
Please see attached our response to the consultation.

Raynes Park Association

Merton Character Study Consultation – March 2021

This response to the consultation is from the Raynes Park Association. The Raynes Park Association (RPA) is an umbrella organisation comprising residents associations, businesses and other local organisations. We focus on the centre of Raynes Park but will also become involved in matters which affect us across the wider area of West Wimbledon and West Barnes. However, for the purpose of this response we will concentrate on Raynes Park Town Centre.

We think the study needs to give some detail of the potential of the town centre, taking account of the improvements which have been achieved over the past 15 years or so. It would indeed be worthwhile referring back to the 'Raynes Park Enhancement Plan' – attached – which was adopted by Merton Council in 2009. Some of the proposals referred to in that document have been achieved, but many more remain to be addressed and are still as relevant now as then. The proposal for a public space which does not require any demolition of properties and which could also serve as a marketplace to underpin economic activity in the centre of Raynes Park has twice been submitted for CIL funding. This proposal has been fully supported by the community at Raynes Park Community Forum meetings. As part of the Character Study proposals, we recommend a local study day where local people could work with Council officers to review the Enhancement Plan and update it, recommending priorities. The Enhancement Plan sets the working relationship between the London Borough of Merton, the Raynes Park Association and other local organisations.

Over the past 15 years the association has worked closely with Merton Council (LBM), Network Rail (NR) and South Western Railways (SWR). During this time we have assisted in making Raynes Park a more attractive place to live, work and to shop. In this time Waitrose has been built giving us a quality Supermarket at the western end of the town. We also have a Health Clinic together with a small Sainsbury's and Costa at the eastern end. These developments act as the 'book-ends' to our town, where before these areas were unattractive 'waste' areas.

Much of what we have achieved have been small changes, such as decluttering unnecessary railings and remodelling the pedestrian crossing in front of the station. People are always saying how much better Raynes Park is these days compared with the past, but they can't recall how bad it was! For example we campaigned for the removal of advertising hoardings on the railways embankments, and subsequently for the management of the embankment central to the town centre. We have worked with the Council to resurface the footpaths in the town and to clear up much of the redundant street furniture. In West Barnes Lane they have created a grass verge and planted some trees.

There needs to be a recognition of the planning consents already given for development with a capacity to change the character of an area such as the redevelopment of the Rainbow Estate.

To focus the consultation, it would probably be helpful if we highlighted the key issues we believe need addressing in Raynes Park.

A) The Station

The railway station is the reason Raynes Park exists at all! It dominates the town, raised as it is on an embankment. In recent years CrossRail2 plans have dominated any serious forward planning. It now appears clear that there is little desire for such a project to proceed within the foreseeable future. It would therefore be helpful if the Government could be persuaded formally to abandon current plans. These currently are the station relation issues which still need addressing:

1) Step-free Access to Platforms 3 & 4. The request for this was first refused because of cost, then because of CrossRail2. It now urgently needs implementing.

2) Managing the Embankments. The railway embankments are a focal point in the town centre and we have constantly campaigned for them to be maintained. Specifically we're currently negotiating with NR to be allowed to manage the embankment on the north of the railway ourselves, thus enhancing the centre of the town.

3) Main Station Entrance. The entrance to the station is basically a mess. The bridge over the rails of platform 1 is covered with scaffolding because some of the wooden boards above have rotted. The façade consists of a dirty stretch of metal which could do with a paint. And odd bits of vegetation grow from the surrounds. We have consistently asked NR to do some basic decoration of this area. They have promised to do this, yet nothing has been done.

4) Kiss & Ride. This is in the process of being set up on the south side of the station. However, Workspace (who have leased the industrial estate from NR) are yet to manage the parking arrangements. Whilst this area is not maintained by LBM, it is vital we make sure Workspace effectively manage it so it serves its purpose as a drop off space and is not abused for long term uncontrolled parking.

5) Transfer of Land from NR to LBM. NR has agreed to transfer a small piece of land on the south side of the station to LBM. This is the point where the embankment meets the narrow footpath near the station entrance. We look forward to this transfer taking place in the coming months.

See attached Report prepared by Place, Design & Planning dated 2014 which refers to much of the above.

B) West Barnes Lane

The Council removed redundant street furniture, laid some grass and planted some trees. When Waitrose was built, LBM moved a pedestrian island with the consequence of restricting parking outside the nearby parade of shops. LBM have promised to consider erecting a lay-by parking area adjacent to these shops as part of the general improvements along West Barnes Lane. The RPA has made two CIL applications for funding for this project, both of which failed to receive the necessary funds.



West Barnes Lane – Before



West Barnes Lane - After

C) Community Space and Area to the South of the Skew Arch & Farmers Market

Raynes Park is poorly provided for in terms of public space. The 'centre' of Raynes Park is seen to be the main station entrance. However, the size of this area is quite small. (There were recent plans to open a farmers' market at this site, but it became clear that the area was just not big enough to cope with the combination of market and main thoroughfare for pedestrians.) As noted in an earlier submission, to the south of the 'Skew Arch' (the pedestrian and cycle bridge under the railway to the east of the road bridge) there is some additional public space. LBM removed the recycling centre, and much unneeded street furniture. The advertising hoardings were also removed. The Raynes Park Association then erected some temporary seating, which has become very popular. Some ten years ago, the London Farmers Market Association planned to open a farmers' market on this site, also using some of the space in the archway. However, the scheme failed to materialise because they felt there was insufficient space. Our long-term plan for this area is for the dual carriageway at this point to be made single carriageway, thus freeing up much needed space for public use including a market – see attached artists impression of what could be possible.



Skew Arch – Before



Skew Arch – After

D) Parking

We believe that imaginative options need to be implemented by Merton to provide more cheap (and a 20 minute free period) short term parking in the town centre. The high street in New Malden has a free short-term parking system which is Raynes Park's immediate competition. Our high streets have suffered for many years and Covid has hit them hard. Some recognition of the pressure on high street retailing by Merton and help in terms of friendly parking options would be of great assistance.

E) Raynes Park One-Way System

Consideration has been given to returning RP to two-way traffic, thus freeing up some land for community use. One suggestion is that traffic would use the current easterly track thus freeing up the road between the station entrance and the Road Bridge. The other option would be to make use of the current westerly route, thus giving Lambton Road for community use. These suggestions were already there in the 2009 Enhancement Plans and need to be pursued. We believe that a feasibility study should be undertaken of these two options. Either option would provide Raynes Park with valuable public space.

See attached maps for the two one-way system options.

Attachments:

a) Raynes Park Enhancement Plan 2008-2011

b) Skew Arch Artist's Impression of What is Possible prepared by Place, Design & Planning

c) Station Report prepared by Place, Design & Planning dated 2014

d) Maps for the two one-way system options prepared by Place, Design & Planning

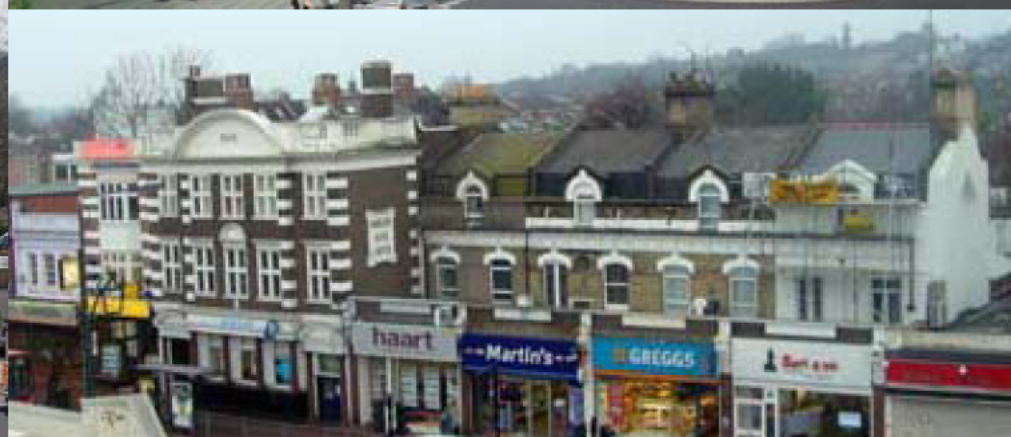
Raynes Park Association.

4 March 2021

Raynes Park Local Centre Enhancement Plan

2008 – 2011

Adopted Plan: February 2009





Contents:

1.0	Background	Page 1
2.0	Objectives	Page 1
3.0	Planning Frameworks	Page 2
4.0	Consultation Summary	Page 3
5.0	Streetscape	Page 3
6.0	Advertising	Page 4
7.0	Public Realm Strategy	Page 4
8.0	Resourcing	Page 4
9.0	Monitoring	Page 5
10.0	Links	Page 5
11.0	Contacts	Page 5
Action Points		Page 6
Development Opportunities		Page 13
Local Centre Map		Page 15

Raynes Park Local Centre Enhancement Plan. 2008-2011

1. Background:

1.1 The Raynes Park Enhancement Plan is intended to act as a framework to guide public and private investment decisions in the local centre and will cover a period up to approximately 2011. After this period, the London Borough of Merton's Local Development Framework (LDF) will act as the spatial planning framework for the borough. The LDF will encompass policies and site specific proposals to guide the future development of Raynes Park. However, until the LDF is formally adopted, the Raynes Park Enhancement Plan sets out a timetable and establishes delivery mechanisms for a series of short to medium term improvements to the local centre.

1.2 The plan is based on a study, commissioned by the London Borough of Merton and produced by Groundwork, a local regeneration charity. The study was based on an extensive public consultation in late 2007, which involved local residents, community groups, businesses and local ward Councillors.

1.3 The Raynes Park Enhancement Plan is a response to the Groundwork consultations and Place Design + Planning's Streetscape and Advertising reports and will be used as a campaigning tool for future negotiations with external partners such as developers, Transport for London, Network Rail and Titan Media.

1.4 The plan incorporates the priorities of the local community as far as possible, focusing on practical physical improvement and management of the physical environment in the local centre.

2. Enhancement Plan Objectives:

2.1 In the longer term, the LDF will provide a strategic direction for development in Raynes Park, whilst Merton's Public Realm Strategy will provide overarching guidance for improvement, maintenance and management of the public realm.

2.2 In the medium-short term, this plan sets out a programme of improvements that will enhance Raynes Park local centre, maintain convenience for the local population and strengthen the centre's role in the local economy.

2.3 The Enhancement Plan focuses on 3 key objectives;

- **Access and Circulation:**
To improve access and circulation for pedestrians, cyclists, road traffic and public transport users.
- **Shopping and Facilities:**
To strengthen Raynes Park's retail offer, making it a more attractive destination for local shopping needs.
- **Public Realm and Environment:**
Improve the physical environment, appearance and maintenance of the public realm in Raynes Park.

2.4 This document comprises of a list of objectives for the local centre alongside a list of proposed actions grouped according to the objective they are intended to achieve. Each action is followed by a timescale where known, agent, and specific comments where necessary. Each action has a reference number relating to the map located at the end of this document. See page 15.

3. Planning Frameworks

Unitary Development Plan (UDP):

3.1 Raynes Park is covered by Policy S.1: Local Centres in the UDP. The UDP sets out that Raynes Park is to be maintained and enhanced as one of the borough's local centres. This policy supports development for a wide range of uses, which meet local needs and is consistent with the scale, nature and function of the centre. The Raynes Park Enhancement Plan develops this objective and provides for a detailed implementation of the policy in Raynes Park.

3.2 Policy S.1 resists major increases in shopping floor space. However in line with Merton's Retail Capacity Study (2005), Raynes Park has been identified as a suitable location for new food retail development. This development is designated as site proposal 16P in the UDP - former Thames Water Depot on Coombe Lane.

3.3 The Thames Water site (RP3 on the plan at the end of this document) has been granted planning permission, subject to completion of planning agreements. The development comprises of a new Waitrose supermarket, café, public piazza and 97 apartments. Further details of the development can be found on the Council's website; www.merton.gov.uk/press-release-details.asp?id=1940

Local Development Framework (LDF):

3.4 The UDP, adopted in October 2003 is the current development plan for the borough. Together with the London Plan, Merton's LDF will be the new borough development plan, replacing the UDP in 2010/2011.

3.5 The LDF will provide a spatial framework for development of land, development control and conservation. Its aim is to give a clear statement of the council's policies and proposals for development and land use. The LDF will also provide more locally distinctive policies for parts of the borough including town centres, local centres and regeneration areas.

3.6 Work on the LDF Core Strategy is currently well underway; therefore the scope of this Enhancement Plan cannot extend to designating land uses or promoting specific development sites. However the existing UDP and the Raynes Park Enhancement Plan encourages good quality, active retail and community frontages in the local centre.

3.7 The identification of development sites and designation of land uses will be carried out as part of the LDF process in line with Government policies. Each phase of the LDF will also be subject to public engagement, where residents and stakeholders will be able to provide further input on development options for Raynes Park. Further information on the LDF can be found on the Council's website; www.merton.gov.uk/LDF

3.8 However, in recognition of recent planning activity in Raynes Park, this document provides an overview of the current planning status of a number of development sites in Raynes Park.

3.9 Whilst this plan does not designate development sites or allocate land uses, it is intended to provide a development update for local residents and businesses in the area.

3.10 There are development sites which have recently received planning permission, or are subject to planning briefs, or where pre-application discussions have taken place between developers and the Council. Please refer to the table on page 13 for details of individual development opportunities in Raynes Park.



4. Enhancement Plan Consultation Summary:

4.1 Groundwork has worked in partnership with the Raynes Park Association as an umbrella group for local community groups, residents associations and businesses throughout the process of planning and implementing the consultations featured in this report.

4.2 The consultations were carried out through two separate events, one aimed at community groups and one aimed at local businesses. Both were held in Raynes Park Library.

4.3 Based on information from previous consultations and discussions between the Council and the Raynes Park Association it was decided to focus the consultations on three specific (but inter-related) areas:

- **Access and Circulation**
- **Public Realm and Environment**
- **Shopping and Other Facilities**

4.4 The main sources of collecting feedback consisted of three questionnaires, asking specific questions under each heading.

4.5 Each questionnaire contained a map, asking participants to respond to questions by highlighting specific locations on the map. Apart from this, people could raise and prioritise the main needs for Raynes Park on a voting wall.

4.6 For the consultation with businesses, some analysis had been done on the questionnaire returns. These were represented on graphs and put on posters on the wall to provide a basis for further discussion and feedback.

4.7 This Enhancement Plan summarises the main areas where practical action can be taken to meet the aspirations most often expressed by participants in the consultation. Background and more specific information about these ideas and aspirations are provided in the consultation report and its appendices.

4.8 The Groundwork Consultation Reports are attached as Appendix A to the Raynes Park Enhancement Plan.

5. Place Design + Planning Streetscape Report:

5.1 In response to the Groundwork consultations, Place Design + Planning, a local design and planning practice undertook an appraisal of the condition of the streetscape in Raynes Park. Although not commissioned by the Council as part of the preparation of the Enhancement Plan, it is a useful snapshot of the current situation in Raynes Park and has provided a basis for local discussion about improving the quality of the streetscape in Raynes Park and has contributed to the development of the borough's Public Realm Strategy.

5.2 The Council shares Place Design + Planning's objective of making Raynes Park *"a more attractive and distinctive place for residents and business and to contribute to the regeneration of the area"*

5.3 Many of the recommendations of the Place Streetscape report were already being pursued by the Council through a number of mechanisms such as planning obligation negotiations, investment from TfL, allocation of the Council's Streetscape improvement fund and the preparation of the borough wide Public Realm Strategy. The Raynes Park Enhancement Plan provides a framework to guide spending and identify co-ordination and collaboration amongst external agencies (such as TfL, and Network Rail) who have a joint responsibility and impact on the quality streetscape in Raynes Park.

5.4 A copy of the Place Design + Planning Streetscape report is attached at Appendix B to the Raynes Park Enhancement Plan.



6. Place Design + Planning Advertising in the Urban Environment supplement:

6.1 Also in response to the preparation of the Raynes Park Enhancement Plan, Place Design + Planning undertook an analysis of the range of advertising hoardings in Raynes Park and their impact on the quality of the environment in the local centre.

6.2 The Council will investigate options to serve Discontinuance Notices on advertising hoardings where possible. This is dependant on an audit of hoardings and the period of time they have been in-situ.

6.3 The majority of advertising hoardings are located on Network Rail property and are owned and maintained by Titan Media. The Council will in partnership with the Raynes Park Association establish a dialogue with Network Rail and Titan Media to achieve and improvement in the current situation regarding the impact of advertising in Raynes Park local centre.

6.4 A copy of the Place Design + Planning Advertising report is attached at Appendix C to the Raynes Park Enhancement Plan.

7. Merton's Public Realm Strategy:

7.1 The Council have appointed Gillespies, a multi-disciplinary practice of urban designers, landscape architects and planners to prepare a borough-wide public realm strategy for Merton. The Public Realm Strategy will include a review of the current Merton Street Design Guide and will provide new guidance on implementing higher quality and consistent designs for streetscape across the borough. This is likely to encompass a simplified pallet of materials, paving styles and street furniture, which will contribute to an overall 'Merton' brand and add to the sense of place in the borough. The strategy will also provide conceptual designs for the borough's centres, which will be used to guide the detailed design for our town centre projects.

7.2 Public engagement in the preparation of the Public Realm Strategy was coordinated through the local Community Forums from September to December 2008 and the strategy was adopted in December 2008. The strategy will guide the detailed design and implementation of streetscape improvements in Raynes Park.

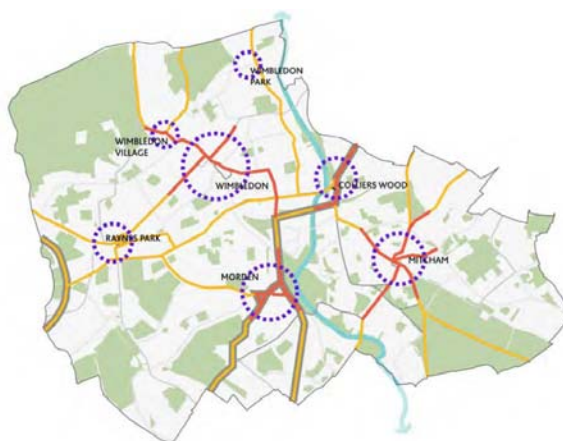
7.3 Details of the Public Realm Strategy can be found on the Council's website: www.merton.gov.uk/publicrealm

8. Resourcing:

8.1 In terms of resources to implement the actions in this plan, some are already programmed, i.e. finance is allocated or is available, and others are likely to be funded from known sources.

8.2 The Council's existing Environment and Regeneration resources will be used where possible. The Council has a capital budget for street scene improvements in 2008-2009, and legal agreements attached to planning permissions (s106 Agreements) will also be used to fund improvements in and around Raynes Park local centre.

8.3 However, some actions do not currently have resources allocated and in these cases, the Council, or other organisations as necessary, will try to identify finance over the period of the Enhancement Plan. This may include future bids to the Council's capital budget for specific projects as well as funding bids in 2009-10 from Network Rail and Transport for London.



9. Monitoring the Action Plan:

9.1 The objectives and actions listed in this plan will be a consideration in assessing planning obligations from development proposals that come forward and will be considered in the programming of future funding commitments.

9.2 The Council, as planning authority, will lead on the development of spatial planning policy for Raynes Park through the LDF process, working closely with the community, landowners, developers and local service providers. As and when development proposals come forward, The Council will negotiate linked legal agreements to ensure that improvements to the local centre are provided in tandem with any new development.

9.3 The key to the successful implementation of the Enhancement Plan, and the achievement of its objectives, is partnership working. Different partners will play different roles within this, varying from undertaking physical improvements in the public realm, facilitating the redevelopment of brownfield sites and ensuring the delivery of local services and facilities.

9.4 Progress of the Action Plan will be monitored and progress reported to the public via the Raynes Park Community Forum, as and when updates are available.



10. Useful Links:

This Enhancement Plan and appendices will be made available to view or download at;

www.merton.gov.uk/raynespark

Other useful websites include:

- Merton Planning Explorer:
<http://planning.merton.gov.uk/mvm/online/pl/home.aspx>
- Local Development Framework
www.merton.gov.uk/ldf
- Public Realm:
www.merton.gov.uk/publicrealm
- Community Forums:
www.merton.gov.uk/communityforums
- Environment & Regeneration Charter
www.merton.gov.uk/envandregen/charter
- Groundwork Merton
www.groundwork-merton.org.uk
- Network Rail
www.networkrail.co.uk

11. Merton Council Contacts:

Regeneration Partnerships

📞 www.merton.gov.uk/bepu
✉ regen.partners@merton.gov.uk
☎ 020 8545 3837

Streetscene and Waste

📞 www.merton.gov.uk/streetmanagement
✉ esenquiries@merton.gov.uk
☎ 020 8545 3162

Planning – Development Control

📞 www.merton.gov.uk/planning
✉ esenquiries@merton.gov.uk
☎ 020 8545 3777

Spatial Planning Policy

📞 www.merton.gov.uk/planningpolicy
✉ policyandinformationteam@merton.gov.uk
☎ 020 8545 3041

Physical Regeneration

📞 www.merton.gov.uk/design
✉ urban.design@merton.gov.uk
☎ 020 8545 3041

Raynes Park Local Centre Enhancement Plan

Action Points

To be read in conjunction with the map on page15.

Raynes Park Local Centre Enhancement Plan

Action Points

(To be read in conjunction with the Map on page 15 of this document)

Map Ref	Action	Objective/Theme	Delivery Timescales			Agent / Delivery Mechanism	Indicative Costs / Budgets	LBM Lead / Team	Comments
			6-18 Months till Oct 2009	18-24 Months (till April 2010)	24-36 Months till April 2011)				
1	Develop a car parking strategy for Raynes Park local centre. Explore the potential for sites in the vicinity to be used as car parking. Also confirm planning requirements involved should any sites exist or be suitable.	Access & Circulation	X			LBM Transport Planning / Traffic and Highways / Parking Services	FUNDED: Within existing LBM budgets.	Transport Planning (Nick Greenwood)	A car parking strategy and consultation on any possible CPZ's will be co-ordinated by Transport Planning as part of the planning obligations related to the Thames Water site redevelopment LBM lease on Coombe Lane Car Park runs until 2010. LBM currently in negotiation over a future lease of the Car Park to retain an element of public parking.
2	Carry out pedestrian circulation and traffic management audits / modelling. To be coordinated through Living Streets.	Access & Circulation	X			TFL / Parallel Initiatives Living Streets	FUNDED £30,000 LIP Already spent and study completed FUNDED £30,000 implementation of crossing works. (LIP)	Transport Planning (Pip Howson)	Audits completed in August 2008. Living Streets pedestrian audit recommendations are being investigated with implementation of new crossings at Grand Drive and Bushey road, to improve north-south pedestrian routes. Recommendations from the Living Streets report to develop key walking routes will be taken forward and funded through future LIP/TFL (in 2010-2011)
3	Undertake a traffic study on one-way system to consider potential for new pedestrian crossing points on Coombe Lane and determine scope for potential to rationalise the dominance of vehicles in the centre. This could be achieved by creation of a shared surface space on Coombe Lane in the vicinity of Raynes Park Station and the Bellmouth area...	Access & Circulation			X	TFL Parallel Initiatives	UNFUNDED £30,000 (Forms part of 2010/2011 LIP bid)	Transport Planning (Pip Howson)	Feasibility of new pedestrian crossing points will be explored through future TFL parallel initiatives work, with potential funding from Station Access Improvements funds; being bid for in 2009 Pedestrianisation is not feasible and is not often the best approach for small centres. However the Council will explore options to reduce the impact of traffic in the centre by exploring shared surface spaces...

Map Ref	Action	Objective/Theme	Delivery Timescales 2009 2010 2011			Agent / Delivery Mechanism	Indicative Costs	LBM Lead / Team	Comments
3 cont	...The study should also determine feasibility for a new crossing points on Coombe Lane (adj. Boots), Durham Road and Worple Rd.	Access & Circulation					£30,000 Parallel Initiatives funding also being sought for cycle lane resurfacing on Bushey Rd		... which can achieve a similar change through a more carefully considered road surface design. Feasibility study and a capital funding bid for 2010-2011 will be required.... Being pursued in 2010/11 LIP.
4	Undertake a traffic study on feasibility, impacts, and appropriate timings for traffic lights for Lower Downs Road and potential traffic lights to manage flows through Lwr Downs Rd tunnel. Transport Planning to explore synergies between tunnel and cycle routes in the area.	Access & Circulation			X	TFL (LIP)	FUNDED £30,000 (for feasibility work) UNFUNDED (£1.2m for implementation over 5 years)	Transport Planning (Pip Howson)	Re-phasing of traffic lights is determined at a London-wide level, based on level of priority... long-term action; feasibility will be explored with TFL. Pedestrian improvements to Lwr Downs Rd and Tunnel are being considered as part of a bid to TFL for 2009/2010 LIP. Bid for feasibility works submitted in June 2008 LIP.
5	Timer display for all bus stops	Access & Circulation			X	TFL London Buses	Not applicable – TFL leading project	Transport Planning (Chris Chowns)	TFL have discontinued the Countdown bus timer display system. This is part of a London-wide scheme to replace Countdown with a more accurate iBus system. Delivery dependent on TFL testing and roll-out of iBus. Existing Countdowns on Kingston Road and Coombe Lane will be replaced by iBus system.

Map Ref	Action	Objective/Theme	Delivery Timescales 2009 2010 2011			Agent / Delivery Mechanism	Indicative Costs	LBM Lead / Team	Comments
6	<p>Traffic – Highway Maintenance:</p> <ul style="list-style-type: none"> Signage explaining parking restrictions – review and rationalisation of signs. Signage on Lower Downs Road giving greater clarity of height restrictions at an earlier stage. One Way signs at end of Tolverne Rd and Trewince Rd and Lambton Rd to be reviewed. Pothole repairs road maintenance 	Access & Circulation	X			LBM Highways	<p>Cost unknown until street audit is complete.</p> <p>Improvements potentially to be funded through £2m capital investment for streetscene</p>	Highways (Andy Edser)	<p>Existing signage and streetscape audit to be reviewed by Highways (2008)</p> <p>De-clutter and improvements to be implemented early 2009.</p> <p>Potholes to be repaired, under existing Highway budget and service charter.</p>
7	<p>Cycle Lanes:</p> <p>Coherent marking of cycle lanes.</p> <p>Cycle track on Approach Road, including after railway tunnel.</p>	Access & Circulation	X			LBM Highways	<p>Funded £700,000 from TFL, ring-fenced for cycle improvements</p>	Highways and Engineering (Pete Thomas)	<p>Coombe Lane cycle proposals are under review and investigations are underway regarding the impact of a possible new pedestrian/cycle tunnel parallel to Lower Downs Rd tunnel. Early feasibility work is underway with TFL.</p> <p>TFL have committed £100,000 for tunnel feasibility work.</p>
8	<p>Determine feasibility of creating a new dropping off point for the station.</p> <p>Could be provided either on the north or south side of the station – both options to be explored. South option may be deliverable, linked with any planning obligations for the Rainbow Industrial Estate.</p>	Access & Circulation			X	Network Rail TFL LIP Possible planning obligations.	<p>Funded £20,000 for feasibility studies.</p> <p>Implementation cost unknown until study is underway</p>	Transport Planning / Highways (Pete Thomas)	<p>Depending on the outcome of the feasibility study, implementation funding will be explored in 2010/2011 funding rounds. Implementation and further funding would be longer term and dependent on a commitment from TFL and/or Network Rail.</p>

Map Ref	Action	Objective/Theme	Delivery Timescales			Agent / Delivery Mechanism	Indicative Costs	LBM Lead / Team	Comments
			6-18 Months till Oct 2009	18-24 Months (till April 2010)	24-36 Months till April 2011)				
9	The Council to investigate potential development sites and create a plan for the long term development of the local area.	Shopping & Facilities			X	LBM Local Development Framework	Existing budgets	Plans & Projects (Spatial Planning Policy)	<p>This issue is a borough-wide issue, being dealt with through the Local Development Framework (LDF) process.</p> <p>LDF Core Strategy (2010) will set out the strategic direction for development in the borough, with specific guidance on Local Centres. Further consultation on the Core Strategy revisions will be in late 2009.</p> <p>Work on assessing development sites is underway, but not in the public domain yet, until the preparation of the Sites DPD (potentially 2010-2011)</p>
10	The Council is to consider the creation of a business forum / email list to share information on local shops and other businesses. The Community Forum should consider how best to engage businesses and residents.	Shopping & Facilities	X			Community Forum	Unfunded £25,000	Regeneration Partnerships (Brian Hodge)	For LBM to take this forward, it would require capital funding for p/t town centre manager post which is under investigation.
11	Determine the feasibility of establishing a farmer's market in the Skew Arch.	Shopping & Facilities	X			LBM Regeneration Partnerships	No longer applicable. (Borough-wide economic development fund (£106))	Regeneration Partnerships (Brian Hodge)	<p>London Farmers Market Association (LFMA) has confirmed that the Skew Arch is not a feasible location, due to access and power issues.</p> <p>LFMA do not see a Raynes Park Farmers Market as a viable option at the present time. LFMA also run the Wimbledon Park market and there is concern over the overall trade capacity in the area. The initiative is no longer being pursued as part of the Raynes Park Enhancement Plan.</p>

Map Ref	Action	Objective/Theme	Delivery Timescales			Agent / Delivery Mechanism	Indicative Costs	LBM Lead / Team	Comments
			2009	2010	2011				
12	Establish a Raynes Park Fair (summer or winter event)	Shopping & Facilities		X		LBM Regeneration Partnerships	Unfunded £10,000	Regeneration Partnerships (Brian Hodge)	Feasibility work underway, indicative costs established, dependent on capital funding bid 2009/2010.
13	Include retail units on Lambton Road, Durham Road and other adjoining areas in secondary shopping frontages within the Raynes Park Local Centre Boundary in the LDF	Shopping & Facilities			X	LBM Plans & Projects	Existing budgets	Plans & Projects (Spatial Planning Policy)	<p>Lambton Road and Durhan Road retail units are included with the scope of the Raynes Park Enhancement Plan.</p> <p>Boundary designations for the local centre will form part of the LDF Core Strategy and supporting Evidence Base. LDF Core Strategy to be published mid-late 2009.</p> <p>Funding through existing LDF commitments.</p>
14	<p>Public Conveniences: Make toilets available for public use, and highlight using pedestrian signage.</p> <p>The Council is also to explore options for using existing businesses to provide public conveniences.</p>	Shopping & Facilities	X			LBM	Signage: £20,000 (For Raynes Park – as part of a borough-wide co-ordinated signage programme)	Regeneration (Sue Tanton) Streetscene (Sue Harris)	<p>Existing toilets in the Library are available for public use – but not specifically advertised. Regeneration Partnerships Team will address this.</p> <p>Signage to be considered as part of a signage review, and the Public Realm Strategy which will set out guidelines for all new pedestrian signage.</p> <p>Waitrose will have toilets, which could be made available for public use – to be negotiated with Waitrose when the development commences.</p> <p>Subsidising the use of local business' conveniences will also be explored.</p>

Map Ref	Action	Objective/Theme	Delivery Timescales			Agent / Delivery Mechanism	Indicative Costs	LBM Lead / Team	Comments
			6-18 Months till Oct 2009)	18-24 Months (till April 2010)	24-36 Months till April 2011)				
15	<p>Establish regular cleaning of the railway embankments.</p> <p>Waterproof pedestrian tunnels (subject to viability)</p> <p>Improve lighting in tunnels.</p>	Public Realm & Environment	X			<p>Network Rail</p> <p>LBM Environmental Health powers</p>	<p>NR – within existing budgets</p> <p>LBM Enforcement – within existing budgets.</p>	Planning and Public Protection (John Hill)	Maintenance of the embankments, tunnels and lighting is the responsibility of Network Rail, however LBM can serve notice on NR if immediate attention is needed. (serving notice can be achieved through existing budget and service charter provision – LBM to liaise with NR)
16	Promote National Rail Help line to assist residents in reporting litter / fly-tipping etc on railway embankments.	Public Realm & Environment	X			Network Rail	NR – within existing budgets	Street Scene and Waste (Sue Harris)	<p>LBM will liaise with Network Rail Station Managers to provide publicity on site.</p> <p>For Info: National Rail Helpline on 08457 11 41 41 to report litter or flytipping on or near the railway tracks. SouthwestTrains on 0845 6000 650 to report litter or flytipping on the Station or underpasses.</p>
17	<p>General Public Realm and Streetscene improvements (as recommended in PLACE streetscape report and currently being pursued through the development of LBM Public Realm Strategy)</p> <ul style="list-style-type: none"> Removal of redundant street furniture. Agree new pedestrian signage strategy. Agree new / unified design for street furniture. Provide new planting / planters... 	Public Realm & Environment	X			LBM Env & Regen. (Public Realm Strategy and Approved Capital Programme)	<p>Costs unknown until streetscape audits are complete</p> <p>Awaiting Public Realm Strategy...</p>	Street Scene (Sue Harris / Andy Edser)	<p>Streetscape Audit to be undertaken in late 2008.</p> <p>De-clutter and replacement of street furniture to follow on from guidance set out in Merton's Public Realm Strategy (PRS) (due for completion December 2008)</p> <p>Implementation of improvements are programmed for 08/09 financial year (capital programme for streetscene), but awaiting the PRS to guide improvements.</p> <p>PRS will also link to pedestrian signage and the TfL Legible London programme.</p>

Map Ref	Action	Objective/Theme	Delivery Timescales 2009 2010 2011			Agent / Delivery Mechanism	Indicative Costs	LBM Lead / Team	Comments
17 cont	<ul style="list-style-type: none"> New seating at the station Bellmouth area. Conserve brickwork in tunnels. 		X				Potentially to be funded through existing borough wide £2m capital for streetscene improvements.		See above (17) ...
18	Create new pedestrian space Ensure maximum size and attractiveness of piazza as part of the Thames Water site redevelopment.	Public Realm & Environment			X	Landowner / Developer	Funded: £100,000 negotiated as s106)	Development Control / Urban Design	<p>Piazza proposed as per planning brief for Thames Water site.</p> <p>Detailed designs were approved as part of the planning application.</p> <p>S106 funding for improvements to Coombe Lane, between the TW site and Station have also been negotiated and will be implemented when the development commences.</p> <p>Implementation is now dependent on Waitrose / St James Homes commencing with the scheme.</p>

Raynes Park Local Centre Enhancement Plan

Development opportunities and
planning status update

To be read in conjunction with the map on page 15

Raynes Park Local Centre Enhancement Plan

Development Opportunities and Planning Status Update.

(To be read in conjunction with the Map on page 15 of this document)

Site Ref	Address / Description	Development Potential / Planning Status
RP1	37-39 West Barnes Lane (former Inland Revenue)	No current planning activity, although the site contains an office block, place of worship and substantial private car parking area. There is scope for intensification of the site in future. There are no current UDP site designations or suggested uses. LDF will determine site designations.
RP2	Rainbow Industrial Estate	Pre-application discussions are underway for a recycling and energy generation facility. No planning application has been submitted as of 17/11/08, though one is expected shortly after. Site is currently designated in the UDP as an industrial location, UDP policies E.3 – E.5 apply.
RP3	Thames Water Depot and Car Park	Planning application 08/P2116 approved, subject to completion of legal planning obligations. Scheme comprises of 4/5 storey buildings containing 97 apartments, Waitrose supermarket, café, car parking and public piazza fronting onto Coombe Lane.
RP4	EDF Electricity Sub Station, Coombe Lane	Planning permission granted in 2005 for 3-4 storey residential development, fronting Coombe Lane and adjoining the Thames Water development and Piazza.
RP5	1-3 Durham Road	No 1. Formerly owned by LBM and recently sold at auction. Now in private ownership. No 3. Planning application 06/P1752 approved to redevelop the house to provide housing for Wandle Housing Association.
RP6	Durham Road Surgery	This site may become available for redevelopment if the planning application for a new health centre at 1-3 Lambton Road (RP10) is approved.
RP7	Durham House	Should sites RP6 and RP9 become available for redevelopment, there may be scope to incorporate this site (RP7) as a wider redevelopment scheme, subject to land ownership.
RP8	1-7 Amity Grove	Should sites RP6 and RP9 and RP7 become available for redevelopment, there may be scope to incorporate this site (RP8) as a wider redevelopment scheme, subject to land ownership.
RP9	Amity Grove Clinic	This site may become available for redevelopment if the planning application for a new health centre at 1-3 Lambton Road is approved.
RP10	1-3 Lambton Road (Selsley House)	Pre-application discussions are in progress to develop the site as a new health centre for Sutton and Merton PCT. The facility is intended to replace Amity Grove (RP9), Durham Road (RP6) and Pepys Road (RP14) surgeries. If approved the existing PCT sites would become available for re-development. Preliminary designs have been presented to Merton's Design Review Panel. Planning application submitted early 2009.

RP11	213 Worple Road	Planning permission REF was approved in 2006? A revised scheme is currently subject to new pre-application discussions. Designs have been presented to Merton's Design Review Panel and are now being refined as part of a revised application. A new planning application is expected in early 2009.
RP12	14-16 Coombe Lane	Planning application 04/P1425 was approved in September 2004 comprising of 4 storey building, plus basement, with retail at ground and basement and 9 flats on the upper 3 floors. Permission has not been implemented yet. Applicant has till September 2009 to commence the development.
RP13	Pepys Road Surgery	This site may become available for redevelopment if the planning application for a new health centre at 1-3 Lambton Road is approved.
RP14	Pepys Road Garage	No current planning activity, although the site represents an under use of land within a local centre and in close proximity to a high PTAL train station. The site has redevelopment potential which could provide a better quality frontage to Pepys Road. The site has no current UDP site designation or suggested uses.
RP15	583 Kingston Road	Former Manuplastics site. Pre-application are in progress to redevelop the site for employment and self-storage uses B1and B8. Preliminary designs will be presented to the Merton Design Review Panel on 19 th November 2008. A planning application is not submitted yet.
RP16	3-5 Dorien Road	This site is designates as site 34P in the UDP, which promotes redevelopment for residential uses. The site also has a planning brief that promotes the redevelopment of the site for residential uses. No planning application has been submitted and there are no current pre-application discussions.

Raynes Park Local Centre Enhancement Plan

Local Centre Map

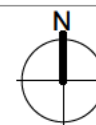


RAYNES PARK LOCAL CENTRE ENHANCEMENT PLAN

Sites with development / redevelopment potential:

RP1	37-39 West Barnes Lane (Inland Revenue)
RP2	Rainbow Industrial Estate
RP3	Thames Water Depot & Car Park
RP4	EDF Sub-Station, Coombe Lane
RP5	1-3 Durham Road
RP6	Durham Road Surgery
RP7	Durham House
RP8	1-7 Amity Grove
RP9	Amity Grove Clinic
RP10	1-3 Lambton Road (Selsley House)
RP11	213 Worple Road (former Petrol Station)
RP12	14-16 Coombe Lane (former Pine Shop)
RP13	Pepys Road Surgery
RP14	Pepys Road Garage
RP15	583 Kingston Road (former Manuplastics)
RP16	3-5 Dorien Road

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KEY:

-  **Local Centre Area**
-  **Buildings within the Local Centre**
-  **Railway Embankments**
-  **Development Sites**
-  **Enhancement Plan Action Ref.**
-  **Advertising Locations**



London Borough of Merton
Merton Civic Centre
London Road
Morden
SM4 5DX

Inspection and Report by Raynes Park Association

Raynes Park station and adjoining land

August 2014



Remedial works at station:

1. Remove algae and repaint cable duct over station entrance
2. Prepare and repaint the sides and soffit of bridge at station entrance
3. Repaint overbridge in one consistent colour
4. Remove fence at platform level if redundant or prepare and repaint flaking paint finish
5. Paint fencing and remove dead planting at southern entrance
6. Remove buddleia plant colonisation to entrance canopy and road bridge to avoid neglected appearance

Adjoining land:

1. Remove dead elms on embankment west of the station
2. Remove weeds and maintain on a regular basis the new embankment planting to the east of the station
3. Cut back or remove sycamore tree perched above retaining wall above seating area on south side of station



1. View to algae covered cover and colonising buddleia vegetation



2. View to soffit of bridge



3. View showing algae and soffit requiring repainting



4. View of fence and overbridge



5. View showing algae, over bridge and fencing. The blue tarpaulin should also be removed



6. More colonising vegetation over south entrance



7. Tree perched over seating area



8. Colonising vegetation over main highway bridge



9. Dead planting and untreated timber to south of arch .



10. Weed growth in new planting beds due to lack of continued maintenance



11. Dead elms and buddleia forming neglected appearance



View of market area as existing with associated street clutter of bins, railings, concrete planters without plants and unused cycle racks



View as proposed with reduced carriage way width and enlarged market space. New tree planting replaces trees lost from central reservation, with new seating and space for market and community activities.



Option 1



Option 2