

APPENDIX 3 – SITES REVIEW

MORDEN LEISURE CENTRE

October 2014

		Site MLC1 - The Existing Site		
		PROS	CONS	
1. Location	The leisure centre would be in the in a similar location to the existing facility. Vehicular access would be shared with the existing college access – using the current access road.	G R E E N	The centre might have to encroach onto land owned by the college. Site development access through existing road past Register Office. Heavy construction traffic – may need to consider weight bearing of access road with utilities running below. Shared access. New facility would be completely hidden from view and would lack prominence. Continuing impact on Register Office/Morden Park House.	A M B E R
2. Planning	The principle of the location is broadly acceptable in planning terms. The structure could be erected without directly affecting other existing structures and with very minor designation / land swaps to ensure no net loss of protected open space.	G R E E N	Only issue if need to encroach onto land owned by the college and extend further into protected open space. Additional land was granted planning permission for sports hall under planning permission for college. Land to rear of centre originally set aside for sports hall under Merton's previous Unitary Development Plan (UDP) is now overgrown with natural vegetation and is no longer designated as land for a sports hall within the Local Plan 2014 Within proximity of the settings of listed buildings.	G R E E N
3. Ecology & Landscaping	Vegetation could ensure that the new building does not affect the setting of the listed buildings. Existing building already in situ, so less likely to have impact on local habitats	G R E E N	Site adjacent to a Site of Importance for Nature Conservation. Due to the proximity of local nature reserves and records of known protected species (including bats and great crested newts), this site would require biodiversity surveys and potential mitigation measures.	G R E E N
4. Archaeology	Already a building in place so less likely to be an impact.	G R E E N	Site wholly within Upper Morden Conservation Area and an Archaeological Priority Zone	G R E E N
5. Timeliness			Demolition would need to take place before a new build, which would delay the new building going up thus extending the time before a new facility would open.	A M B E R
6. Continuity of Service			The existing pool would be closed during the construction phase and this would mean a loss of service for the duration of the building and a loss of customer base for the new centre once opened. This is a significant disadvantage. Schools swimming lessons and clubs would have to relocate for the duration of the demolition & build periods.	A M B E R
7. Costs			Temporary loss of car and coach parking income to Parking Services during development as reduced use due to no leisure centre users. Building on existing site could increase construction costs compared to bare site.	G R E E N
8. Land Ownership	In council ownership, although extensions to build sports hall may need to encroach onto land owned by the college, should that area provide the best solution.	G R E E N	The centre might have to encroach onto land owned by the college.	A M B E R
9. Risks			Building on the existing site may have inherent risks in the existing building that would have to be addressed prior to demolition and rebuilding. College may not give consent.	A M B E R
10. Ancillary – Car Park; external opportunities; etc.	The parking layout in the existing car park can be improved to give 200 spaces, at the expense of coach parking, should this be required.	G R E E N		
11. Regeneration Opportunities				

12. Utilities	This site already is served with utilities, albeit these may need to be upgraded for a new built facility.	G R E E N		
13. Impact on other council services			Vehicle movements 7 days a week will cause disruption to Register Office for 2 to 3 years. Impact and potential temporary loss of income to Register Office. Impact and potential temporary loss of income to Parking Services.	G R E E N
14. Any other matters				

Site MLC2 - The Existing Car Park				
	PROS		CONS	
1. Location	An innovatively designed centre could be provided on this awkwardly shaped site. Vehicular access would be shared with the existing college access – using the current access road. Distinct from Register Office More prominent than MLC1	G R E E N	Due to the site constraints, the centre might have to have reduced facilities and additional costs or build out into the park area. Would need to construct and fund a replacement car park. Heavy construction traffic – may need to consider weight bearing of access road with utilities running below. Loss of public car, coach and lorry park. Less prominent a site than MLC3 & MLC4.	A M B E R
2. Planning	If located on car park, no development on protected open space or very minor designation / land swaps to ensure no net loss of protected open space.	G R E E N	The site is in a prominent location within the park, with little opportunity for screening, even though it is noted that vegetation screening could lessen the impact. A large building on this site could be detrimental to the openness of the MOL. A large building would be highly visible when approaching on the access driveway to the listed building and from the listed building itself and across the park. Car parking would need to be re-provided to support the centre and this would either see a loss of protected open space within the vicinity or the existing pool site would need to be retained for car parking. The volume of vehicles traffic passing close by and the large building on this site would harm the setting of the listed building. Would need to be able to designate the replacement car park as a pay and display facility. More planning risk than MLC1 but less than that for MLC3 & MLC4	A M B E R
3. Ecology & Landscaping	Hard surfaced for many years. Very limited ecological value	G R E E N	Site adjacent to a Site of Importance for Nature Conservation. Due to the proximity of local nature reserves and records of known protected species (including bats and great crested newts), this site would require biodiversity surveys and potential mitigation measures. There may be ecological issues to be addressed with the demolition of the existing MPP.	A M B E R
4. Archaeology			Site within Upper Morden Conservation Area and would require archaeological investigations. Wholly within an Archaeological Priority Zone.	G R E E N
5. Timeliness			An alternative car park would need to be provided first before construction on this site location could be possible. This would delay the construction of the new facility build.	G R E E N
6. Continuity of Service	The existing facility would be retained and remain open keeping the customer base and continuity of service.	G R E E N	Customers may choose to move to other facilities as the area leading up to the existing venue will be a building site and temporary car parking arrangements will be in place.	G R E E N
7. Cost			Temporary loss of car and coach parking income to parking services during development @ c£40k per annum Additional costs to install temporary car parking and then replacement car parking for the new facility once built. May impact on park and ride for AELTC.	A M B E R
8. Land Ownership	In council ownership.	G R E E N		
9. Risks	Clear site.	G R E E N	Risks in the additional costs around car park provisions, loss of customer base and impact on the Register Office and College.	A M B E R
10. Ancillary – Car Park; external opportunities; etc.	It may be an opportunity to achieve good cycling facilities links of Hillcross Avenue to the existing cycling route on the A24 London Road as part of this project, should funds be available	G R E E N	Temporary loss of car parking. The site for the new build will require a temporary car park for the existing facility users and then a new replacement car park to be installed post new build completion. Some disruption for users of the college, local park, Register Office and Morden Park Pools throughout the build period.	A M B E R

			Temporary reduction in parking income [up to £40k] Discussions would be held with South Thames College to seek some shared use of their car park, if required.	
11. Regeneration Opportunities				
12. Utilities	Utilities supplies run through the access road	G R E E N	The utilities would need to be connected to the new build – the longer the run the greater the costs.	G R E E N
13. Impact on other council services			Loss of income to Register Office and the annual fireworks event which uses the car park as the site for the fun fair. Impact on Register Office as development and construction traffic will be near to the venue for a long period of construction time and will at times be noisy, etc.	G R E E N
14. Any other matters			The new access road leading to the site and any surrounding parking / circulating areas may be adopted as Highway leading to highway adoption issues (highway, drainage, lighting, future maintenance).	G R E E N

		Site MLC3 - London Road (north of college)		
		PROS	CONS	
1. Location	<p>Vehicular access would be shared with the existing college access – using the current access road.</p> <p>This is the most prominent site of those under consideration</p> <p>The area close to the Register Office would be improved once the new centre is completed</p>	G R E E N		
2. Planning	<p>The new building would be in a more prominent location facing onto a strategic road (A24), adjacent to the large college buildings and opposite the 5-storey blocks of flats in the Haig Estate.</p> <p>Providing the existing pool is demolished and the land returned to public open space with appropriate landscaping, planning would be more acceptable as the facility would be relocated within existing area.</p> <p>Subject to discussions with the GLA, the MOL and open space boundary could be amended to include the former pool building area, the house and its grounds, and the parking area – as long as it can be demonstrated that the parking area is ancillary to the public open space. This proposal may then not result in a net loss of open space and MOL.</p> <p>With considered landscaping, the setting of the listed buildings in the area would be improved, since the pool building would no longer be in situ.</p>	G R E E N	<p>A large building could be detrimental to the 'openness' of the MOL.</p> <p>More planning risks than MLC1 & MLC2, but less than MLC4.</p>	A M B E R
3. Ecology & Landscaping	<p>This is the only site not immediately adjacent to a Site of Importance for Nature Conservation (SINC).</p>	G R E E N	<p>Development is likely to affect a substantial number of mature trees.</p> <p>Due to the proximity of local nature reserves and records of known protected species (including bats and great crested newts), this site would require biodiversity surveys and potential mitigation measures.</p> <p>There may be ecological issues to be addressed with the demolition of the existing Morden Park Pools.</p>	A M B E R
4. Archaeology	<p>Partially within an Archaeological Priority Zone – least affected of the 4 sites under consideration.</p>	G R E E N	<p>Site within Upper Morden Conservation Area and would require archaeological investigations.</p> <p>Partially within an Archaeological Priority Zone.</p> <p>Construction should seek to minimise the impact on known archaeological features (Stane Street) which would be in close proximity.</p> <p>Archaeological investigations would be required before construction; the building and associated infrastructure may have to be adapted to prevent harm.</p>	A M B E R
5. Timeliness	<p>Clear site should allow easier construction.</p>	G R E E N		
6. Continuity of Service	<p>Existing facility continues to operate until new build opens.</p> <p>Car park continues to operate until new build opens.</p>	G R E E N		
7. Cost	<p>No loss of car parking income and the potential to increase car parking income with new facility and increased usage.</p>	G R E E N		
8. Land Ownership	<p>In council ownership.</p>	G R E E N		
9. Risks				
10. Ancillary – Car Park; external opportunities; etc.	<p>The parking layout in the existing car park could be used and can be improved to give 200 spaces, at the expense of coach parking, should this be required.</p> <p>It may be an opportunity to achieve good cycling facilities links of Hillcross Avenue to the existing cycling route on the A24 London Road as part of this project, should funds be available</p>	G R E E N	<p>Existing car park is not located immediately adjacent to this site, but neither is it with MLC1</p>	G R E E N

11. Regeneration Opportunities	In this prominent location, closer to Morden Town Centre than any of the other sites, the location would assist in realising the council's Core Planning Strategy objectives of improving links between the town centre and the park.	G R E E N		
12. Utilities	There are existing utility services to the College, Register Office and existing Pool, which would also be able to best serve this site and reduce utility connection costs. A thorough Utility search would inform on the level and cost of infrastructure required to service this new site.	G R E E N		
13. Impact on other council services	No disruption to Register Office services.	G R E E N		
14. Any other matters			The new access road leading to the site and any surrounding parking / circulating areas may be adopted as Highway leading to highway adoption issues (highway, drainage, lighting, future maintenance).	G R E E N

Site MLC4 - Morden Park Playing Fields				
	PROS		CONS	
1. Location	In close proximity to Morden Town Centre (~650m walking distance from Morden underground station)	G R E E N	A new junction on London Road (A24) would be required, rising project costs, delivery timelines and difficulties of creating a junction off the A24. Agreement of TfL would be required for junction onto a red route. Site is within an area susceptible to surface water flooding. Least prominent site (lower level and adjacent to railway embankment).	R E D
2. Planning	The new building would be in a more prominent location facing onto a strategic road (A24), adjacent to the large mosque and the railway embankment. With considered landscaping following the demolition of the existing pool, the setting of the listed building would be improved.	G R E E N	The prominence of the building, away from an existing group of buildings, may also be seen as a negative. A large building would be detrimental to the 'openness' of the adjacent MOL. Installing car parking adjacent to the new facility at this site would further encroach into MOL. This site is the closest to existing homes (Hillcross Avenue, Links Avenue). Would need to be able to designate the replacement car park as a pay and display facility which would require a further change to the public open space to car park designation to allow this to happen. This site is assessed as having the highest planning risk.	R E D
3. Ecology & Landscaping	Not within an area of Site of Importance for Nature Conservation (SINC)	G R E E N	Development here is likely to affect a substantial number of mature trees. Site adjacent to a Site of Importance for Nature Conservation. Due to the proximity of local nature reserves and records of known protected species (including bats and great crested newts), this site would require biodiversity surveys and potential mitigation measures. There may be ecological issues to be addressed with the demolition of the existing Morden Park Pools.	A M B E R
4. Archaeology			Site within Upper Morden Conservation Area and would require archaeological investigations. Wholly within an Archaeological Priority Zone. Construction of the building, car park and junction may impact on known archaeological features (Stane Street). Archaeological investigations would be required before construction; the building and associated infrastructure may have to be adapted to prevent harm.	A M B E R
5. Timeliness	Cleared site should allow easier construction	G R E E N	A new junction on London Road (A24) would be required which would increase the time to deliver the project. This would require TfL approval as the London Road is a Red Route.	A M B E R
6. Continuity of Service	Existing facility continues to operate until new build opens. Car park continues to operate until new build opens	G R E E N		
7. Cost			A new junction on London Road (A24) would be required and this would considerably increase the project costs. The cost of creating a new car park close to this site would considerably increase the project costs. Designation of new car park would need to allow car park income, otherwise loss incurred. There may be a requirement to reduce size of existing car park and return to open space, which would also have cost implications.	A M B E R
8. Land Ownership	In council ownership	G R E E N		
9. Risks				
10. Ancillary – Car Park; external opportunities; etc.	It may be an opportunity to achieve good cycling facility links from Hillcross Avenue to the existing cycling route on the A24 London Road as part of this project, should funds be available.	G R E E N	A new car parking area would be required on MOL. This would be required to be shared with park users to be acceptable development on MOL. Potential loss of income to Parking Services should this not be a pay & display car park. Net loss of capacity for car parking to serve college and Register Office should the existing car park size need to be reduced.	A M B E R

			Consideration as to what to do with existing car park, if it is no longer fully needed.	
11. Regeneration Opportunities	In such close proximity to Morden Town Centre (~650m walking distance from Morden underground station) the development would contribute to the regeneration of the town centre.	G R E E N		
12. Utilities			The ability of the existing utilities to service a new build would need to be fully explored and the associated costs The site would need to be investigated in relation to drainage for a building of this size and scope	G R E E N
13. Impact on other council services	No disruption to Register Office services	G R E E N		
14. Any other matters			Access onto the London Road (A24) for vehicles to and from facility could be extremely difficult especially for those coming from Morden Town Centre approach. Uncertainty of the views of TfL on an access to the London Road (A24)	A M B E R