



Raynes Park

Draft Policies Map

Submission

Public Consultation July - August 2013

Legend

GENERAL

 Plan Boundary

SITE PROPOSALS

 Site Proposal Boundary

RETAIL AND BUSINESS

 Industrial Area Policies

 Town Centre Policies

 Core and Secondary Shopping Frontage Policies


 Neighbourhood Parade Policies


ENVIRONMENT


 Metropolitan Open Land Policies


 Open Space Policies


 Green Corridor Policies

 Sites of Special Scientific Interest Policies

 Sites of Importance for Nature Conservation Policies

 Local Nature Reserves Policies


 Wandle Valley Regional Park Policies

 South London Waste Plan Schedule 1 Areas


 South London Waste Plan Schedule 2 Areas


TRANSPORT


 Sustainable Transport Corridor Policies (01TN)


 Thameslink Streatham/Wimbledon/Sutton Line Policies (02TN)


 Northern Underground Line Policies (03TN)

 Chelsea/Hackney Line Policies (04TN)

 Safeguarded Land Adjoining District Line Policies (05TN)

 Wimbledon to Morden/Sutton Light Rail Policies (06TN)

 Willow Lane & Wandle Way Tram Stops on Existing Wimbledon Tram Service (07TN)

 Crystal Palace to Wimbledon Tram Line (10TN)


 Dual Track Tram Line (25TN)

 Road Junctions Improvements (11TN, 16TN, 18-21TN)


 Road Network Improvements (12-15TN)

 Proposed Cycle Hub

 Proposed Cycle Route (22TN)

 Cycle Network

 Pedestrian & Cycle Route (23TN)

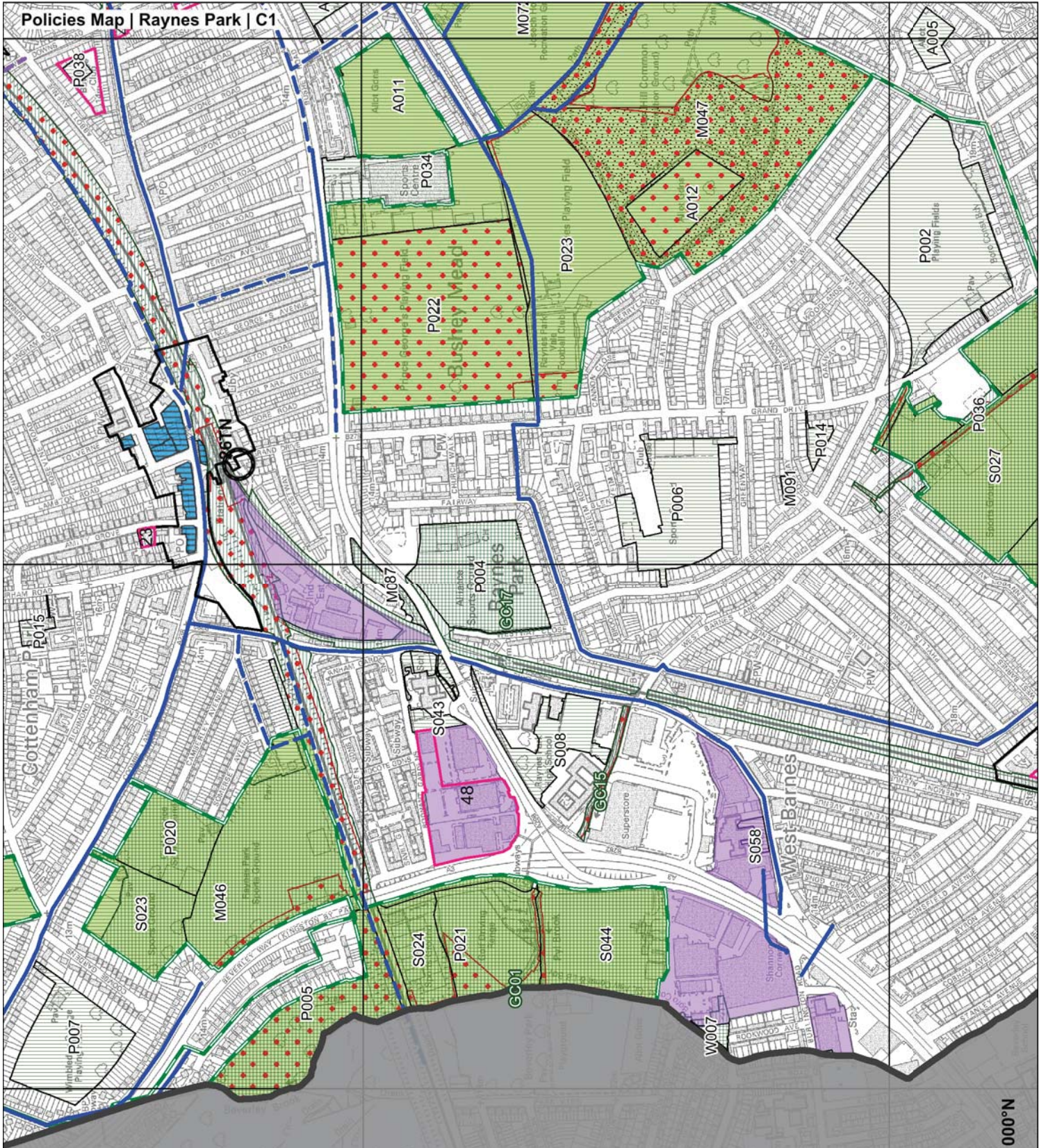
 Walking/Cycle Route (previously known as Green Chain)

If you require more detailed maps, please contact us through post, email or phone:

Address: Future Merton, London Borough of Merton, 12th Floor Civic Centre, London Road, Morden, SM4 5DX

Email: ldf@merton.gov.uk

Telephone: 020 8545 3837 / 4141



West Barnes Library

West Barnes Lane, 10 Station Road, New Malden, KT3 6JJ



Site area 0.1 ha

Site description The site contains a single storey building tucked away behind Motspur Park station. To the west the site is bounded by the railway lines. To the east there is a two to three storey office building.

The site has no active frontage along the street except for the library entrance.

Strategic planning factors The site is within an area with poor accessibility to public transport (PTAL 2) despite the proximity adjacent to Motspur Park station. The site is also within flood zone 2 and a critical drainage area.

Current use Library (D1 Use Class).

Use suggested / organisation Library to be retained and improved. Residential on part of site to support library function – London Borough of Merton.

Allocated use Library (D1 Use Class) with residential (C3 Use Class) on upper floors.

Delivery timetable 2014 – 2019.

Issues Library to be retained and improved to service specifications including space for a new public/community space. Service specifications should increase customer floor area and provide more adaptable and suitable modern space.

The design of any proposals will need to be sensitive to the railway lines.

In a mixed use development, residential uses should be on upper floors.

A mix of uses will facilitate the provision of upgraded community uses on lower floors and create a more secure environment.

Manage parking, traffic and road safety impacts on neighbouring residents.

The site is known to be susceptible to flooding during very heavy rainfall events. The pluvial flooding does not result in deep ponding. However, blocked drains and gullies are known to contribute to flooding in this area.

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.

Initial space requirements for a new library have been drawn up and will be assessed for deliverability and viability during 2013 and 2014.

Summary of consultation responses
(this section will be removed in the adopted document)

Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged):

- Retention and enhancement of a library on the site
- The provision of parking for future development and increased traffic
- Potential future use could include a GP surgery/health centre

Further research
(this section will be removed in the adopted document)

Initial space requirements for a new library have been drawn up and will be assessed for deliverability and viability during 2013 and 2014.

Amity Grove Clinic

9 Amity Grove, Raynes Park, SW20 0LQ



Site area 0.09 ha

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

Strategic planning factors The site is located within the Raynes Park town centre boundary and has good accessibility to public transport services (PTAL 4).

Current use Medical clinic (D1 Use Class).

Use suggested / organisation Residential (C3 Use Class) – Sutton and Merton PCT.

Allocated use Community (D1 Use Class) or residential (C3 Use Class) if the community use is provided elsewhere.

Delivery timetable 2019 – 2024.

Issues As of spring 2013 the Amity Grove Clinic was accommodating additional services which have been relocated from the Nelson Hospital while it is under construction. The existing services will be relocated from Amity Grove to Nelson Hospital once it is rebuilt in 2015.

In a mixed use development, residential uses should be on upper floors.

A mix of uses including residential would facilitate the provision of modern community facilities on lower floors and create a more secure environment, helping to minimise vandalism and crime.

Any development proposals should recognise and improve the public footpath adjacent to the site.

Mitigating potential parking, traffic and road safety impacts on neighbouring streets and local amenity.

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

Summary of consultation responses

(this section will be removed in the adopted document)

Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged):

- Recognition of the residential nature of the surrounding area
- The site should be for a limited amount of residential use only
- Objection to any social housing on the site
- The site should be used for community/healthcare purposes
- New development to be of a similar scale and form to the existing residential properties in the street
- Potential impacts on parking in the vicinity of the site
- Potential noise impacts generated during construction and operation resulting from redevelopment.
- Any development proposals

Further research

(this section will be removed in the adopted document)

November 2012: The site was assessed in an external report commissioned by the London Borough of Merton for its suitability as a school but was rejected on grounds of access and size.

April 2013: Sutton and Merton Primary Care Trust (PCT) ceased to exist from 01 April 2013. The new structure for NHS South West London includes the Merton Clinical Commissioning Group to commission and design local health services, a Director of Public Health at each council to protect and improve health and wellbeing and reduce inequalities; a London-wide NHS Commissioning Board; and NHS Property Services Ltd, who are now the freeholder, to provide day-to-day estate management.

Kingston Road Opposite Lower Downs

Land Between 424 - 448, Kingston Road, Raynes Park, SW20 8DX



Site area 0.11 ha

Site description The site is a grassed area with advertising hoardings located on Kingston Road, opposite the junction with Lower Downs Road and Burstow Road, Wimbledon SW20.

The site is located in a predominately residential area. Adjacent to the west of the site are two and three storey terraced houses. Adjacent to the north of the site are two storey terraced houses, two of which have ground floor commercial units. Two storey terraced houses are also located adjacent the site to the east. Adjacent to the south of the site is a large industrial premises and also two storey terraced housing.

Strategic planning factors The site fronts onto Kingston Road which is an existing cycle route and strategic route.

This site is in an area with good access to public transport services (PTAL 4).

The site is adjacent to a conservation area and also a nature conservation area on the opposite side of Kingston Road.

Current use Vacant land with advertising hoardings.

| | |
|-------------------------------------|---------------------------------|
| Use suggested / organisation | Residential – JCDecaux Limited. |
| Allocated use | Residential (C3 Use Class). |
| Delivery timescale | 2014 – 2019. |

Issues The site is situated on the inside of a relatively tight corner with two ~~side~~ **adjoining** roads opposite. There is a busy through ~~route~~ **movement** from Kingston Road into Lower Downs Road which passes through a restricted railway arch. Several schools are also situated to the north of the railway arch which contributes to local congestion at peak times. On the south side of the intersection is a signalled pedestrian/cycle crossing which links with a segregated cycle facility along The Chase. Designated cycle lanes are located on both sides of Kingston Road in the vicinity of the site.

To ~~avoid~~ **mitigate** any detrimental traffic impacts servicing **and access** ~~would should~~ be ~~most appropriately~~ sited at the westernmost boundary of the site, **subject to appropriate visibility being achieved, in particular for northwest bound traffic movements on Kingston Road**. The potential to service/access the site via the private rear access to 448 – 458 Kingston Road (from Bronson Road) may be possible subject to appropriate legal agreements being put in place with the relevant land owners.

The accessibility of the site (PTAL 4) would support low levels of parking provision or permit free, subject to a controlled parking zone being in place on surrounding streets (**currently being consulted on** ~~not currently in place but drafts have been consulted on as at spring 2013~~). This could be considered and addressed further as part of redevelopment.

The potential for vehicular access off Kingston Road is also limited due to potential safety impacts. Therefore any approval would be subject to a detailed transport assessment.

Due to the size, shape and nature of this corner site, a high quality design will be required to complement existing development in the vicinity. The density of new development should be similar to that of existing development as well as the restrictions on the provision of access to the site.

Respecting the character and the views into and from the neighbouring conservation area.

Respecting and enhancing the adjacent nature conservation area.

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

Summary of consultation responses

(this section will be removed in the adopted document)

Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged):

- The site should be used for a school (in conjunction with site 77 at 26 Bushey Road) or employment use
- The site should be designated as open space or similar
- A petition was submitted to council with 128 signatures stating the site should be used for a roundabout
- The area is at capacity for new homes
- Objection to residential development
- Support for residential development of the site
- Potential traffic impacts resulting from development

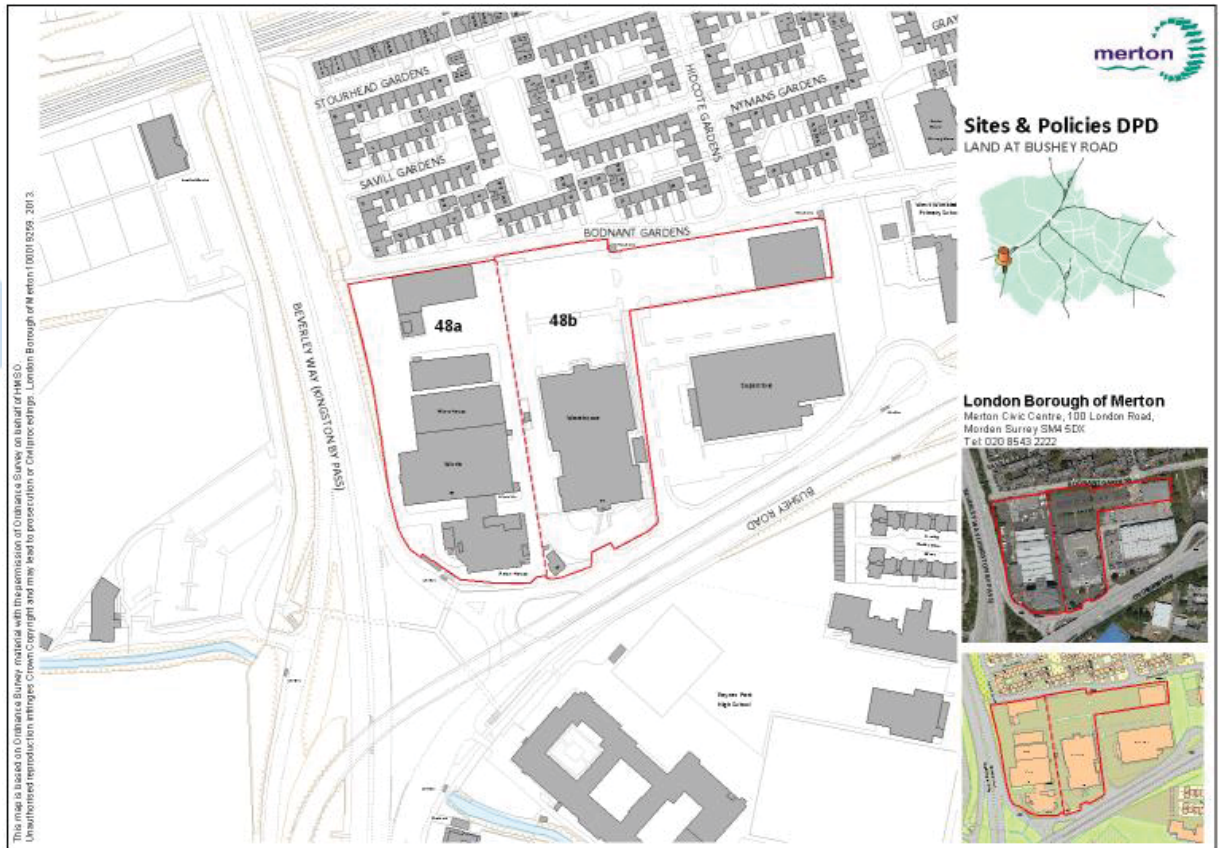
Further research

(this section will be removed in the adopted document)

Council has received representations from the landowner, JCDecaux Ltd which confirms the extent of their freehold ownership encompassing the area indicated by the red line boundary on the map above, and their interest in redeveloping the site for residential use.

November 2012: The council commissioned research to provide school places and this site was assessed for its suitability as a school in conjunction with the sites to the south. It was found to be unsuitable on grounds of size, external space, traffic and noise in an external report commissioned by the London Borough of Merton.

May 2013: JCDecaux have sold the site. Council officers have been in contact with the new freeholder who advised they intend to deliver the site for residential use in accordance with the allocation within the next two years.



Site area 2.67 ha

Site description The site consists of relatively large scale industrial buildings ranging between two and five storeys in height and open parking areas. To the west is the A3 'Beverley Way' dual carriageway and to the south is Bushey Road (A298). To the east of the site is a "Pets at Home" store and, beyond that, a primary school. To the north, on the opposite side of Bodnant Gardens, are two storey houses.

Sections 48a and 48b are under separate ownership. Section 48a consists of a vacant office 5 storey office toward the southern end (Apex House), a storage and distribution unit (Safestore) located centrally and a light industrial use to the rear (Racetech). Section 48b consists of the vacant art deco former Thales Avionics offices and warehouse, with a separate industrial unit to the rear in the northeast corner.

Strategic planning factors The site is identified as a 'locally significant industrial site' in Merton's Core Strategy 2011. The site is in close proximity to the strategic road network (A3 and A298 and a number of flyovers). It is in an area with poor accessibility to public transport services (PTAL 2). Parts of the site are within a critical drainage area and the southwestern corner (section 48a, Apex House) within flood zones 2 and 3.

The building at 84-86 Bushey Road (section 48b) with the clock

tower is locally listed. Adjacent to the northwestern boundary of the site is a green corridor.

Current use **Section 48a:** Offices (B1[a] Use Class: Apex House, vacant since before 2006), storage and distribution (B8 Use Class: currently occupied by Safestore), light industry (B1[c] Use Class, currently occupied by Racetech).

Section 48b: Offices (B1[a] Use Class: former Thales Avionics, vacant since 2010).

Use suggested / organisation **Stage 2 (January 2012):** Employment (B uses), Sui Generis e.g. vehicle sales, Retail (A1 Use Class), Hotel (C1 Use Class) and Community Use (D1 Use Class) – BNP Paribas (consultants) representing Ignis Asset Management and Axa Real Estate.

Stage 3 (January 2013):

- **Section 48a:** retail (A1 Use Class), to replace Apex House and Safestore (proposed by landowner Axa Real Estate);
- **Section 48b:** employment (B uses); bulky retail (A1 use class) sui generis e.g. vehicle sales; community use (which could include education - D1 Use Class) proposed by BNP Paribas on behalf of Ignis Asset Management, for the former Thales Avionics portion of the site and the industrial building to the rear.

Allocated use (for both parts of the site) An employment-led mixed use scheme, research and development (B1[b] Use Class), light industrial appropriate in a residential area (B1[c] Use Class) and storage or distribution (B8 Use Classes) that may include an appropriate mix of any of the following: bulky goods retail (A1 Use Class), car show room (sui generis Use Class) and school (D1 Use Class).

Delivery timescale 2014 – 2024.

Issues The site is in separate ownership but allocated as one to encourage an employment led redevelopment of the site. The owners are however currently pursuing separate schemes as at spring 2013.

As a 'locally significant industrial site' mixed use proposals must be employment led.

Any retail development proposed on the site will be restricted to providing at least 70% of retail floorspace as 'bulky goods' for sale on the premises, in order to avoid undue harm to the viability of Wimbledon town centre and other surrounding centres.

Due to the site's location relative to the A3 road, a high quality

design is necessary that will be responsive to the onsite and offsite uses and respect the locally listed building.

Proposals must protect the amenity of the adjacent houses and school.

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

Careful scrutiny of access and junction arrangements needed to minimise impacts on movement, congestion and road safety in particular wider impacts on Transport for London route network. Transport assessments must consider the potential effects of the whole site in order to avoid ad hoc proposals, assessment and consideration. The site has poor permeability and accessibility to public transport. Infrastructure/service improvements are expected to support comprehensive re-developments.

This section of the A3 is identified on the Department for Transport's noise map. Both existing and generated noise impacts will be considered in any proposal.

Summary of consultation responses

(this section will be removed in the adopted document)

Issues were raised from various parties during the consultation stage and are summarised as follows (abridged):

- That the site is not suitable for any element of residential use
- That the site is currently identified as Strategic Industrial Land although it is acknowledged the current use does not reflect this
- The site is a suitable size for a school
- The site is only suitable for employment use
- Potential impact on policing needs
- That Pets at Home is not likely to be available for redevelopment during the plan period (until 2023)
- That a Next Home store could be delivered on the western portion of the site (from landowner Axa Real Estate)
- That the central portion of the site could be suitable for a range of uses including education, vehicle showroom or bulky goods retail.

Further research

(this section will be removed in the adopted document)

Since January 2012, the two landowners have decided not to take forward comprehensive redevelopment of the whole site and are currently pursuing separate schemes (see "uses suggested / organisation" section). The eastern portion of the site (Pets at Home) is not available for redevelopment before 2023. This area (80 and 82 Bushey Road) has been removed from the draft

allocation.

Section 48a: Axa Real Estate owns Section 48a, comprising Apex House (vacant office), Safestore and Racetech. Axa are proposing redevelopment for retail use (A1 Use Class) replacing Apex House and Safestore with a new Next Home store in this portion of the site. Racetech will remain to the rear of the site.

Marketing of both parts of the site has shown little to no interest in retaining the current office/light industrial use for the vacant areas of the site

Section 48b: BNP Paribas now solely represent Ignis Asset Management who owns Section 48b, the vacant office/warehouse buildings with the locally listed building (formerly the central part of the site in the previous Stage 2 consultation document).

Research, including marketing evidence specific to the site, illustrates that office occupiers are not attracted to this location. The landowner is considering a range of uses which could include education, sui generis (vehicle sales), or retail use (bulky goods).

April-May 2013: Axa Real Estate representatives held public consultation drop-in sessions to illustrate the proposed Next Home development (site 48a) prior to a planning application being submitted.

Southey Bowls Club

Southey Bowling Club, 559 Kingston Road, Raynes Park, SW20 8SF



Site area 0.54 ha

Site description The site, whilst irregular in shape, is well proportioned. It is currently occupied by a bowling green with associated single storey timber structures to the east of the site. The western part of the site is occupied by an open hardstanding carpark for approximately 20 cars. A single storey brick clubhouse lies in the westernmost corner of the site. Vehicular access to the site is via a long narrow driveway entry from Lower Downs Road.

The gardens of two storey residential terraces surround the site on all sides.

Strategic planning factors The site has moderate accessibility to public transport services (PTAL 3).

The site is occupied as a bowls club. The site is surrounded by residential properties.

The bowling green is designated as open space and should not be built on.

Current use Bowls club.

Use suggested / Residential and bowls club - Kossway Ltd on behalf of Southey

organisation Bowls Club.

Allocated use Bowls club, residential and open space.

Delivery timescale 2014 – 2019.

Issues The site is occupied by a bowls club which has circa 200 members. Southey bowling club wish to redevelop part of the car park to fund a new clubhouse on the site, improve the bowling club facilities and secure the financial future of the club.

There should be no loss of sporting facilities for which there is demand.

Redevelopment proposals should protect the residential amenity of the surrounding occupiers, especially with regard to privacy.

Redevelopment proposals may need to consider secondary access to the site.

Mitigating parking, traffic and road safety impacts on neighbouring streets and local amenity.

The area encompassing the bowling green is proposed to be designated as open space therefore any proposals for the whole site must be in accordance with planning policies relating to open space.

Summary of consultation responses
(this section will be removed in the adopted document)

Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged):

- Parking, traffic, access and congestion on the site and surrounding area
- Restrictive land covenants on the site preventing any use other than bowling or tennis
- Loss of open space, privacy, shadowing, residential amenity and overcrowding on adjoining landowners and occupiers
- Loss of the bowling/leisure activity
- Lack of supporting infrastructure in surrounding area, namely schools and doctors surgeries
- Potential impact on land values

Further research
(this section will be removed in the adopted document)

Southey Bowls Club wish to develop the western portion of the site (car park and existing clubhouse) for residential use in order to deliver a new clubhouse on the site and to secure the survival of the club. The bowling green will remain as is. Southey Bowls Club anticipates a new clubhouse which can also be used for community purposes to be located centrally, adjacent the bowling green which

will be retained.

Research carried out by the council shows that there is a covenant that exists for this site (and other sites in the area) that restrict their usage from being a nursery garden. Responses to the consultation have referred to other potential covenants relating to the use of the site for bowling / tennis and / or access restrictions. The council's research has not revealed the existence of other covenants for the site.

November 2012: The site was assessed in an external report commissioned by the London Borough of Merton for its suitability as a school but was rejected on grounds of restricted access and adjoining residential properties.

May 2013: The area containing the bowling green itself is proposed to be designated as open space in accordance with draft policies in the Sites and Policies Plan. This has been illustrated on the site map accordingly.



Site area 0.33 ha

Site description The site is long and narrow, with a single point of entry from Bushey Road.

The site contains a disused service station toward the Bushey Road entrance which is currently being utilised as a hand car wash. Behind the service station are smaller commercial units generally occupied by small vehicle repair related businesses.

The site is generally surrounded on both eastern and western boundaries by the rear gardens of two storey residential properties. To the north of the site is a long narrow warehouse utilised as an image processing and data storage facility accessed via Kingston Road. To the south of the site on the opposite side of Bushey Road is a place of worship, and a parade of retail shops with residential dwellings above.

Strategic planning factors The site has a 10 year planning history relating to its redevelopment for light industry. The site had planning permission for eleven light industrial units, granted on appeal, which lapsed in 2011.

Part of the southern section of the site is susceptible to surface water flooding.

The site has a poor access to public transport services (PTAL 2).

Current use Vehicle repair, maintenance, sales and valet.

Use suggested / organisation Residential - Kingsley Nicholas & Ward on behalf of Rightway Corporation Limited.

Allocated use Residential.

Delivery timescale 2014 – 2019.

Issues Site access arrangements require careful scrutiny/improvement.

Mitigating potential parking, traffic and safety impacts on neighbouring streets and local amenity.

Parts of the site are contaminated by its previous use as a petrol station and ongoing use for vehicle repairs. Development proposals will need to decontaminate the site.

Protecting the residential amenity of adjacent properties through sensitive design.

Development proposals will need to incorporate suitable mitigation measures to address the issues associated with surface water flooding.

Summary of consultation responses
(this section will be removed in the adopted document)

Issues were raised from various parties during the consultation stage and are summarised generally as follows (abridged):

- Issues with the loss of open space, privacy, overcrowding, sunlighting and noise on adjoining properties
- Lack of infrastructure including parking, health services and schooling
- The site is not a suitable size or shape for residential development
- The site should be used for a school with secondary pedestrian access provided via the land between 424 and 448 Kingston Road (site 41)
- Potential loss of vegetation on the site
- Potential contamination issues

Consultation was carried out in 2007 relating to a planning application for light industrial units on the site. The responses received to the planning application did not support light industrial uses on the site, generally for reasons of noise, smell and safety.

Further research
*(this section will be removed
in the adopted document)*

2003: The site was allocated in Merton's Unitary Development Plan 2003 as being suitable for light industrial uses, office, research and development.

2004: Planning permission was sought for additional light industrial units. The planning application was refused on design grounds and an appeal was dismissed.

2006: A revised planning application was submitted for eleven light industrial units.

2007 (March): Council refuses planning permission for 11 light industrial units on the grounds of design and impact on local amenity.

2007 (November): The owner appealed the decision and the appeal was allowed.

The eleven industrial units were not built; the owner cited the recessionary environment from 2008 onwards as restricting available finance and potential for tenants.

Merton's Economic and Employment Land report 2010/11 and Merton's Economic Narrative 2012 do not support office development on this site.

The site is contaminated from its former use as a petrol filling station and its ongoing use for vehicle repairs. The petrol filling tanks remain in situ underground. The site would need to be decontaminated as part of any proposal.

The site is not currently deliverable in conjunction with site 41 (Kingston Road opposite Lower Downs) because there is an area of land in separate ownership situated between the two sites that is not sought for redevelopment.

November 2012: The site was assessed in an external report commissioned by the London Borough of Merton for its suitability as a school but was rejected on grounds of size, access and contamination issues.