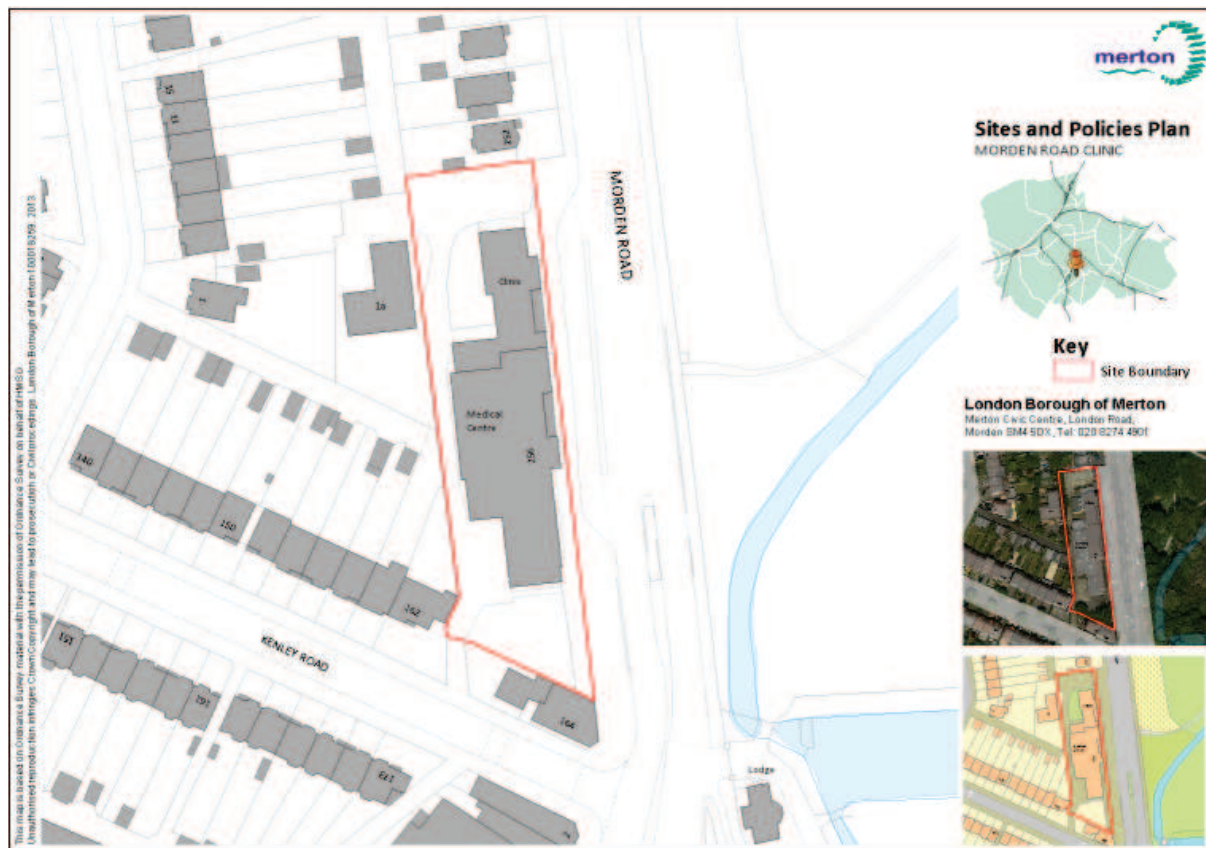




## Site Proposal 24

## Morden Road Clinic

256 Morden Road, South Wimbledon, SW19 3DA



**Site area** 0.26 ha

**Site description** The site consists of a part single and part two-storey building and is surrounded by single and two storey houses.

On the opposite side of Morden Road to the east of the site is Morden Hall Park.

**Strategic planning factors** The site is within an archaeological priority zone and an area with excellent access to public transport (PTAL 6a).

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.

**Current use** Medical clinic and retail (pharmacy).

**Use suggested /** GP plus D1 expansion – Sutton and Merton PCT.



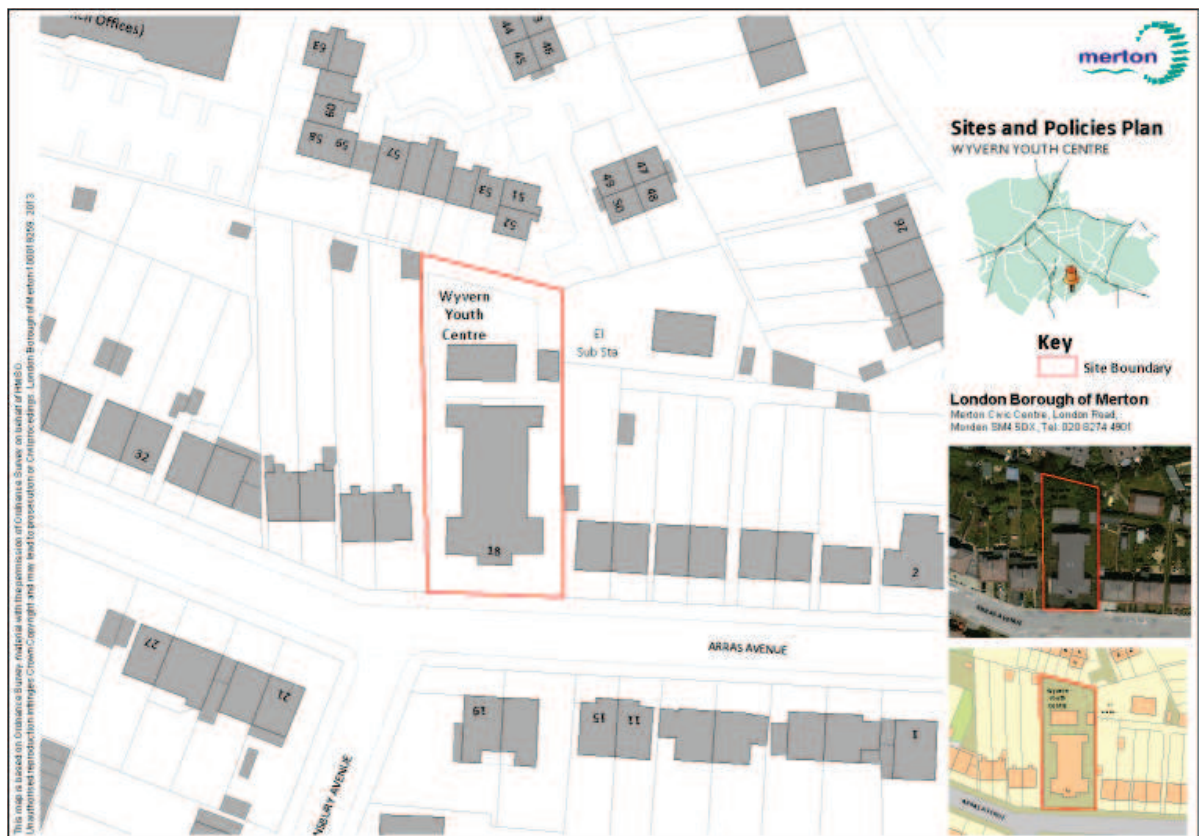
<b>organisation</b>	
<b>Allocated use</b>	A healthcare (D1 Use Class) led mixed use scheme with some residential (C3 Use Class).
<b>Delivery timetable</b>	2019 – 2024.
<b>Issues</b>	<p>The expansion of this site to provide additional healthcare capacity would depend on the additional needs assessed from redevelopment of other sites in Morden town centre (e.g. sites 57, 58, 60 and 61). Therefore expansion is a long term project in conjunction with the redevelopment 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> <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 English Heritage) 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> <p>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.</p>



# Site Proposal 32

## Wyvern Youth Centre

18 Arras Avenue, Morden, SM4 6DF



**Site area** 0.12 ha

**Site description** The site is a two to three storey detached building in a residential area. To the east, west and opposite to the south are 2 storey semi-detached houses. To the north are terraced houses.

**Strategic planning factors** The site is in an area with poor accessibility to public transport (PTAL 2).

The site is within an archaeological priority zone.

**Current use** Vacant – former youth centre.

**Use suggested / organisation** Residential – London Borough of Merton.

**Allocated use** Residential (C3 Use Class).

**Delivery timescale** 2014 – 2019.

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

Investigating the potential impact of any proposed development on



archaeological heritage.

Connaught Garden is susceptible to surface water flooding.

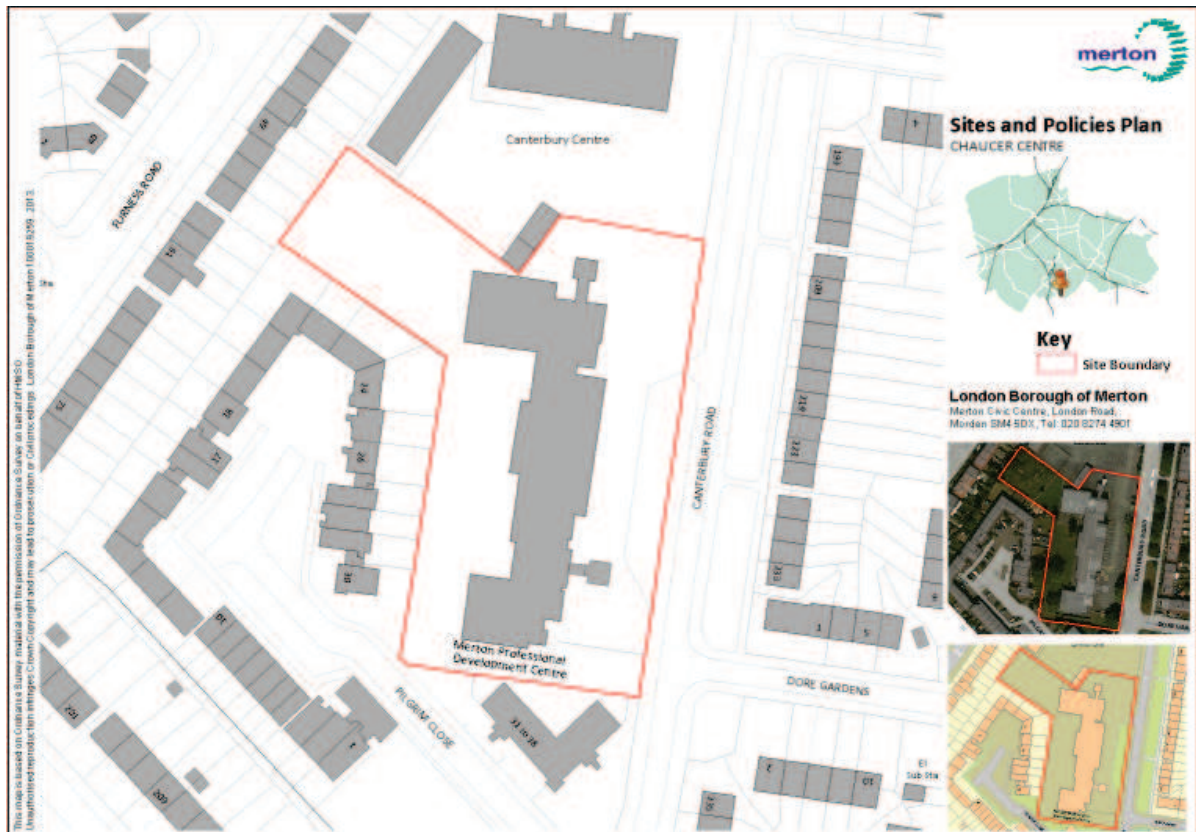
Thames Water has assessed the water/wastewater capacity locally and do not envisage infrastructure concerns relating to potable water supply or wastewater services.



# Site Proposal 36

## Chaucer Centre

Canterbury Road, Morden, SM4 6QB



**Site area** 0.63 ha

**Site description** 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.

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.

Access to the site is obtained from Canterbury Road.

Portions of the north and west of the site are within a critical drainage area.

**Strategic planning factors** The site is located in an area with moderate accessibility to public transport services (PTAL level 3).

The Chaucer Centre was allocated for a mix of community and residential uses in Merton's Unitary Development Plan 2003.



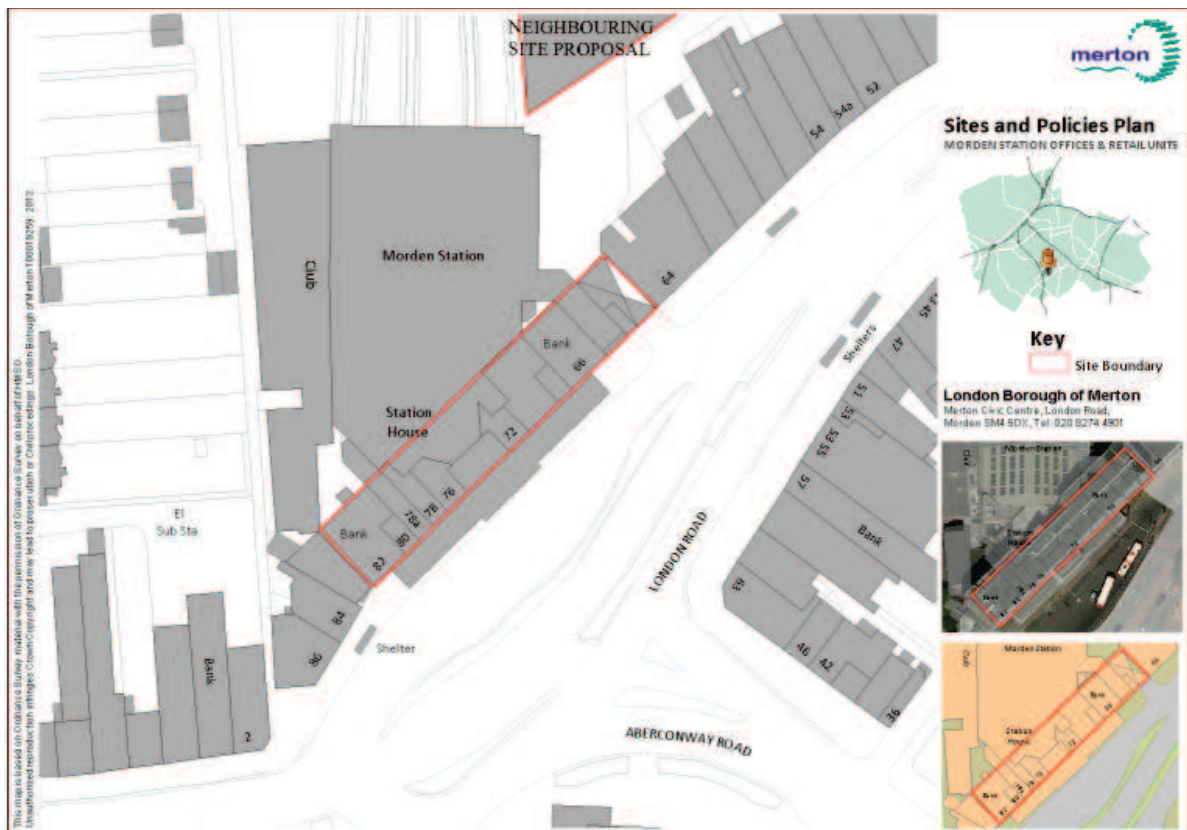
<b>Current use</b>	Training, meeting and conference centre.
<b>Use suggested / organisation</b>	Consider the potential for a mix of uses or single uses: community and residential – London Borough of Merton.
<b>Allocated use</b>	Mixed use residential and community (D1 Use Class) or solely residential use (C3 Use Class) subject to the existing training facility being provided on a suitable site elsewhere.
<b>Delivery timetable</b>	2018 – 2024.
<b>Issues</b>	<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>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> <p>Thames Water has assessed the water/wastewater capacity locally and do not envisage infrastructure concerns relating to potable water supply or wastewater services.</p>



## Site Proposal 57

## Morden Station Offices and Retail Units

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



**Site area** 0.09 ha

**Site description** The site comprises a four storey building at the entrance of Morden underground station.

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

To the southwest of the site are single storey retail units and to the northeast of the site is a two storey parade of shops with flats and/or offices above. Northwest of the site is the Morden underground station with various buildings ranging between one and three storeys in height. To the south of the site is the hard standing of the Morden bus station, London Road and on the opposite side of London Road are various mixed use three and four storey buildings.

**Strategic Planning Factors** The site is with in the proposed moreMorden Masterplan area, an area with an excellent level of access to public transport services (PTAL 6b), an archaeological priority zone and a small part of the southern corner of the site is within a critical drainage area.

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

**Current use** Retail units at ground level and offices above.

**Use suggested / organisation** **Stage 2:** Residential – Transport for London.

**Stage 3:** Hotel (C1 Use Class) – Transport for London.

**Allocated use** Upper floors - hotel (C1 Use Class) and/or offices (B1[a]) Use Class).

The ground floor is considered suitable for any of the following uses or a suitable mix of retail (A1 Use Class), financial and professional services (A2 Use Class), restaurant and cafes (A3 Use Class), drinking establishments (A4 Use Class), offices (B1[a] Use Class) and community (D1 Use Class).

**Delivery timescale** 2017 – 2024.

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

Enabling and managing appropriate parking and servicing arrangements.

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

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

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

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

The site appears to be within 50m of London Underground tunnels and infrastructure therefore London Underground Infrastructure Protection must be consulted.

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

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

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

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.

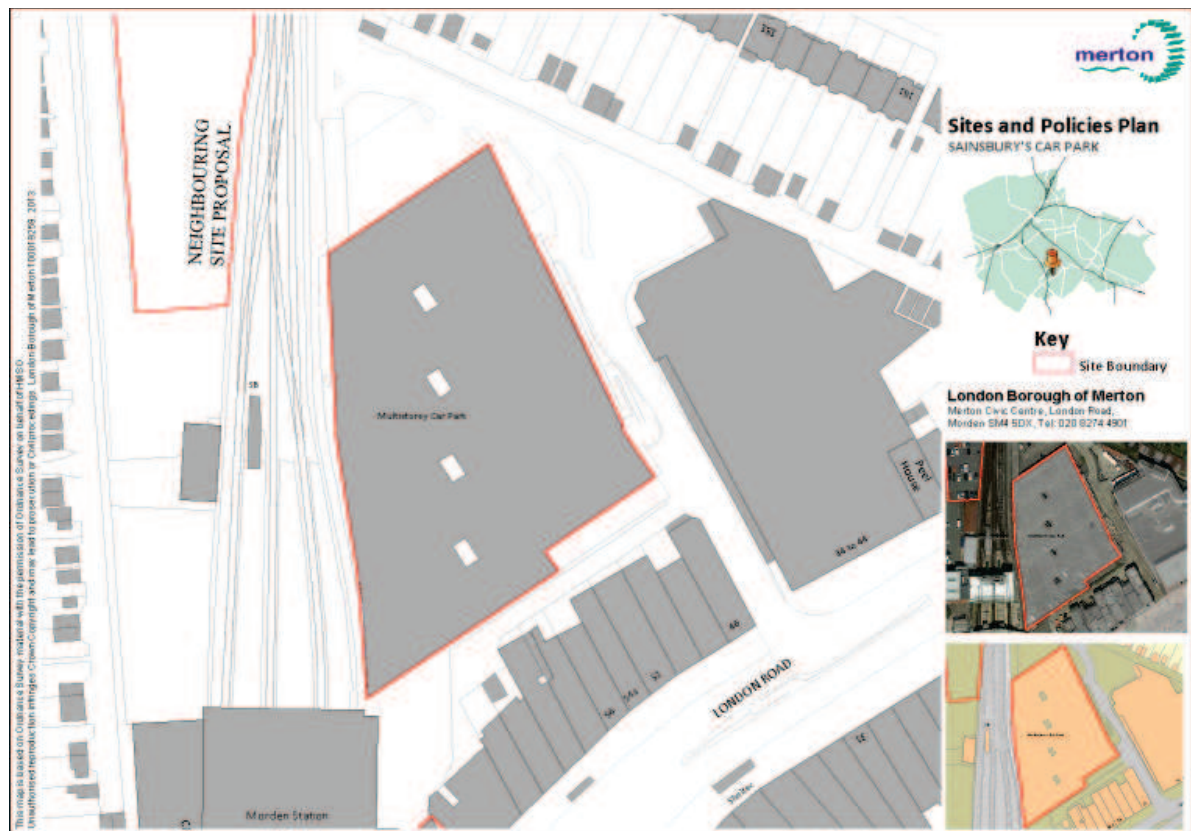


Currently (2014) residential development (C3 use class) is not deliverable on this site. If residential development were to become deliverable on this site, it would be an appropriate use for the site on the upper floors.

# Site Proposal 58

## Sainsbury's (Peel House) Car Park

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



**Site area** 0.42 ha

**Site description** The site consists of a two storey car park located on land to the rear of 127 – 149 Kenley Road. Adjacent to the site to the south is a two-storey terrace of mixed commercial and residential properties on London Road. Kenley Road, which is northeast of the site, is predominately made up of two storey terraced housing. Adjacent to the site to the east is a four storey building at 34-44 London Road with a Sainsbury's supermarket at ground level and an educational establishment (Morden College) above. West of the site is Morden Underground Station.

**Strategic planning factors** The site is within the proposed moreMorden Masterplan area, an area with an excellent level of access to public transport services (PTAL 6a), an archaeological priority zone and a small part of the site is within a critical drainage area.

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

**Current use** Car park (short/long stay).

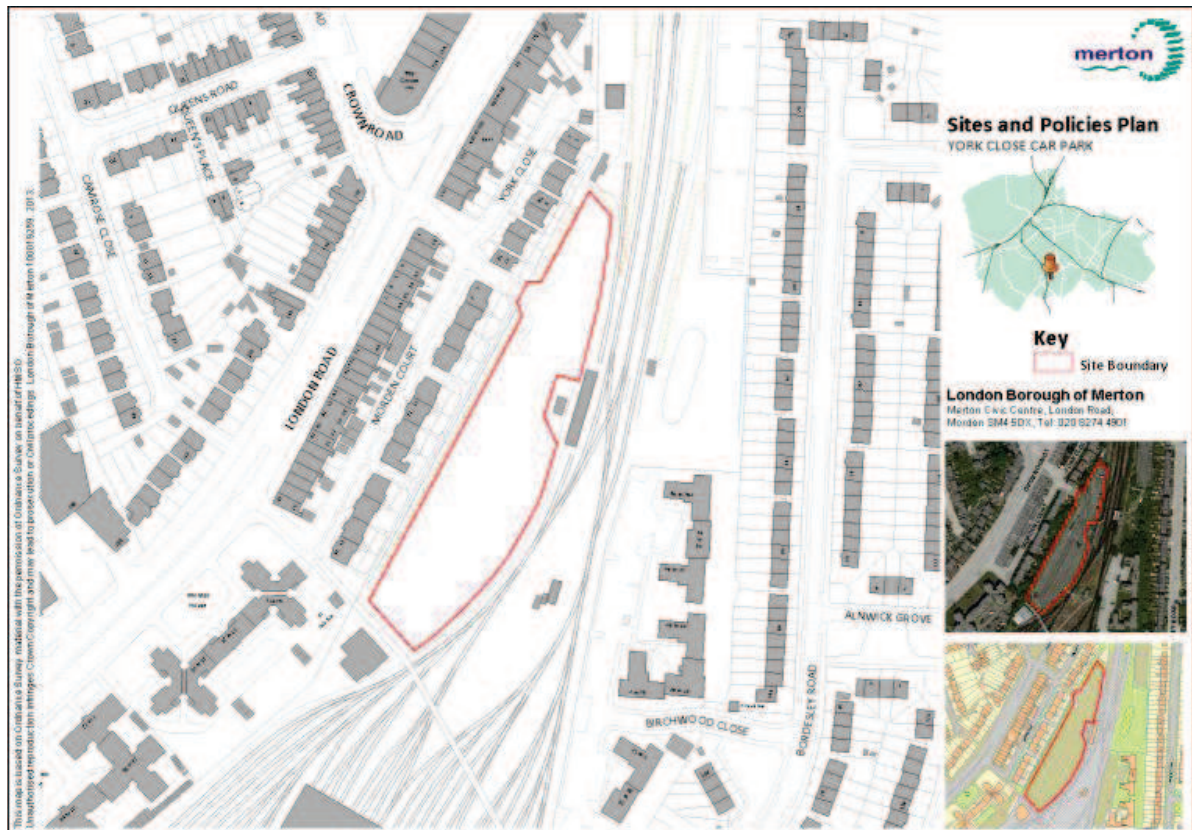


<b>Use suggested / organisation</b>	Residential or mixed use development – Transport for London.
<b>Allocated use</b>	Any of the following uses or a suitable mix of retail (A1 Use Class), financial and professional services (A2 Use Class), restaurants or cafes (A3 Use Class), drinking establishments (A4 Use Class), hot food takeaways (A5 Use Class), offices (B1[a] Use Class), residential (C3 Use Class), community (D1), gym or cinema (D2 Use class).
<b>Delivery timescale</b>	2017 – 2024.
<b>Issues</b>	<p>Enabling and managing appropriate parking and servicing arrangements.</p> <p>The redevelopment of this site will be part of the proposed moreMorden regeneration proposals, which include developing the public realm.</p> <p>Core Planning Strategy Policy CS14 refers to the appropriateness of tall buildings in Morden town centre.</p> <p>The impact of traffic on congestion, movement and road safety need to be carefully scrutinised and managed.</p> <p>The site appears to be within 50m of London Underground tunnels and infrastructure therefore London Underground Infrastructure Protection must be protected.</p> <p>Better connectivity and permeability by walking and cycling is required.</p> <p>Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.</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>Investigating the potential impact of any proposed development on archaeological heritage.</p> <p>This site could be considered for redevelopment in conjunction with other sites in Morden.</p> <p>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.</p>

# Site Proposal 60

## York Close Car Park

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



**Site area** 0.56 ha

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

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

**Strategic planning factors** The site is within the proposed moreMorden Masterplan area and an area with an excellent level of access to public transport services (PTAL 6a). A small part of the site at the north-eastern boundary is within a critical drainage area.

**Current use** Surface car park.

**Use suggested / organisation** Residential – Transport for London.

**Allocated use** Residential (C3 Use Class).



**Delivery timescale** 2018 – 2024.

**Issues** The redevelopment of this site will be considered further as part of the moreMorden regeneration proposals.

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

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

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

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.

This site could be considered for redevelopment in conjunction with other sites.

Thames Water has assessed the water/wastewater capacity locally and do not envisage infrastructure concerns relating to potable water supply or wastewater services.



# Site Proposal 61

## Morden Station Car Park

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



**Site area** 0.33 ha

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

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

**Strategic planning factors** The site is within the proposed moreMorden Masterplan area and an area with an excellent level of access to public transport services (PTAL 6a).

**Current use** Car parking for Morden underground station staff and commuters.

**Use suggested / organisation** Mixed use development – Transport for London.

**Allocated use** Any of the following uses or a suitable mix of residential (C3 Use Class), employment (B1[a], B1[b], B1[c] Use Classes) and community (D1 Use Class).

**Delivery timescale** 2017 – 2024.

**Issues** Enabling and managing appropriate parking and servicing arrangements.

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

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

Facilitating improved public transport, walking and cycling infrastructure.

The site appears to be within 50m of London Underground tunnels and infrastructure therefore London Underground Infrastructure Protection must be consulted.

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

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

This site could be considered for redevelopment in conjunction with other sites.



# Site Proposal 65

## Kenley Road Car Park

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



**Site area** 0.31 ha

**Site description** This site is a pay-and-display car park with approximately 120 vehicle spaces, which are predominately used by commuters utilising Morden underground station.

The site is generally rectangular in shape. To the immediate west of the site is a linear park above the northern line tube, to the north and east are two storey residential terraces, and to the immediate south is a three storey residential apartment building. The surrounds of the site can be generally characterised as residential.

**Strategic planning factors** The site is within the proposed moreMorden Masterplan area and is an area with an excellent level of access to public transport services (PTAL 6a).

**Current use** Commuter car park.

**Use suggested / organisation** Residential - London Borough of Merton.

**Allocated use** Residential (C3 use class) to be developed in conjunction with the

moreMorden masterplan or education (D1 use class).

**Delivery timescale** 2018 – 2024.

**Issues** Access off Kenley Road is in separate ownership (TfL), without which the site is landlocked, but is currently leased by the council. This lease currently ends in 2018. TfL have verbally stated their support for redevelopment and the availability of the land accordingly.

The site appears to be within 50m of London Underground tunnels and infrastructure therefore London Underground Infrastructure Protection must be consulted.

The site is adjacent to public open space. Any development should appropriately address the open space.

Design considerations for any redevelopment proposal should protect the amenity of neighbouring homes.

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.