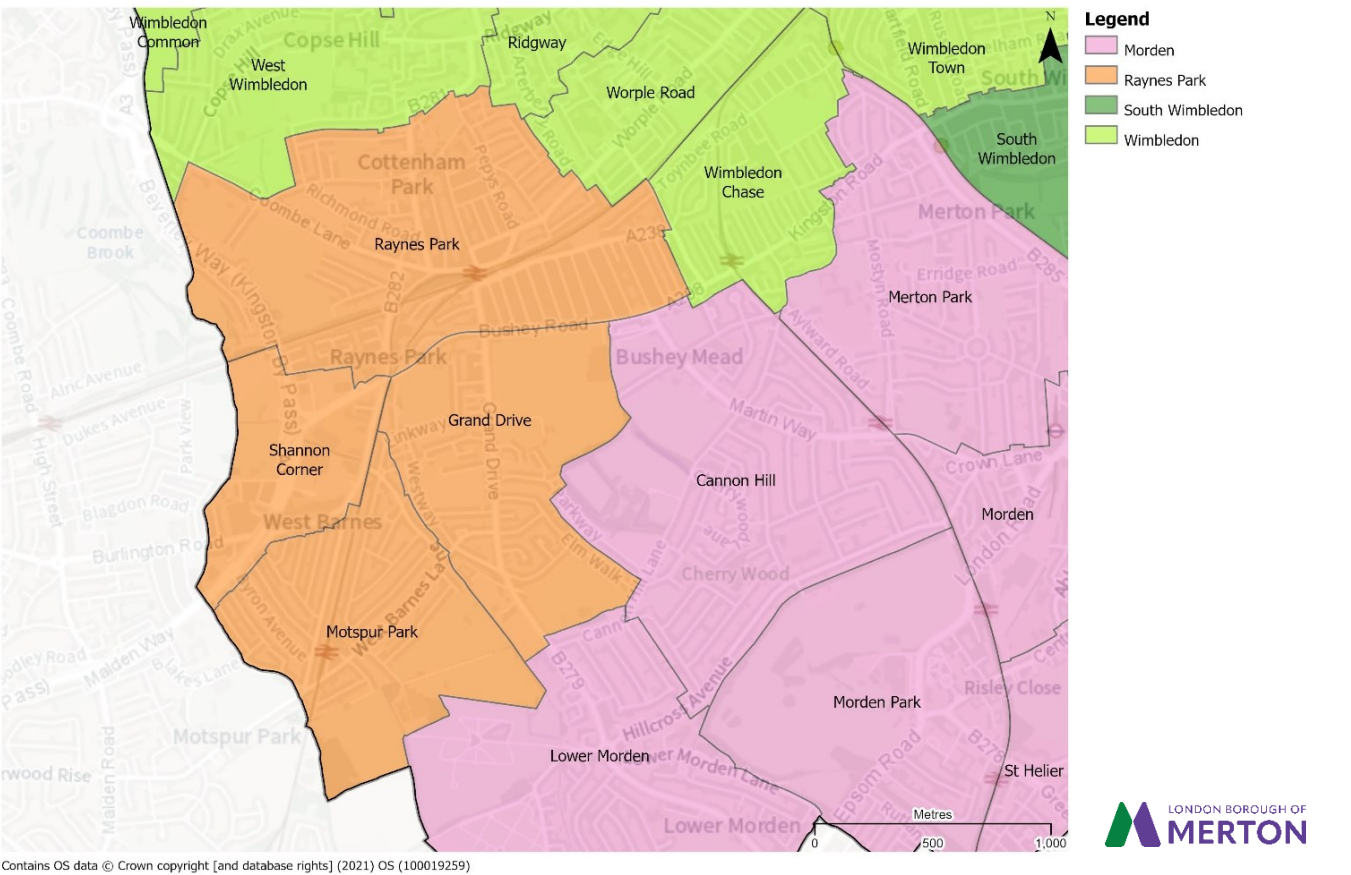
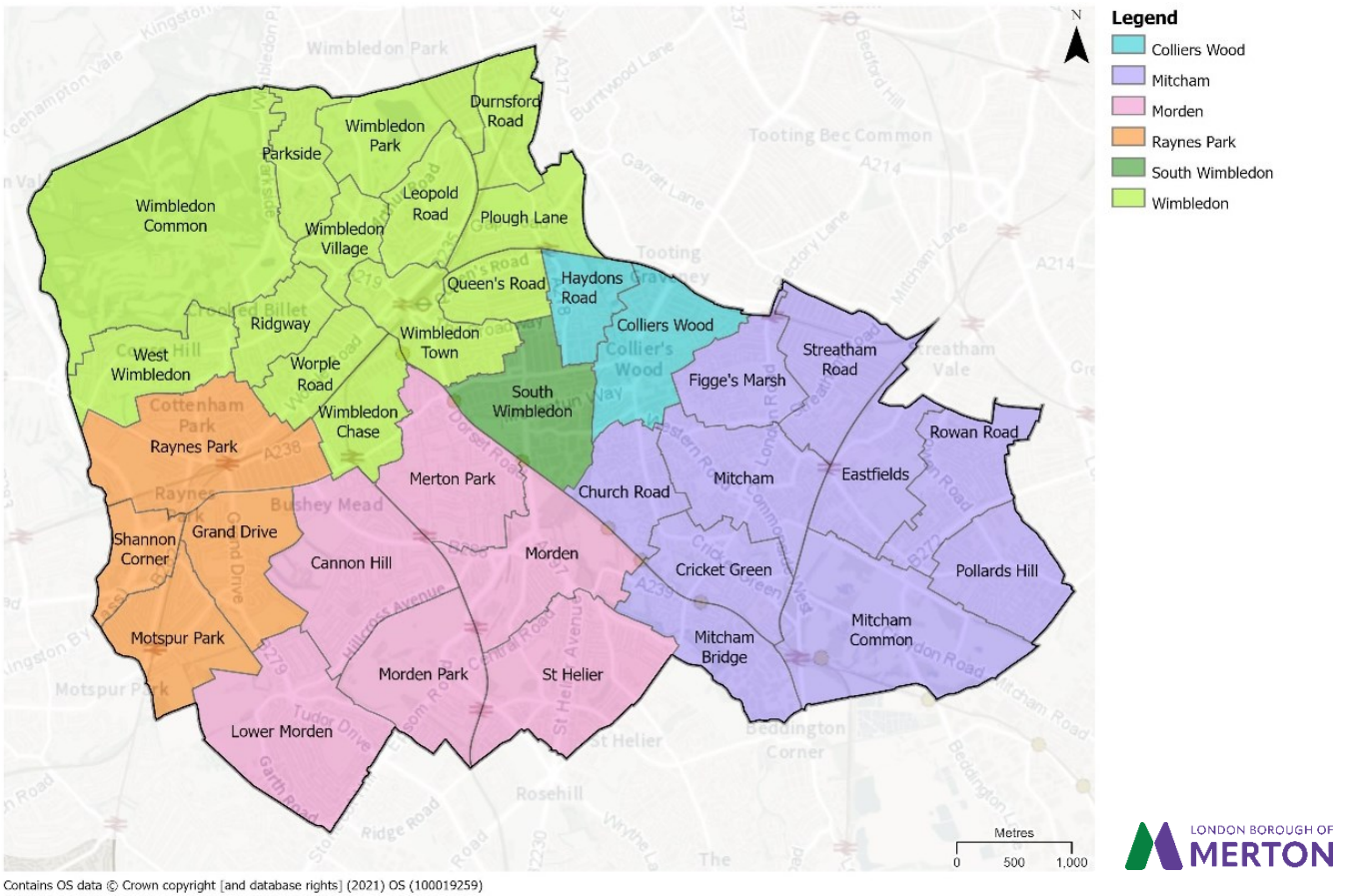


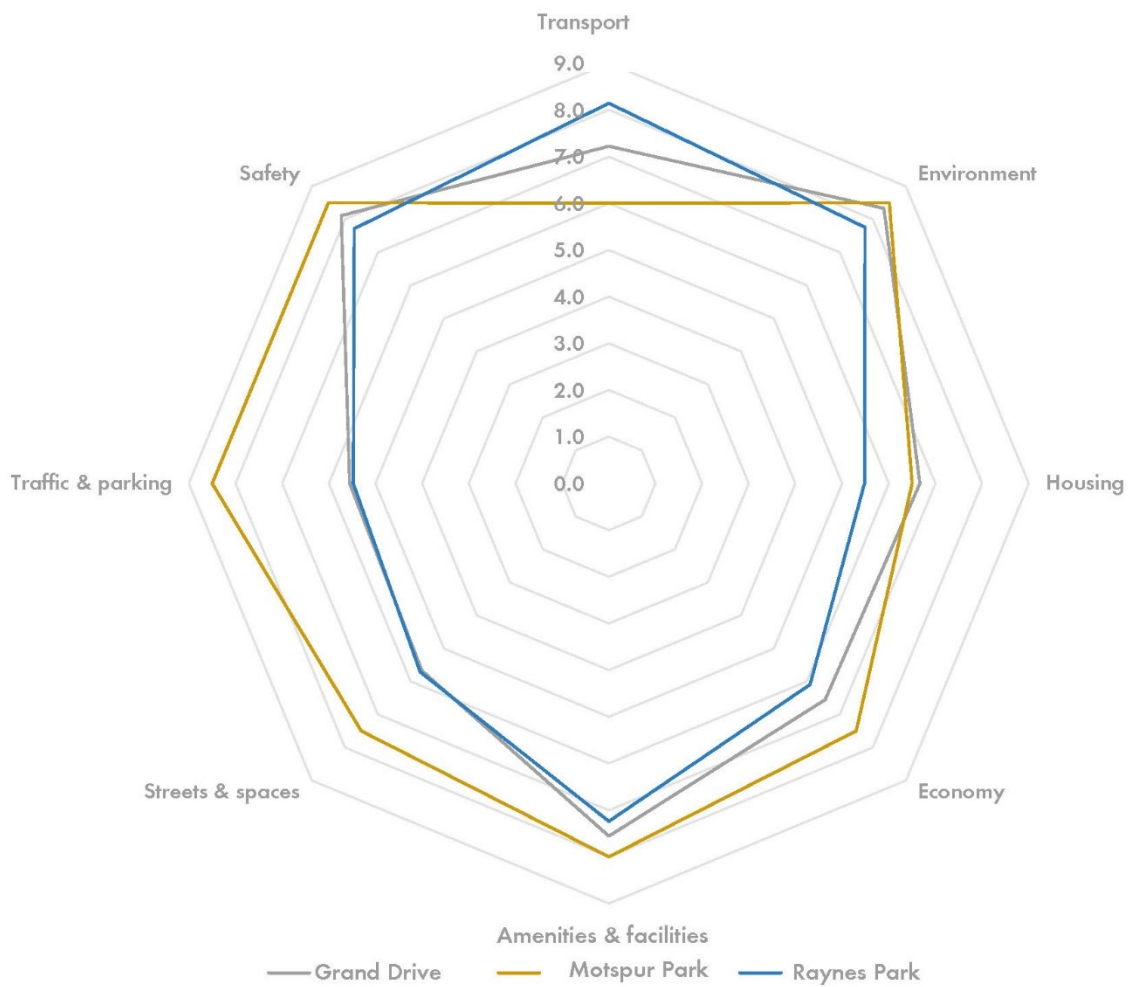


## Chapter 06. Raynes Park



## Place profile: Raynes Park

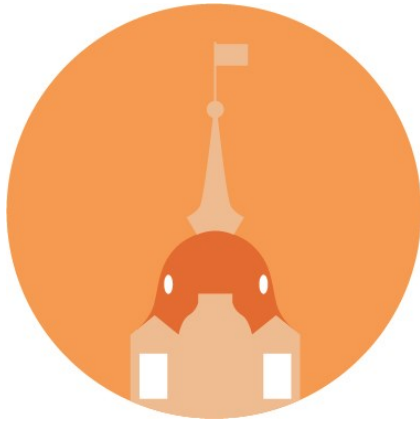
As part of the borough’s ongoing Character Study, 415 Merton residents took part in an online public survey, of which 34 people lived in Raynes Park. The diagram below highlights how people felt about their neighbourhood based on a series of questions asked. This work was also used to inform [Merton’s Borough Character Study 2021](#).



Results from residents of Raynes Park rating their neighbourhood

## Key objectives: Raynes Park

The following objectives provide an overarching vision for Raynes Park.



### **Celebrating Raynes Park's unique character**

Future developments will respect the local character and amenity.



### **Improving active travel**

Securing transport improvements for pedestrians and cyclists and improve public transport facilities and connections.

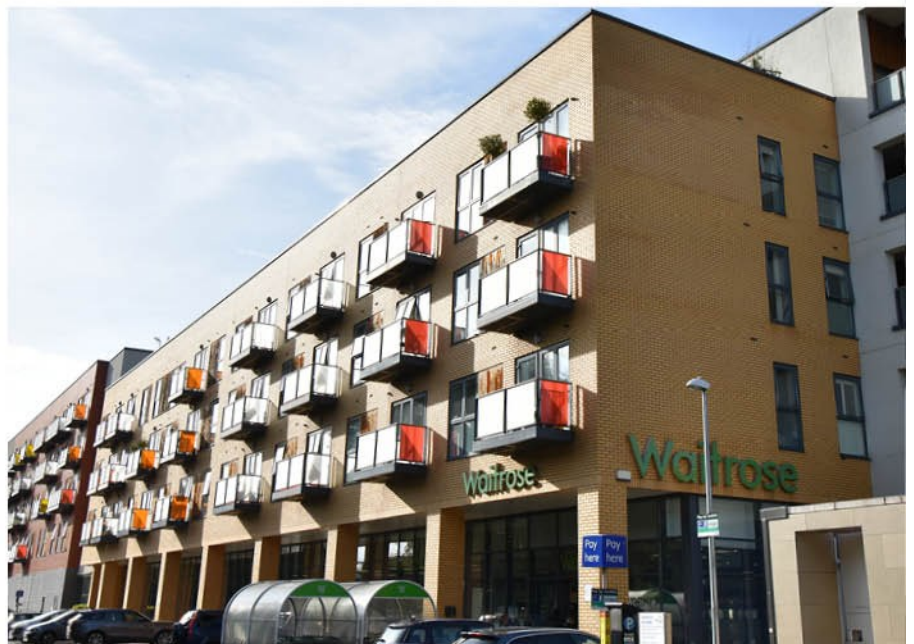


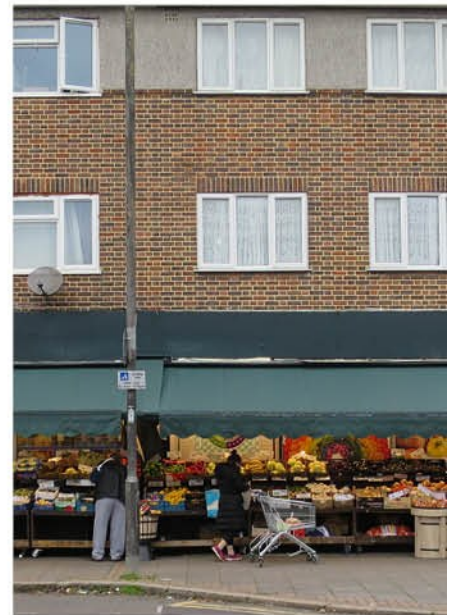
### **Complement the Town Centre**

Create a complementary offer at Shannon Corner where new residents can boost spending power in Raynes Park Town Centre and new businesses can benefit from the proximity to the strategic road network.

## Character: Raynes Park

These photos illustrate the diverse character found across Raynes Park.





## **Policy N6.1 Raynes Park**

1. This policy supports investment in Raynes Park to maintain its position as an attractive and interesting destination that meets the needs of the current and future residents, businesses and visitors, and provides economic, social and environmental benefits.

### **Raynes Park Local Centre**

2. To improve the quality of the environment and make it easier for people to move around Raynes Park Local Centre and around the wider neighbourhood.
3. We will do this by:
  - a. Supporting development in Raynes Park Local Centre that provides for the needs of the local community, including a wide range of businesses and services commensurate to the town centre.
  - b. Supporting the 20-minute neighbourhood approach by resisting the loss of shops and services within Raynes Park Local Centre.
  - c. Ensuring that Raynes Park is maintained as a viable, attractive Town Centre for businesses to locate and residents to visit; supporting shop front improvements and parking for bikes and scooter deliveries that is designed well into the street scene while meeting the needs of businesses.
  - d. Requiring development within and around the centre to address flooding issues particularly from surface water, prioritising sustainable drainage systems that are both effective and attractive.
  - e. Securing well-designed and well linked improvements for pedestrians and cyclists and improved access to public transport facilities, including support for step-free access and improved secure cycle parking facilities at Raynes Park station.
  - f. In the long term, work with Network Rail and the local community to ensure the benefits arising from its investment are realised, that new structures are sensitively designed and compliment the wider residential area and that disruption is kept to a minimum.

### **Surrounding area of Raynes Park Local Centre**

- g.** Taking the Healthy Streets Approach by supporting better pedestrian and cycle links between Raynes Park Town Centre and the surrounding areas including Shannon Corner and, between the shops and services around Shannon Corner.
- h.** Optimise land use by providing new homes above shops and other business premises, for example at Shannon Corner, where these can be sited and designed to minimise air and noise pollution for new residents.
- i.** Businesses will be encouraged to locate at Shannon Corner where they could benefit from proximity to the strategic road network, not compete with nearby town centres or generate significant private car trips.
- j.** Supporting the 20-minute neighbourhood approach by supporting shopfront, public realm and street scene improvements and maintaining the day-to-day shopping and other services at Motspur Park.
- k.** Integrating improvements within the public realm: ensuring developments and streets are designed to improve walking and cycling, provide attractive raingardens, pocket parks and other attractive and effective sustainable drainage systems to mitigate the risk of surface water flooding.
- l.** Supporting attractive, accessible local parades and neighbourhoods including step-free access at Motspur Park and Raynes Park stations.
- m.** Requiring development to respect local character, heritage and amenity in surrounding residential neighbourhoods.

### **Supporting text**

- 6.1.1. Raynes Park is an attractive Local Town Centre well served by a mainline train station set within a relatively affluent high quality suburban neighbourhood immediately surrounding the town centre. To the south lies Motspur Park, a smaller Local Town Centre also served by a mainline station and set within the largely residential



neighbourhood of West Barnes. Kingston Road and Bushey Road lead from the shops and services adjacent to Wimbledon Chase station bisecting Raynes Park and West Barnes and onto the A3 road.

6.1.2. Raynes Park Local Centre will be maintained to ensure it continues to be an attractive and viable location for shops and services commensurate with its status as a Local Centre.

6.1.3. To help support local shops, restaurants and cafés during the day we will ensure that some business function is maintained in the Local Centre, such as small and medium offices and other activities, and resist the loss of existing employment uses. A reliance on the commuter trade is not enough to maintain a variety of quality services.

6.1.4. We will complement initiatives started by the Raynes Park Local Centre Enhancement Plan. The enhancement plan guides short to medium term investment in the physical environment that residents and businesses have said are important to Raynes Park. It focuses on:

- a. improving access and circulation for pedestrians, cyclists, road traffic and public transport users.
- b. strengthening Raynes Park's retail offer, making it a more attractive destination for local shopping needs; and,
- c. improving the physical environment, appearance and maintenance of the public realm.

6.1.5. The enhancement plan also identifies the development opportunities and planning status of sites within the Town Centre. Although the centre has a high PTAL, and the redevelopment of redundant sites is welcome, there is a desire to protect the scale and local character of Raynes Park. New development coming forward within and around the centre must reinforce the character of the centre, respect the low scale residential hinterland including Conservation Areas to the north and acknowledge the strategic views across the borough from higher land to the north.

6.1.6. The changing nature of the way we access shops and services has led to a far greater demand for – and greater business reliance on – home deliveries by bike and scooter.

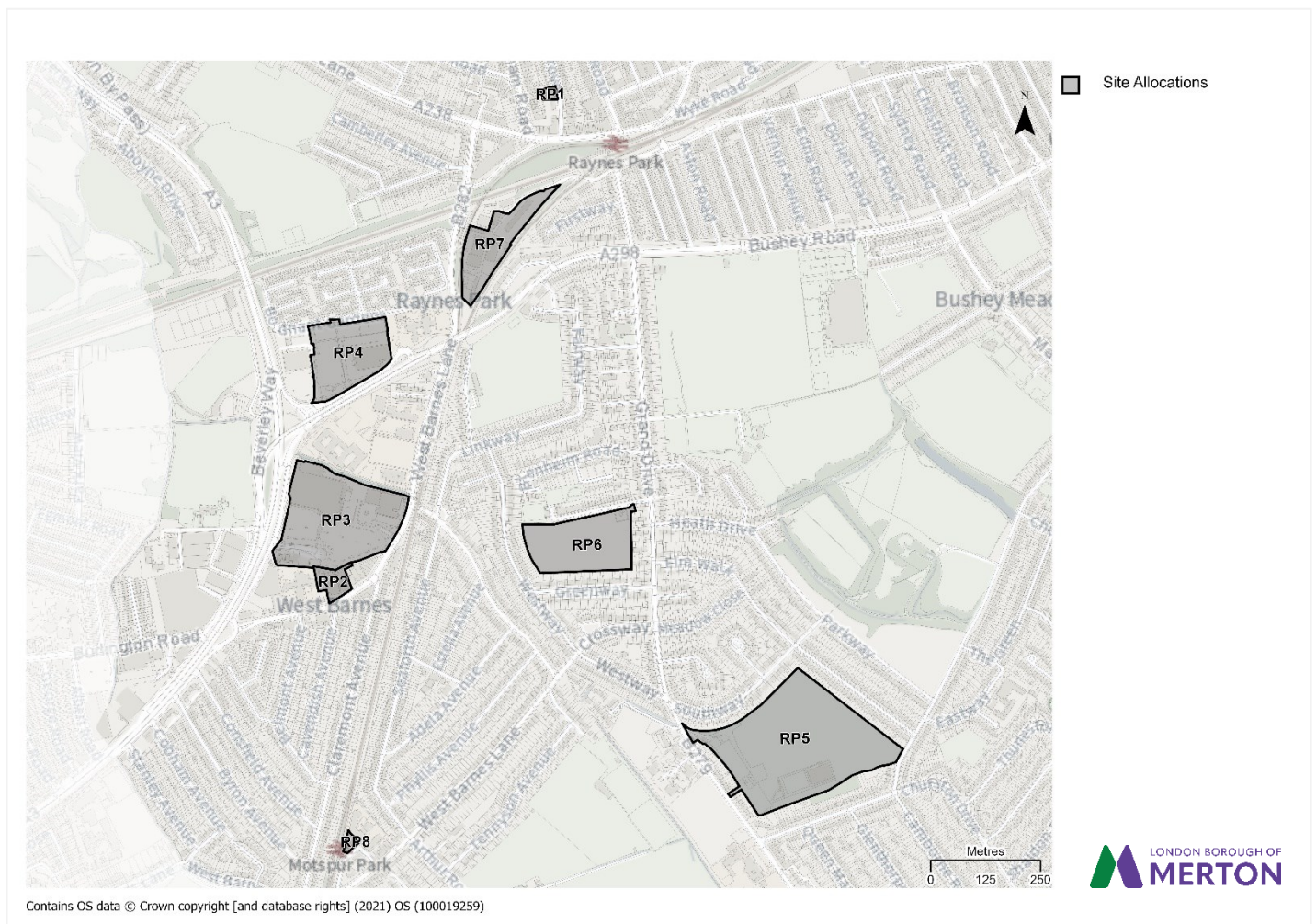
Delivery drivers need to park close to high street shops, restaurants, cafes and other services for the apps to recognise that they are available for the business to deliver their produce, which is increasingly important if the restaurant or shop is to remain viable. We will seek to provide well-designed parking for delivery bikes and scooters on the high street to boost business viability while also meeting the needs of pedestrians and other town centre users.

- 6.1.7. Raynes Park's share of Merton's new homes will be provided on some larger sites closer to Shannon Corner and incremental residential development within surrounding neighbourhoods, such as intensification of existing sites through redevelopment and/or conversion of existing single dwellings into multiple units.
- 6.1.8. The Strategic Flood Risk Assessment identified the potential for flooding over parts of Raynes Park Local Centre and more so to the south around Shannon Corner/Beverley Way. Flooding in Raynes Park Local Centre itself is attributed to surface water. Flooding at Shannon Corner/Beverley Way is attributed to fluvial flooding of Beverley Brook. Development in these areas should comply with the most recent Environment Agency advice and flood risk management policies. In particular, development should incorporate sustainable drainage solutions to help manage surface water flood risk. Where sustainable drainage systems are visible to the public, those that are attractive and have other environmental benefits should be prioritised.
- 6.1.9. The area around Shannon corner has a large out-of-centre retail presence on many sites, including a large supermarket and bulky goods warehouse. The area is very poorly served by public transport, has large amounts of on-site free car parking, excellent links to the road network and a retail offer focused on bulky goods. As a result, it displays an extremely unattractive local environment and attracts shoppers almost exclusively by car.
- 6.1.10. The changing nature of consumer behaviour has reduced the demand for retail sheds and the council does not support further significant out -of-centre retail development at Shannon Corner. Many of these large sites will be suitable for new homes where these are sensitively designed to improve the setting and public realm, improve links to the Town Centre and transport hubs and mitigate the impacts of flood risk, poor air quality and traffic noise and provide the necessary infrastructure to support new homes.

- 6.1.11. Motspur Park Local Centre has a mainline train station, surrounded by residential neighbourhoods which merge into the neighbouring boroughs of Sutton and Kingston-upon-Thames. It provides grocery and other facilities that cater for the day-to-day needs of residents. We will continue to support environmental improvements and the convenience nature of the centre.
- 6.1.12. As set out in the Good Growth chapter of this Local Plan, Raynes Park and Motspur Park will be supported to be 20-minute neighbourhoods. Transport improvements for the Motspur Park area has already been identified, including provision of better facilities for buses, pedestrians and cyclists, with planting to improve the quality of the environment. We will continue to lobby for step free access to Motspur Park and Raynes Park train stations so that all residents can make equal and effective use of their local station.
- 6.1.13. The suburban neighbourhoods within the neighbourhoods will be enhanced by ensuring that new development respects local character and amenity, and where appropriate conserves historic value.
- 6.1.14. Outside this Local Plan period, in the long term, investment in Crossrail 2 could transform Raynes Park and Motspur Park Local Town Centres. However, at this stage Crossrail 2 will not be completed prior to 2040, outside the lifetime of this Local Plan. In their consultation response to this Local Plan, Transport for London confirmed that Crossrail 2 safeguarding directions will be revised to safeguard the latest proposed route. At the time of writing (2024) no safeguarding directions exist for the Crossrail 2 route for Raynes Park and Motspur Park.
- 6.1.15. In the event that planning for Crossrail 2 continues, we will work with Transport for London, Network Rail and others to ensure the best outcome from Crossrail 2 for Raynes Park and Motspur Park stations and that the potential disruption and severance at level crossings in the surrounding area is minimised as far as possible. As with Wimbledon, we want to ensure that Raynes Park, Mostpur Park and West Barnes remain open for business and disruption is minimised during Crossrail 2's development. While Crossrail 2 remains at the planning stage, we will continue to seek greater investment in all stations and surrounds, particularly step-free access which will remove the barrier that currently exists for public transport access to all sections of the community.

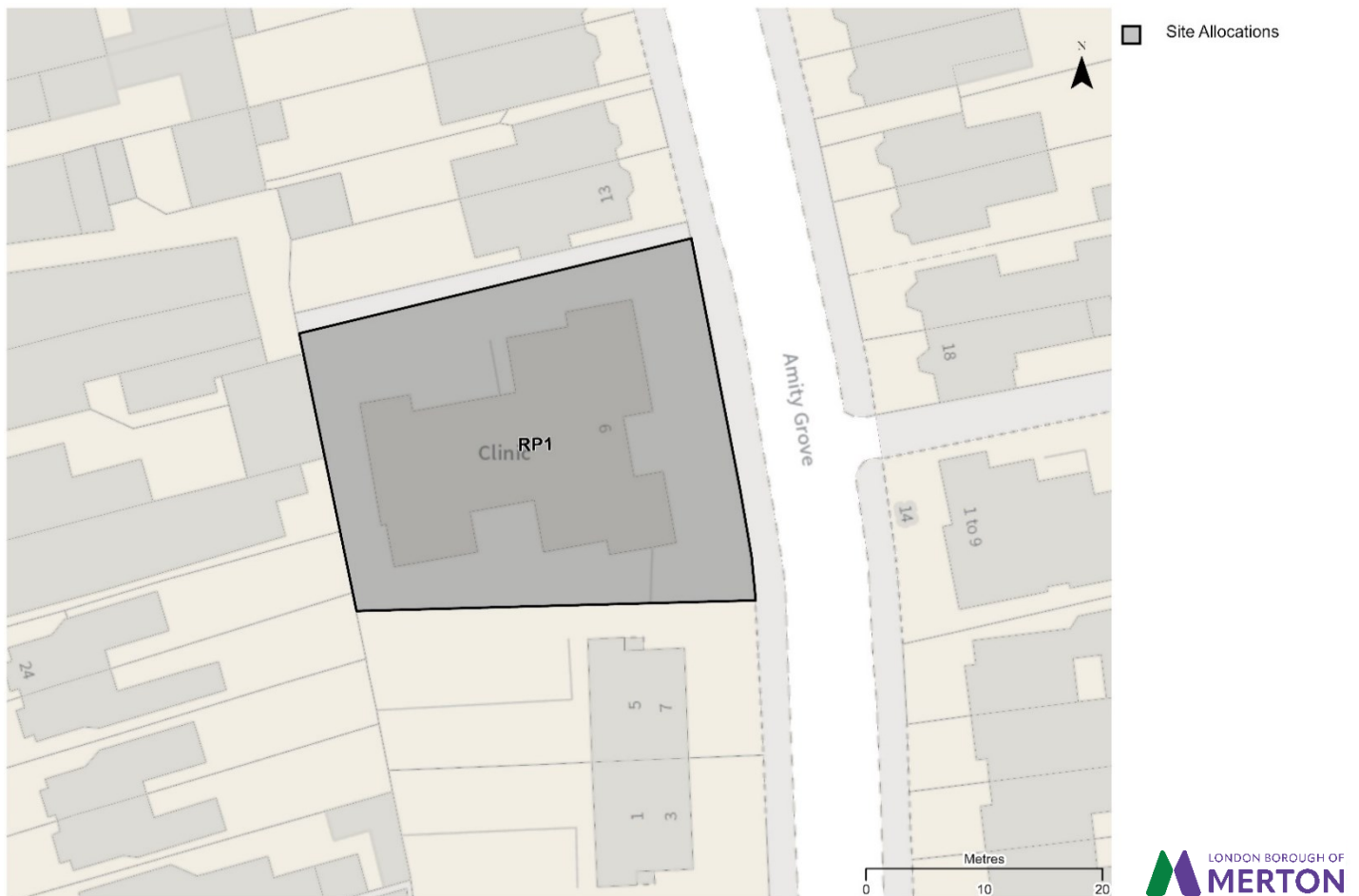
## SITE ALLOCATIONS

- 6.1.16. Site allocations are planning policies which apply to key potential development sites of strategic importance. Site allocations are needed to ensure that when a strategic site comes forward for redevelopment it integrates well into its surroundings and contributes towards meeting strategic needs for new homes, jobs, public open space, public access routes, transport infrastructure and social infrastructure, such as health or education facilities.
- 6.1.17. Site allocations set out the land uses that must be provided as part of any redevelopment alongside other acceptable land uses that may be provided in addition to the required land uses. Any development proposal for a site allocation will be determined against planning policies (including the London Plan).



## Site Rp1: Amity Grove Clinic, Amity Grove, Raynes Park, SW20

0LQ



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**Ward:** Raynes Park

**Site description:** The site consists of a part single and part two-storey building, which is surrounded by two and three-storey houses. Along the northern boundary is a narrow public access footpath linking Amity Grove and Durham Road.

**Site owner:**

**Site area:** 0.09ha

**Existing uses:** Former medical clinic, day nursery

**Site allocation:** Residential (former health services have now re-located to Nelson Medical Centre)

**Site deliverability:** 5-10 years

**Indicative site capacity:** 5-10 new homes

**Design and accessibility guidance:**

1. Development proposals should protect and improve the public footpath which borders the site to the north.

2. Mitigate potential parking, traffic and road safety impacts on neighbouring streets and amenity.
3. Protect the residential amenity of those properties next to, or in the vicinity of the site.
4. Development proposals must have regard to the recommendations in Merton’s Strategic Flood Risk Assessment.

**Infrastructure requirements:**

1. Development proposals for this site must refer to the Merton Infrastructure Delivery Plan and ensure infrastructure requirements have been addressed by the proposal.
2. The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network.
3. This site is in an area of deficiency in access to nature. The council will expect proposals to address this deficiency in accordance with the Green Infrastructure policies.
4. Thames Water does not envisage infrastructure concerns about the water supply network infrastructure, wastewater network or wastewater treatment infrastructure capability in relation to the development of the site. However, the council strongly recommends that the developer liaise with Thames Water at the earliest opportunity to advise the developments phasing. The council will require evidence of liaising with Thames Water with any submitted planning application. Merton Council will also liaise with and seek advice from Thames Water about the development of this site.

**The site location**

**Impacts Listed Buildings or undesignated heritage assets:** No

**Impacts a Conservation Area:** No

**Impacts an Archaeological Priority Area:** No

**Impacts a Scheduled Ancient Monument:** No

**Impacts on flooding from all sources:** Site is in a critical drainage area

**Is in a Town Centre:** Yes

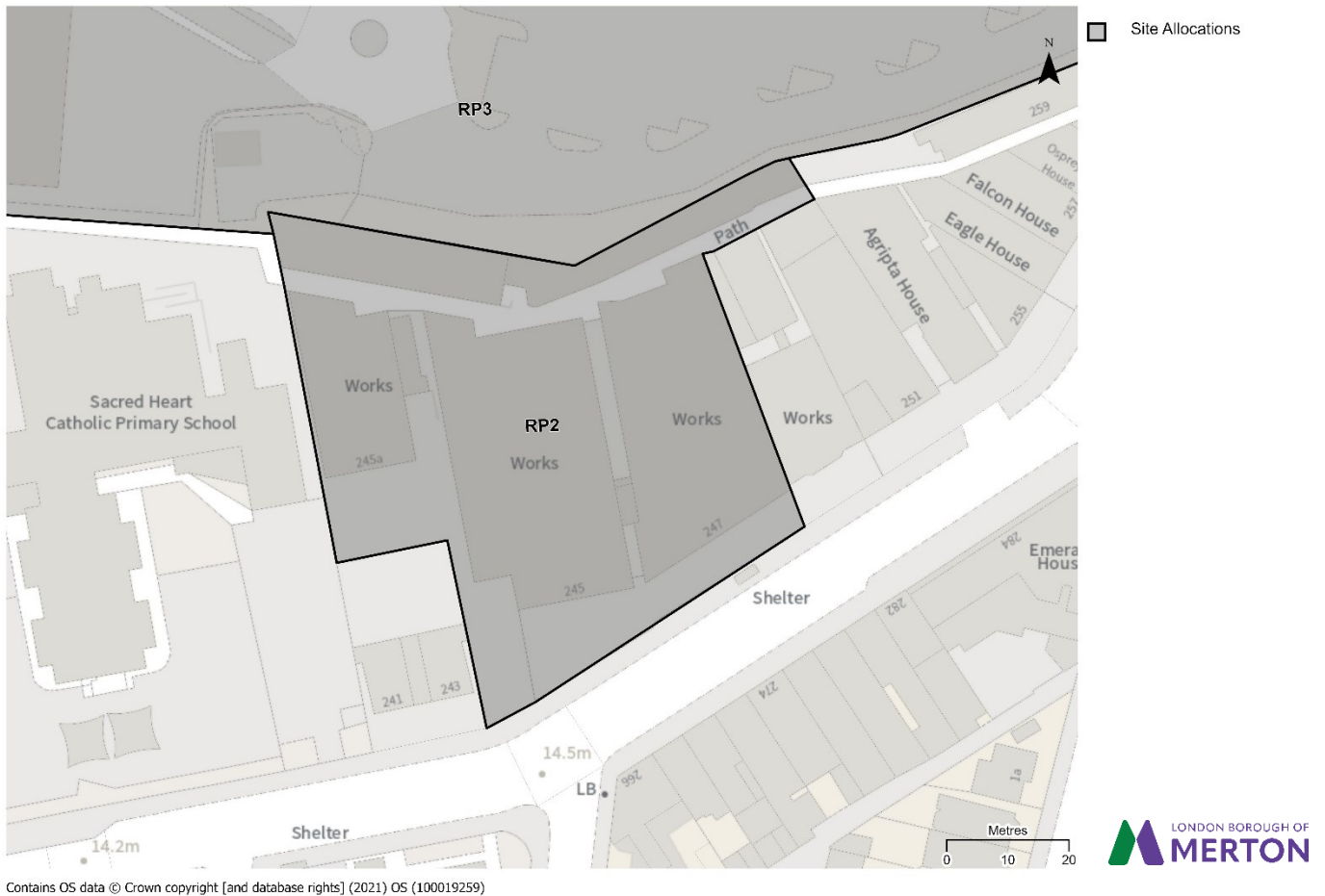
**Is in an Opportunity Area:** No

**Impacts a designated open space:** No

**Impact on ecology designation:** No

**Public Transport Accessibility Level (PTAL):** PTAL 5, very good access to public transport

## Site Rp2: 245 -247 Burlington Road, New Malden, KT3 4NE



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### Ward: West Barnes

#### Site description:

1. The site has several vacant industrial buildings fronting Burlington Road to the south. A range of shops and services are found at the other side of Burlington Road. To the north is the surface car park associated with the substantial Tesco supermarket (part of which is proposed for allocation in this plan as site RP.3).
2. 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 lies Sacred Heart Catholic Primary School and a two-storey building for Enterprise car rental.
3. 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.
4. Burlington Road is a Locally Significant Industrial Site and is next to a primary school.

**Site owner:** Tesco Stores Ltd

**Site area:** 1.3 ha

**Existing uses:** Former light industrial use; now largely run-down

**Site allocation:** Commercial, business, service and community use appropriate to a residential area

**Site deliverability:** 5-10 years

**Indicative site capacity:** 65- 90 new homes

**Design and accessibility guidance:**

1. Development proposals must take the opportunity to improve this part of the Locally Significant Industrial Site and provided a more vibrant, attractive setting for the nearby school, shops and services.
2. Development proposals must optimise the delivery of new homes in this highly accessible location.
3. Development proposals will need to maximise the accessibility of the site by sustainable travel modes and demonstrate that proposals will minimise the impact of vehicle trips, through appropriately managed car parking, deliveries and servicing.
4. Development proposals should protect and improve access for pedestrians and cyclists along the public footpath which runs along the north boundary of the site.
5. Development proposals must improve the public realm including pedestrian safety and be compatible with the amenity of neighbouring occupiers of buildings.
6. Development proposals will need to protect the amenity and safety of the users of the primary school on the western boundary of the site.
7. An investigation on the potential impact of development on the Archaeological Priority Area is needed.
8. The Exception Test is not needed, however development proposals must have regard to both level 1 and level 2 of Merton's Strategic Flood Risk Assessment (SFRA). For this site allocation, development proposals must incorporate the site-specific recommendations on managing and mitigating flood risk from all sources, including the suitability of sustainable drainage systems (SuDS). These can be found in the SFRA level 2 in Appendix A.

**Infrastructure Requirements:**

1. Development proposals for this site must refer to the Merton Infrastructure Delivery Plan and ensure infrastructure requirements have been addressed by the proposal.
2. This site is in an area of deficiency in access to nature. The council will expect proposals to address this deficiency in accordance with the Green Infrastructure policies.
3. This site is in an area identified as being deficient in access to public open space. The council will require proposals to improve access to publicly accessible open space, either through design and public realm improvements, or by providing new publicly accessible open space on site, in accordance with the Green Infrastructure policies.
4. This site is in an area identified as being deficient in access to children's play space for ages 0-4 years and 5-11 years. The council will require on-site provision in accordance with the infrastructure policies and London Plan.
5. The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network.
6. Thames Water does not envisage infrastructure concerns about the water supply network infrastructure, wastewater network or wastewater treatment infrastructure capability in relation to the development of the site. However, the council strongly recommends that the developer liaise with Thames Water at the earliest opportunity to advise the developments phasing. The council will



require evidence of liaising with Thames Water with any submitted planning application. Merton Council will also, liaise and seek from Thames Water about the development of this site.

**The site location**

**Impacts Listed Buildings or undesignated heritage assets:** No

**Impacts a Conservation Area:** No

**Impacts an Archaeological Priority Area:** Yes

**Impacts a Scheduled Ancient Monument:** The northern part of the site is within the Archaeological Priority Area for West Barnes Farm

**Impact on flooding from all sources:** Flood Zone 2 – close proximity to 3a

**Is in a Town Centre:** No

**Is in an Opportunity Area:** No

**Impacts a designated open space:** No

**Impacts on an ecology designation:** No

**Public Transport Accessibility Level (PTAL):** PTAL 3, moderate access to public transport

## Site Rp3: Tesco, Burlington Road, New Malden, KT3 4N



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### Ward: West Barnes

#### Site description:

1. The site includes a Tesco Extra, car parks and an office building. The site is accessed from West Barnes Lane to the east and Beverley Way to the west. The Pyl Brook is the boundary for the north of the site and beyond that lies Raynes Park High School. The railway line from Raynes Park to Motspur Park and a level crossing lie adjacent to West Barnes Lane. The area to the east is characterised by inter-war suburban residential development. 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.
2. Part of the site was subject of a Planning Appeal in 2020-21 (19/P2387) On 29<sup>th</sup> June 2021 the Planning Inspectorate issued a decision to allow the appeal and grant planning permission.

**Site owner:** Tesco Stores Ltd

**Site area:** 5.26ha

**Existing uses:** Tesco superstore, vacant office warehouse site

**Site allocation:** Comprehensive redevelopment of the site to keep the supermarket with the same floorspace as exists in a new, purpose-built unit and to optimise the rest of the site for delivering new homes, landscaping and access

**Site deliverability:** 5-10 years

**Indicative site capacity:** 300-460 new homes

**Design and accessibility guidance:**

1. Development of the site provides an opportunity to deliver a considerable number of new homes including affordable homes and a mix of types, sizes and tenures.
2. Development proposals must substantially improve the street environment and enable cycling and walking through the provision of improved access routes through the site including directly to Burlington Road and to enable a connection with the public footpath to the south.
3. Development proposals will need to maximise the accessibility of the site by sustainable travel modes and demonstrate that proposals will minimise the impact of vehicle trips, including for deliveries and servicing.
4. Development proposal must not have an impact on the vehicular access / egress (24 hour) to the Tesco store (car park and service yard).
5. Development of the site presents an opportunity to improve the currently overgrown and inaccessible Pyl Brook area on the northern boundary of the site and provide public access for pedestrians and cyclists.
6. The residential development at the site must complement both the existing retail use and existing residential in the immediate and surrounding area.
7. Development proposals must have regard to both level 1 and level 2 of Merton's Strategic Flood Risk Assessment (SFRA). For this site allocation, development proposals must incorporate the site-specific recommendations on managing and mitigating flood risk from all sources, including the suitability of sustainable drainage systems (SuDS). These can be found in the SFRA level 2 in Appendix A.

#### **Infrastructure Requirements:**

1. Development proposals for this site must refer to the Merton Infrastructure Delivery Plan and ensure infrastructure requirements have been addressed by the proposal.
2. This site is in an area of deficiency in access to nature. The council will expect proposals to address this deficiency in accordance with the Green Infrastructure policies.
3. Development proposals should aim to restore the Pyl Brook, with natural banks and buffer habitat to create a wide corridor, facilitating biodiversity net gain and providing a significant improvement to the Green Corridor.
4. This site is in an area identified as being deficient in access to public open space. The council will require proposals to improve access to publicly accessible open space, either through design and public realm improvements, or by providing new publicly accessible open space on site, in accordance with the Green Infrastructure policies.
5. This site is in an area identified as being deficient in access to children's play space for ages 0-4 years and 5-11 years. The council will require on site provision in accordance with the infrastructure policies and London Plan.
6. The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network.
7. The site is close to the A3 which forms part of the Transport for London Road Network (TLRN). TfL recommends no new access or servicing take place from the A3.
8. Thames Water has identified the scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure, but do not have concerns relating to the and

wastewater network infrastructure. It is recommended that the developer liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water Developer Services website (<https://www.thameswater.co.uk/developers>). The council will require evidence of liaising with Thames Water with any submitted planning application. Merton Council will also liaise with and seek advice from Thames Water about the development of this site.

### The site location

**Approach to tall buildings:** The site could include a range of tall buildings up to an appropriate upper limit of circa 52m (approx. 15 storeys). However, appropriate design-led height parameters for this site should be informed by a Design Guide or Design Code, which could be prepared either by applicants or the council. The Design Guide or Design Code should be based on effective community engagement, reflect local aspirations for the development of the area and should take into account the guidance contained in the National Design Guide and the National Model Design Code. In the absence of a Design Guide or Design Code the National Design Guide and the National Model Design Code will be used to guide decisions on future applications.

**Impacts Listed Buildings or undesignated heritage assets:** No

**Impacts a Conservation Area:** No

**Impacts an Archaeological Priority Area:** No. To the north is a Tier 2 Archaeological Priority Area

**Impacts a Scheduled Ancient Monument:** No

**Impacts on flooding from all sources:** The site is within fluvial flood zones 2 and 3 and is at risk of surface water flooding

**Is in a Town Centre:** No

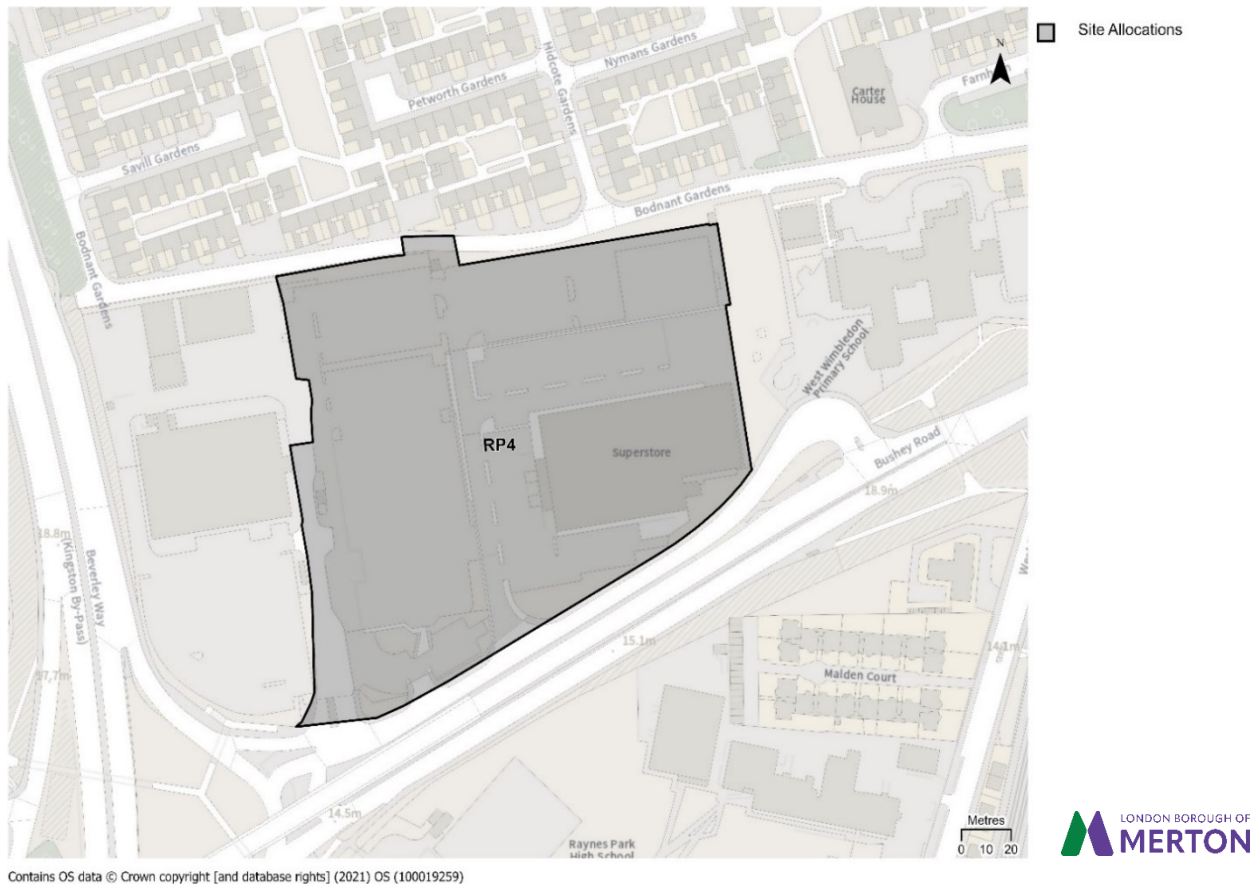
**Is in an Opportunity Area:** No

**Impacts a designated open space:** Yes

**Impacts an ecology designation:** Yes, the northern part of the site is adjacent to a Site of Interest for Nature Conservation (SINC) and a Green Corridor

**Public Transport Accessibility Level (PTAL):** PTAL ranges from 2–3, poor to moderate access to public transport

**Site Rp4: 80-86 Bushey Road, Raynes Park. SW20 0JQ**



<b>Ward:</b> Raynes Park
<p><b>Site description:</b></p> <ol style="list-style-type: none"> <li>1. 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. 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.</li> <li>2. One of the largest brownfield, underutilised, single ownership sites in Merton with significant redevelopment potential.</li> </ol>
<b>Site owner:</b> Friends Life Ltd (c/o Aviva Investors)
<b>Site area:</b> 2.7ha
<b>Existing uses:</b> Part vacant, part retail, office and employment use (light industrial)
<b>Site allocation:</b> Commercial (including retail subject to the relevant tests being met), business and industrial uses where such uses are appropriate to a residential area. Long term this site has potential for residential-led mixed use development which could include, business, services and local community uses appropriate to a residential area.
<b>Site deliverability:</b> 0-5 for commercial, business and industrial uses; 10-15 years for mixed use residential
<b>Indicative site capacity:</b> 400-550 new homes

**Design and accessibility guidance:**

1. The area to the west of the site was delivered in 2017 with a new Next at Home store. Planning permission was previously granted on 4 December 2017 (16/P1317) for the redevelopment of the site for a substantial purpose-built retail floorspace (13,736 square metres), with cafe/restaurants (1,193 square metres), landscaping, associated car parking (334 spaces), cycle parking (100 spaces) and new pedestrian access from Bodnant Gardens.
2. Development of the site provides a significant opportunity for exemplary design to optimise the potential of this large site.
3. Development proposals will need to improve walking and cycling and access to public transport between the site and Raynes Park Town Centre. Cycling and walking routes must be created through the site which would also provide direct access from Raynes Park High School and homes to the south of Bushey Road to shops and services in Raynes Park Town Centre via Bodnant Gardens. Contributions may be sought towards improvements on the cycle and pedestrian network that connects to the site.
4. Development proposals will need to maximise the accessibility of the site by sustainable travel modes and demonstrate that proposals will minimise the impact of vehicle trips, through appropriately managed car parking, deliveries and servicing.
5. Development proposals must protect the amenity of the adjacent homes and school.
6. Development proposals will need to incorporate suitable mitigation measures to address the issues associated with the critical drainage area.
7. Due to the site's location relative to the A3 road, the layout, scale and land uses must 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.
8. Access to the site is shared with the existing retailers at Next at Home. Careful scrutiny of access and junction arrangements is needed to minimise impacts on movement, congestion and road safety, in particular wider impacts on Transport for London route network.
9. Transport assessments must consider the potential effects of the whole site to avoid ad hoc proposals, assessment and consideration.
10. Development proposals must have regard to both level 1 and level 2 of Merton's Strategic Flood Risk Assessment (SFRA). For this site allocation, development proposals must incorporate the site-specific recommendations on managing and mitigating flood risk from all sources, including the suitability of sustainable drainage systems (SuDS). These can be found in the SFRA level 2 in Appendix A.

**Infrastructure Requirements:**

1. Development proposals for this site must refer to the Merton Infrastructure Delivery Plan and ensure infrastructure requirements have been addressed by the proposal.
2. This site is in an area of deficiency in access to nature. The council will expect proposals to address this deficiency in accordance with the Green Infrastructure policies.
3. This site is in an area identified as being deficient in access to public open space. The council will require proposals to improve access to publicly accessible open space, either through design and public realm improvements, or by providing new publicly accessible open space on site, in accordance with the Green Infrastructure policies.

4. This site is in an area identified as being deficient in access to children’s play space for ages 0-4 years. The council will require on site provision in accordance with the infrastructure policies and London Plan.
5. Thames Water has identified the scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the developer liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water Developer Services website (<https://www.thameswater.co.uk/developers>). The council will require evidence of liaising with Thames Water with any submitted planning application. Merton Council will also liaise with and seek advice from Thames Water about the development of this site. The developer should contact SGN and Thames Water to discuss requirements for any improvements to the water, wastewater and gas infrastructure network from non-residential development.
6. The site is close to the A3 which forms part of the Transport for London Road Network (TLRN). TfL recommends no new access or servicing take place from the A3.

**The site location**

**Impacts Listed Buildings or undesignated heritage assets:** No

**Impacts a Conservation Area:** No

**Impacts an Archaeological Priority Area:** No

**Impacts a Scheduled Ancient Monument:** No

**Impacts on flooding from all sources:** Yes, critical drainage area

**Is in a Town Centre:** No

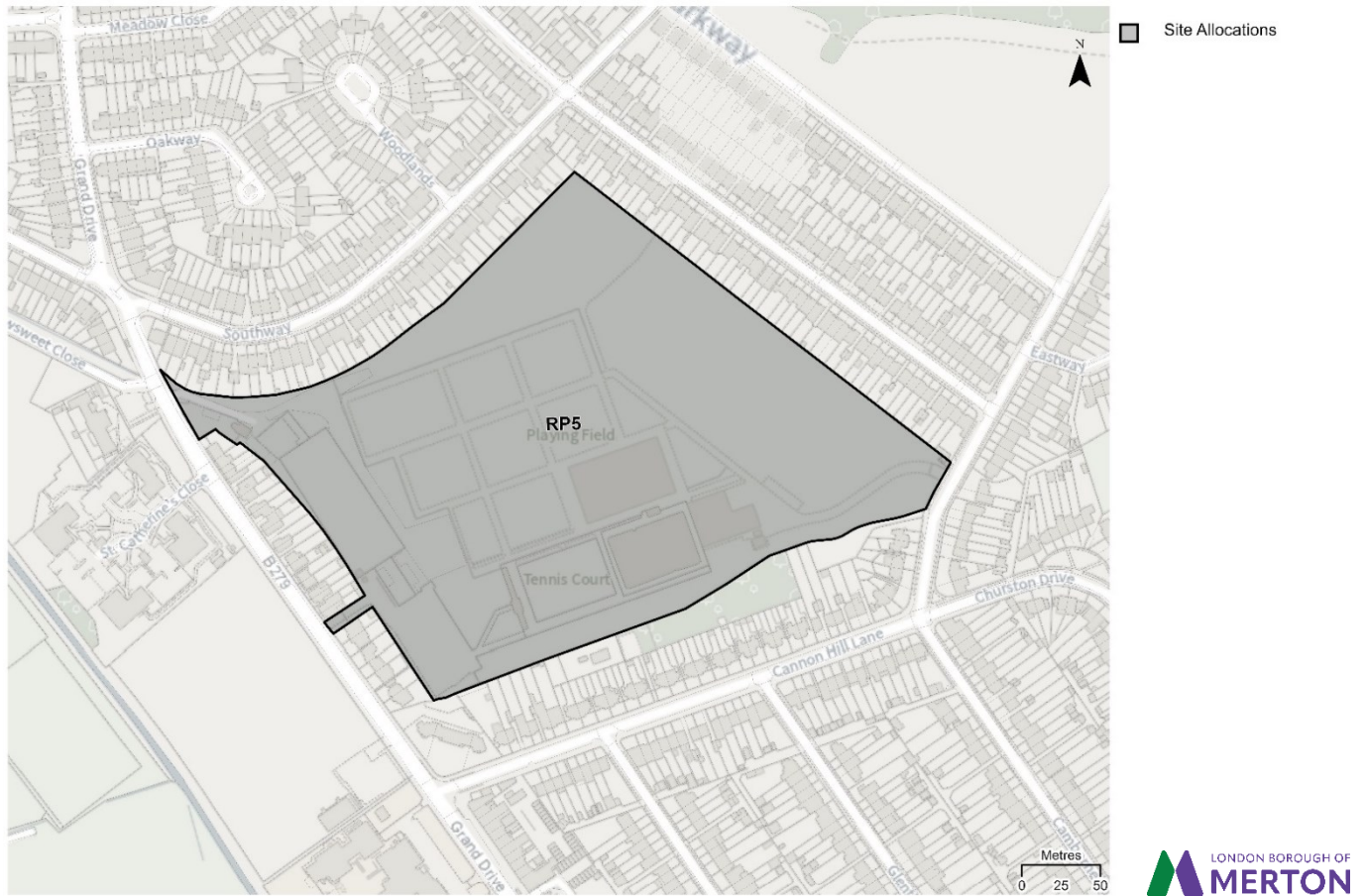
**Is in an Opportunity Area:** No

**Impacts a designated open space:** No

**Impact an ecology designation:** No

**Public Transport Accessibility Level (PTAL):** The site ranges from PTAL 1, very poor access to public transport to PTAL 3, moderate access to public transport

**Site Rp5:** All England Lawn Tennis Club Community Sports Ground 216 Grand Drive, Raynes Park, SW20



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**Ward:** West Barnes

**Site description:**

This large site is privately owned and run by the All England Lawn Tennis Club (AELTC). The site hosts tennis facilities including 16 grass courts, nine synthetic surface tennis courts (six of which are covered by two air domes), a clubhouse, changing rooms and parking. 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 residents to play tennis. The site is surrounded on all sides by semi-detached and short terraces of houses. The site currently has single access from Grand Drive restricting vehicle access to the site.

**Site owner:** All England Lawn Tennis and Croquet Club (AELTC)

**Site area:** 7.9ha

**Existing uses:** Tennis facilities connected with AELTC's operation of The Wimbledon Championships and community and charitable activities



**Site allocation:**

1. Tennis facilities connected with AELTC's operation of The Wimbledon Championships, the Wimbledon Junior Tennis Initiative, community tennis programmes with support for continued and long-term investment in the same. The site is designated as open space and contains sport and recreation use that are compatible with its open space designation.
2. This site provides an opportunity for significant, sustained and long-term investment in sporting facilities in Merton to support The Championships and to provide access to the local community to aid in tackling health inequalities. Development of the site provides opportunities to optimise the use of an underutilised site for uses compatible with its current designation as playing fields.

**Site deliverability:** 0-5 years**Design and accessibility guidance:**

1. In 2018 planning permission was granted for a second tennis air dome containing three acrylic courts, 16 external grass courts, associated landscaping and drainage and an outline planning application for a replacement clubhouse. In total the site hosts tennis facilities including 16 grass courts, nine synthetic surface tennis courts (six of which are covered by two air domes), a clubhouse, changing rooms and parking.
2. Opportunity to upgrade and improve AELTC's facilities to continue the prominence of The Championships and the opportunity to host more of the pre-Championship activities within Merton.
3. Development proposals should explore alternative access arrangements which could improve the site's resilience.
4. Development proposals will need to maximise the accessibility of the site by sustainable travel modes and demonstrate that proposals will minimise the impact of vehicle trips.
5. Development proposals will need to continue to incorporate suitable mitigation measures to address the issues with the site and incorporate the recommendations in Merton Strategic Flood Risk Assessment.
6. Development proposals must protect the residential amenity of adjacent properties.
7. Opportunities for investment in sporting facilities that can be accessed by local people and support and create new jobs.
8. Opportunities to recognise The Wimbledon Championships significant economic and social benefits to Merton.
9. Opportunity in combination with the AELTC Church Road main site, to support the capacity of the Wimbledon Junior Tennis Initiative by providing better facilities for the free tennis coaching programme for primary school children in Merton and the neighbouring borough of Wandsworth.
10. Development proposals must have regard to both level 1 and level 2 of Merton's Strategic Flood Risk Assessment (SFRA). For this site allocation, development proposals must incorporate the site-specific recommendations on managing and mitigating flood risk from all sources, including the suitability of sustainable drainage systems (SuDS). These can be found in the SFRA level 2 in Appendix A.

**Infrastructure Requirements:**

1. Development proposals for this site must refer to the Merton Infrastructure Delivery Plan and ensure infrastructure requirements have been addressed by the proposal.

11. The developer should contact SGN and Thames Water to discuss requirements for any improvements to the water, wastewater and gas infrastructure network from non-residential development.
12. This site is in an area identified as being deficient in access to public open space. The council will require Major Development proposals to improve access to publicly accessible open space, either through design and public realm improvements, or by providing new publicly accessible open space on site where this is suitable and viable, in accordance with the Green Infrastructure policies.

**The site location**

**Impacts Listed Buildings or undesignated heritage assets:** No

**Impacts a Conservation Area:** No

**Impacts an Archaeological Priority Area:** No

**Impacts a Scheduled Ancient Monument:** No

**Impact flooding from all sources:** Yes. The site has historically suffered from surface water drainage issues

**Is in a Town Centre:** No

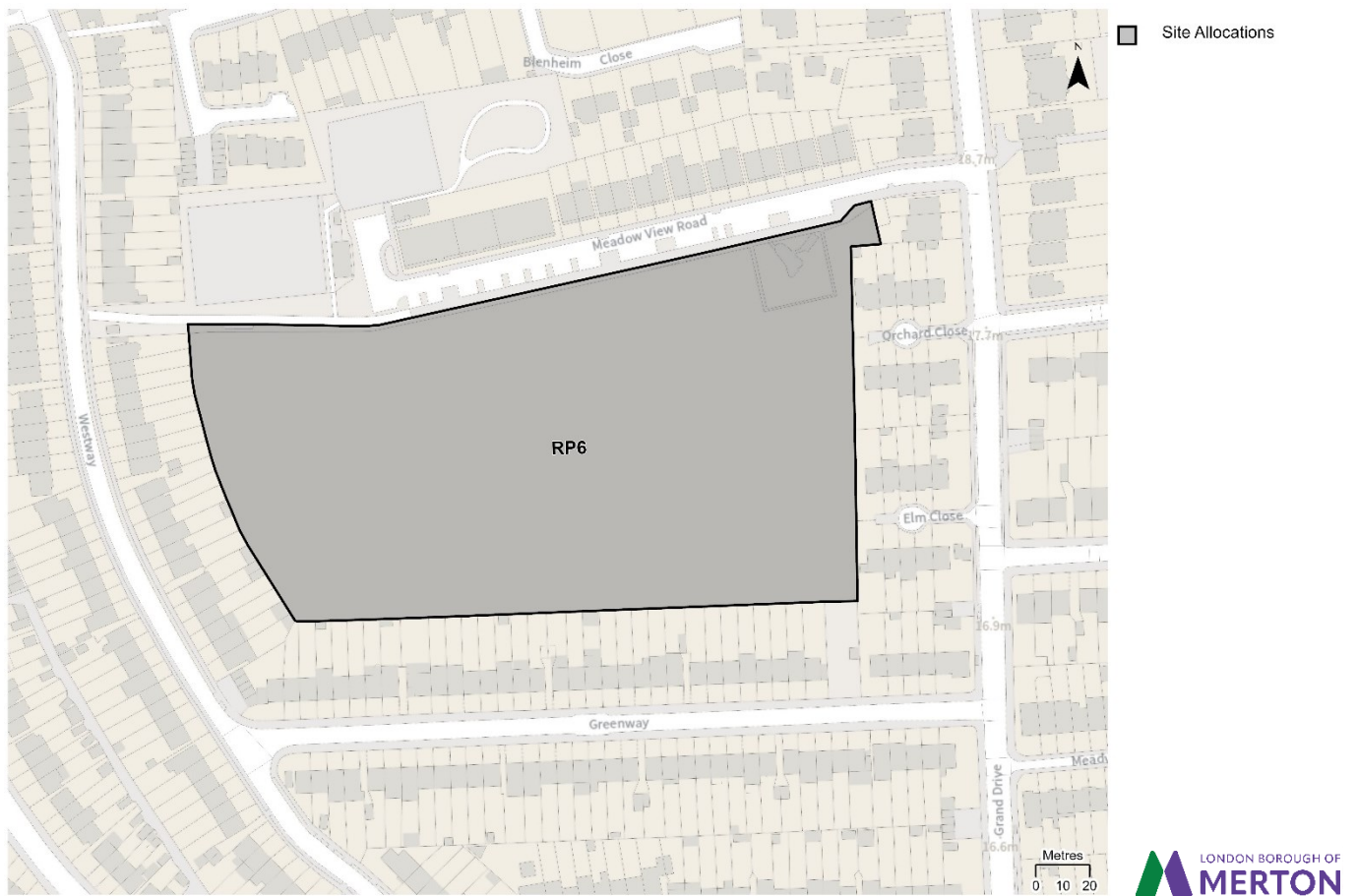
**Is in an Opportunity Area:** No

**Impacts a designated open space:** Yes, the site is designated as Open Space and is near to Metropolitan Open Land (MOL)

**Impacts on ecology designation:** Yes. The site is near to a Local Nature Reserve, Green Corridor and Site of Interest for Nature Conservation (SINC)

**Public Transport Accessibility Level (PTAL):** PTAL 2, poor access to public transport

**Site Rp6:** Land at the former LESSA Sports Ground, Grand Drive, Raynes Park, SW20 9EB



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**Ward:** West Barnes

**Site description:**

1. The site includes a fenced off field, accessible from Meadowview Road. Within the northeast corner of the site lies a small playground that is closed off to general the public use and described as only being available for the use of the residents living on Meadowview Road
2. 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. The site is surrounded by short terraces of formal street layout with some grass verges and street trees.
3. The rear windows and gardens of terraced houses or flats overlook the site on the eastern, southern and western boundaries.

**Site owner:** Bellway Homes

**Site area:** 2.8ha

**Existing uses:** 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 into 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

**Site allocation:** Sporting or community use of the entire site will have to be proven as undeliverable before any other uses can be considered

**Site deliverability:** 0-5 years

**Design and accessibility guidance:**

1. The landowner submitted a planning application for a mixture of new homes and tennis facilities to Merton Council in October 2020 (reference 20/P3237).
2. The site has an extensive planning history. It was part of a larger site that was granted planning permission on appeal in 2009 for the redevelopment of the site to provide:
  - 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.
3. Development of the site may provide opportunities for entire site sports use.
4. Development proposals will need to maximise the accessibility of the site by sustainable travel modes and demonstrate that proposals will minimise the impact of vehicle trips.
5. Development proposals should maximise opportunities to provide publicly accessible cycle and pedestrian routes across the site including protecting and enhancing the existing route that runs along the northern boundary of the site.
6. Development proposals for sports use or other uses compatible with the designated open space should be actively demonstrated prior to any alternatives being taken forward.
7. Development proposals must have regard to both level 1 and level 2 of Merton's Strategic Flood Risk Assessment (SFRA). For this site allocation, development proposals must incorporate the site-specific recommendations on managing and mitigating flood risk from all sources, including the suitability of sustainable drainage systems (SuDS). These can be found in the SFRA level 2 in Appendix A.
8. Development proposals must ensure that the drainage on the site will have to be improved and addressing the likelihood of fluvial flooding and the critical drainage area.
9. Development proposals should protect the amenity of surrounding residents.

**Infrastructure Requirements:**

1. Development proposals for this site must refer to the Merton Infrastructure Delivery Plan and ensure infrastructure requirements have been addressed by the proposal.
2. The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network.
3. Thames Water does not envisage infrastructure concerns about the water supply network infrastructure; however, the scale of development/s is likely to require upgrades to the wastewater network. It is recommended that the developer liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure

by visiting the Thames Water Developer Services website (<https://www.thameswater.co.uk/developers>). The council will require evidence of liaising with Thames Water with any submitted planning application. Merton Council will also liaise with and seek advice from Thames Water about the development of this site.

4. This site is in an area identified as being deficient in access to public open space. The council will require proposals to improve access to publicly accessible open space, either through design and public realm improvements, or by providing new publicly accessible open space on site, in accordance with the Green Infrastructure policies.
5. This site is in an area identified as being deficient in access to children’s play space for ages 0-4 years and 5-11 years. The council will require on site provision in accordance with the infrastructure policies and London Plan.

**The site location**

**Impacts Listed Buildings or undesignated heritage assets:** No

**Impacts a Conservation Area:** No

**Impacts an Archaeological Priority Area:** No

**Impacts a Scheduled Ancient Monument:** No

**Impacts on flooding from all sources:** Yes, part of the site is within flood zone 3 and within a critical drainage area

**Is in a Town Centre:** No

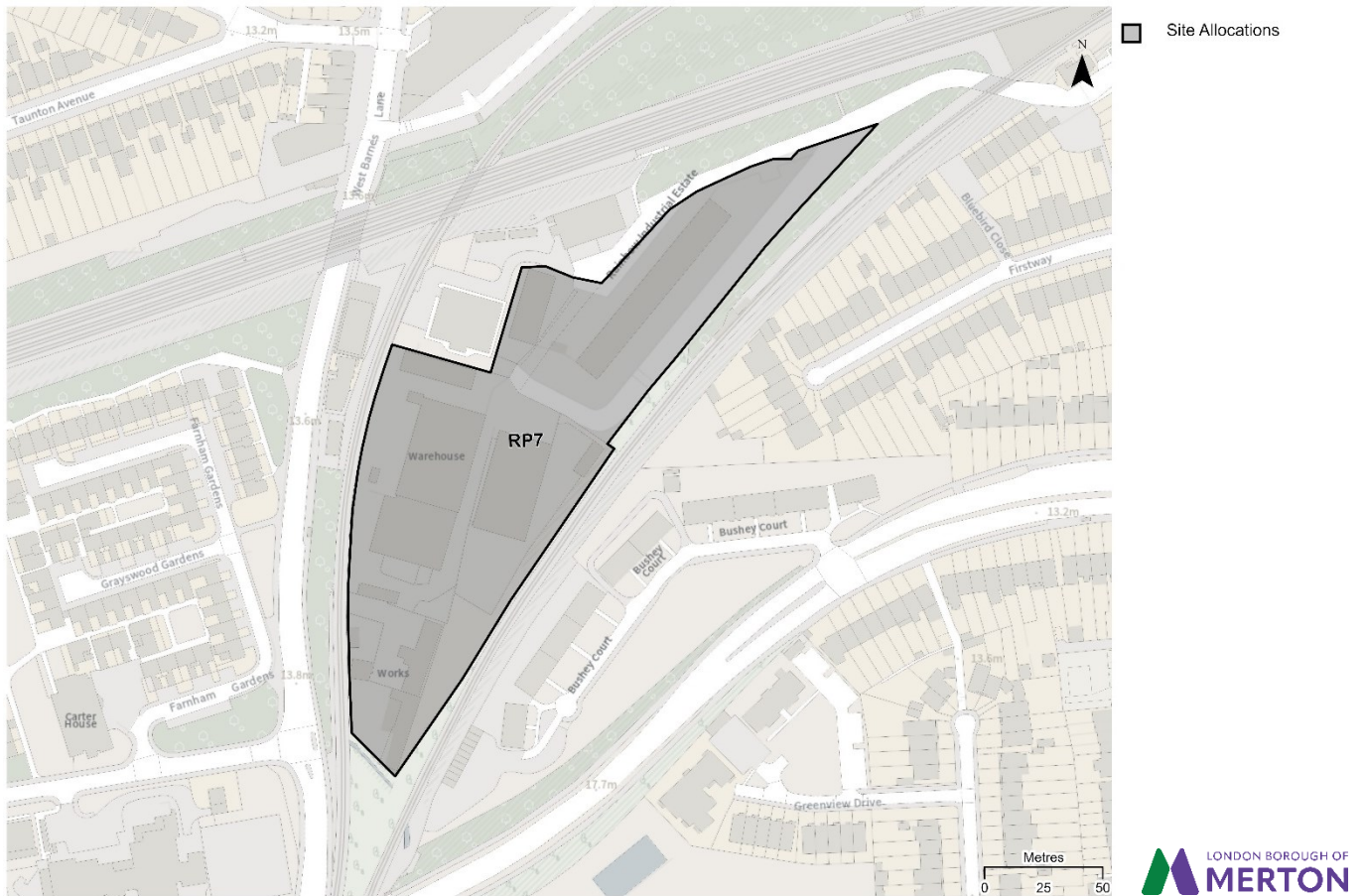
**Is in an Opportunity Area:** No

**Impacts a designated open space:** Yes, the site is designated as open space

**Impacts an ecology designation:** No

**Public Transport Accessibility Level (PTAL):** PTAL 1, very poor access to public transport

## Site Rp7: Rainbow Estate Grand Drive, Raynes Park, SW20 0JY



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<b>Ward:</b> Raynes Park
<b>Site description:</b> 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 at the other side of the railway lines to the west of the site of an office building (now a church) and a residential development of four storeys. To the east are inter-war terraces and towards the south is Bushey Court, a residential block of four storeys.
<b>Site owner:</b> Workspace 12 Ltd
<b>Site area:</b> 1.88ha
<b>Existing uses:</b> Industrial sheds, storage, car/van hire, coach parking, car repairs, skip hire etc.
<b>Site allocation:</b> <ol style="list-style-type: none"> <li>1. Employment led regeneration in line Rainbow Estate planning brief, including public realm improvements close to Raynes Park station.</li> <li>2. Proposed allocation to clarify the existing planning approach.</li> </ol>
<b>Deliverability:</b> 10-15 years
<b>Indicative site capacity:</b> 200-225 new homes

**Design and accessibility guidance:**

1. The Rainbow Estate planning brief is a design and planning framework to guide the redevelopment of the Rainbow Estate. The brief's general requirements for the redevelopment of the site is to provide approximately 3400sqm of business floorspace for Small and Medium sized enterprises (SME's), a publicly accessible drop off point ('Kiss and Ride') for Raynes Park railway station, and the provision of up to 250 new homes.
2. Planning permission was granted in 2015 (refs: 14/P4287 and 14/P4188) for 224 residential units and 3,449sqm of commercial floorspace and for the provision of a 'kiss and ride'. The scheme is now being phased and the business floorspace and 'kiss and ride' have commenced.
3. Opportunity to create a sense of place and identity out of this almost invisible site and opportunities set out in the planning brief and addressed in planning permission (14/P4287).

**Infrastructure requirements:**

1. Development proposals for this site must refer to the Merton Infrastructure Delivery Plan and ensure infrastructure requirements have been addressed by the proposal.
2. The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network.
3. The site is next to a proposed Crossrail 2 station and rail tracks proposed for upgrade by Crossrail 2, (should Crossrail 2 be fully funded). The council and TfL require engagement and cooperation with the Crossrail 2 safeguarding team on the delivery development proposals for this site.
4. Thames Water has identified the scale of development/s is likely to require upgrades to the water supply and wastewater network infrastructure. It is recommended that the developer liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water Developer Services website (<https://www.thameswater.co.uk/developers>). The council will require evidence of liaising with Thames Water with any submitted planning application. Merton Council will also liaise with and seek advice from Thames Water about the development of this site.
5. This site is in an area of deficiency in access to nature. The council will expect proposals to address this deficiency in accordance with the Green Infrastructure policies.
6. This site is in an area identified as being deficient in access to public open space. The council will require proposals to improve access to publicly accessible open space, either through design and public realm improvements, or by providing new publicly accessible open space on site, in accordance with the Green Infrastructure policies.
7. This site is in an area identified as being deficient in access to children's play space for ages 0-4 years. The council will require on site provision in accordance with the infrastructure policies and London Plan.

**The site location**

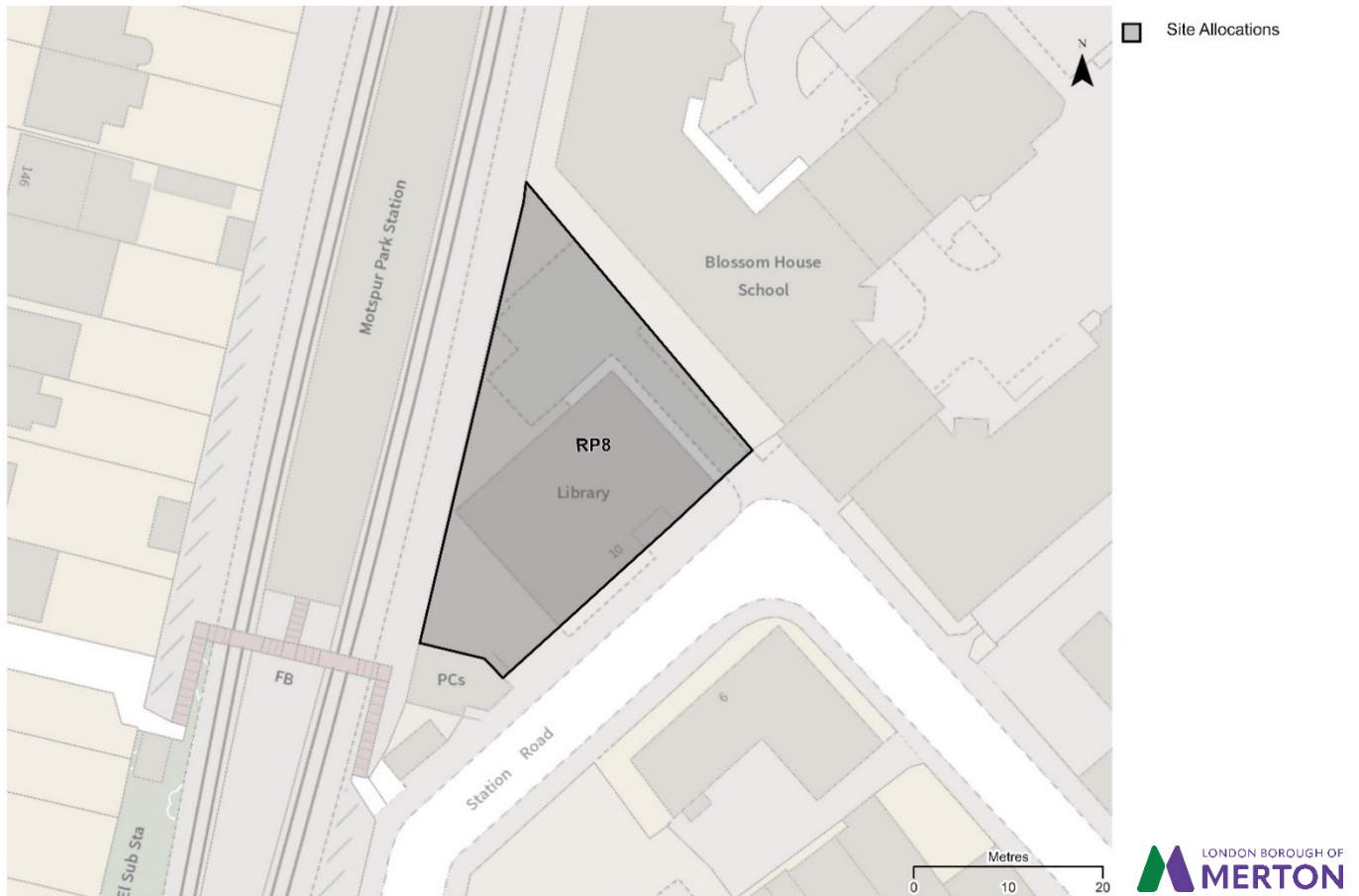
**Impacts Listed Buildings or undesignated heritage assets:** No

**Impacts a Conservation Area:** Yes

<b>Impacts an Archaeological Priority Area:</b> No
<b>Impacts a Scheduled Ancient Monument:</b> No
<b>Impacts on flooding from all sources:</b> Yes, site is in a critical drainage area
<b>Is in a Town Centre:</b> Very close to Raynes Park Town Centre
<b>Is in an Opportunity Area:</b> No
<b>Impacts a designated open space:</b> No
<b>Impacts an ecology designation:</b> Yes, Site of Interest for Nature Conservation (SINC) and Green Corridors
<b>Public Transport Accessibility Level (PTAL):</b> PTAL 4-5, good to very good access to public transport



**Site Rp8: West Barnes Library 10 Station Road, Motspur Park, KT3 6JF**



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<b>Ward:</b> West Barnes
<b>Site description:</b> The site has 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 a two to three storey office building.
<b>Site owner:</b> Merton Council
<b>Site area:</b> 0.1ha
<b>Existing uses:</b> Library
<b>Site allocation:</b> Library with residential on upper floors
<b>Site deliverability:</b> 5-10 years
<b>Indicative site capacity:</b> 10-15 new homes
<b>Design and accessibility guidance:</b>
<ol style="list-style-type: none"> <li>1. A library service/function is to be kept.</li> <li>2. Cabinet agreed to progress with development of the site with a new and improved library presence in 2014. Plans were paused whilst consultation took place about the impact of the Crossrail 2 development on the local area. Further feasibility work is currently being progressed.</li> <li>3. A mixed-use development of the site provides an opportunity to facilitate the provision of an upgraded community uses on lower floors and create a more secure, safe and active environment.</li> </ol>

4. Development proposals will need to increase customer floor area, provide an adaptable suitable modern space with added space for community use and provide housing on the upper floors.
5. Development proposals will need to be sensitive to the railway lines and mitigate parking, traffic and road safety impacts on neighbouring residents.
6. Development proposals should contribute towards improving the public realm around the station for cyclists and pedestrians including the provision of improved publicly accessible cycle parking facilities for users of the library and station.
7. Development proposals must have regard to both level 1 and level 2 of Merton's Strategic Flood Risk Assessment (SFRA). For this site allocation, development proposals must incorporate the site-specific recommendations on managing and mitigating flood risk from all sources, including the suitability of sustainable drainage systems (SuDS). These can be found in the SFRA level 2 in Appendix A.
8. The railway embankment acts as a barrier to surface water flow through the centre of the critical drainage area. Historic surface water flooding records identify drainage network capacity issues which cause water flooding in this area during heavy rainfall.

#### **Infrastructure requirements:**

1. Development proposals for this site must refer to the Merton Infrastructure Delivery Plan and ensure infrastructure requirements have been addressed by the proposal.
2. The developer should contact SGN to discuss requirements for any improvements to the gas infrastructure network.
3. The site is next to a proposed Crossrail 2 station and rail tracks proposed for upgrade by Crossrail 2, (should Crossrail be fully funded). The council and TfL require engagement and cooperation with the Crossrail 2 safeguarding team on any development proposals for this site.
4. A project to implement step-free access at Motspur Park station would likely impact land directly to the rear of the site and there is a requirement for consultation and cooperation with Network Rail in relation to this.
5. Thames Water does not envisage infrastructure concerns for the water supply network. However, Thames Water has identified the scale of development/s is likely to require upgrades to the wastewater network and sewage treatment infrastructure. It is recommended that the developer liaise with Thames Water at the earliest opportunity to agree a housing phasing plan.
6. Failure to liaise with Thames Water will increase the risk of planning conditions being sought at the application stage to control the phasing of development to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of development. The housing phasing plan should determine what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development/s in this catchment. The developer can request information on network infrastructure by visiting the Thames Water [Developer Services](https://www.thameswater.co.uk/developers) website (<https://www.thameswater.co.uk/developers>). The council will require evidence of liaising with Thames Water with any submitted planning application. Merton Council will also liaise with and seek advice from Thames Water about the development of this site.
7. This site is in an area identified as being deficient in access to children's play space for ages 0-4 years. The council will require on site provision in accordance with the infrastructure policies and London Plan.

#### **The site location**

<b>Impacts a Conservation Area:</b> No
<b>Impacts an Archaeological Priority Area:</b> No
<b>Impacts a Scheduled Ancient Monument:</b> No
<b>Impacts on flooding from all sources:</b> Yes, site is in flood zone 2 and within a critical drainage area
<b>Is in a Town Centre:</b> Yes
<b>Is in an Opportunity Area:</b> No
<b>Impacts a designated open space:</b> No
<b>Impacts on ecology designation:</b> Yes, Green Corridor
<b>Public Transport Accessibility Level (PTAL):</b> PTAL 2, poor access to public transport