



RAYNES PARK

G RAYNES PARK

G.1 INTRODUCTION

This part of the borough was developed later than Wimbledon having been rural landscape and farmland until the railway and road infrastructure stretched out and connected this area to a growing London.

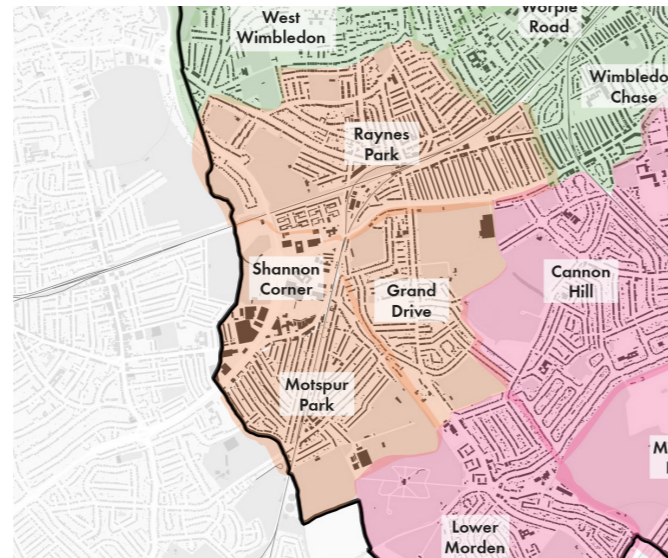
The sub area is formed of four neighbourhoods - Raynes Park itself, Shannon Corner, Grand Drive and Motspur Park.

Raynes Park forms the key centre in the area from which a series of Victorian and Edwardian residential streets and neighbourhoods emanate. Raynes Park and Grand Drive were developed first and still retain a strong historic character. Motspur Park has a distinctly suburban Metroland style character, having been developed in the inter-war period. Whilst Shannon Corner is the focus for more modern and larger format development, having evolved on the back of major road infrastructure including the Kingston bypass.

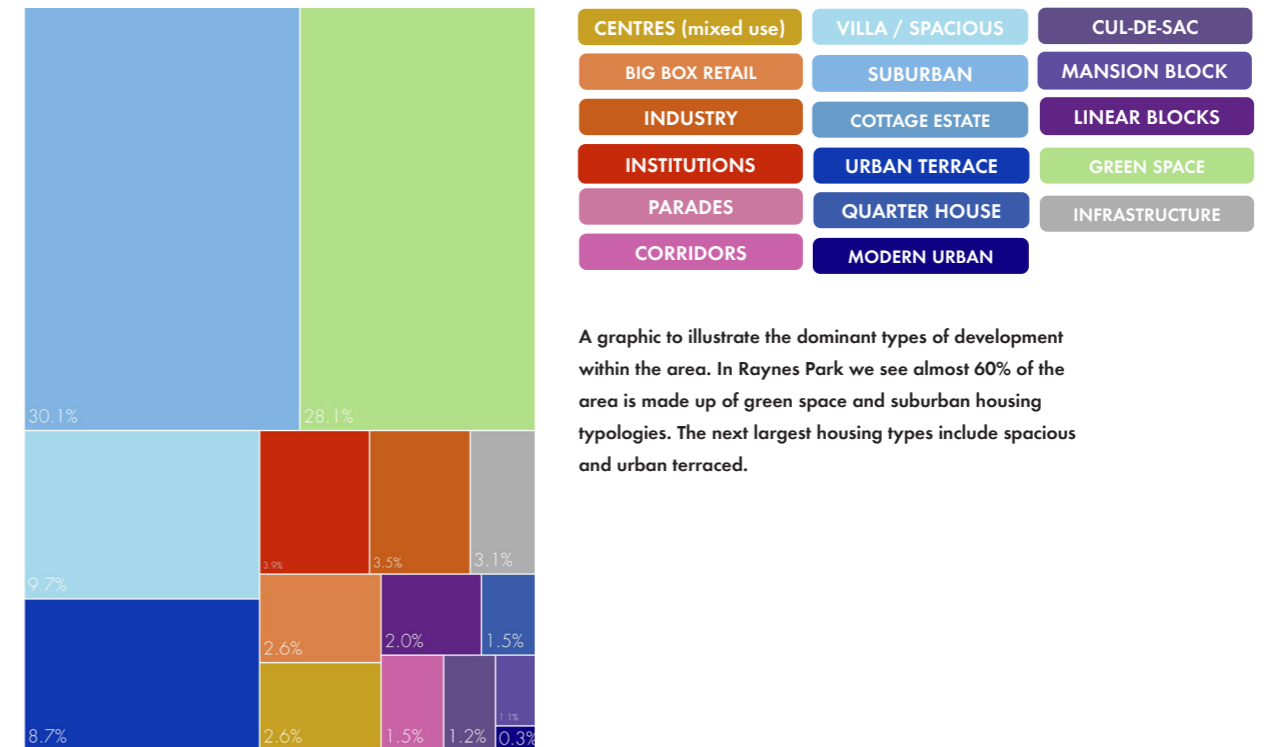
There is a stark difference in intensity and character between areas north and south of the rail line at Raynes Park. Within this is an opportunity to better connect the pieces either side of the rail line, and in doing so translate the quality of intensification that occurs.

The A3 (Kingston) Bypass route had a huge impact on the area causing the natural course of growth to change direction resulting in the severance of links to areas to the west.

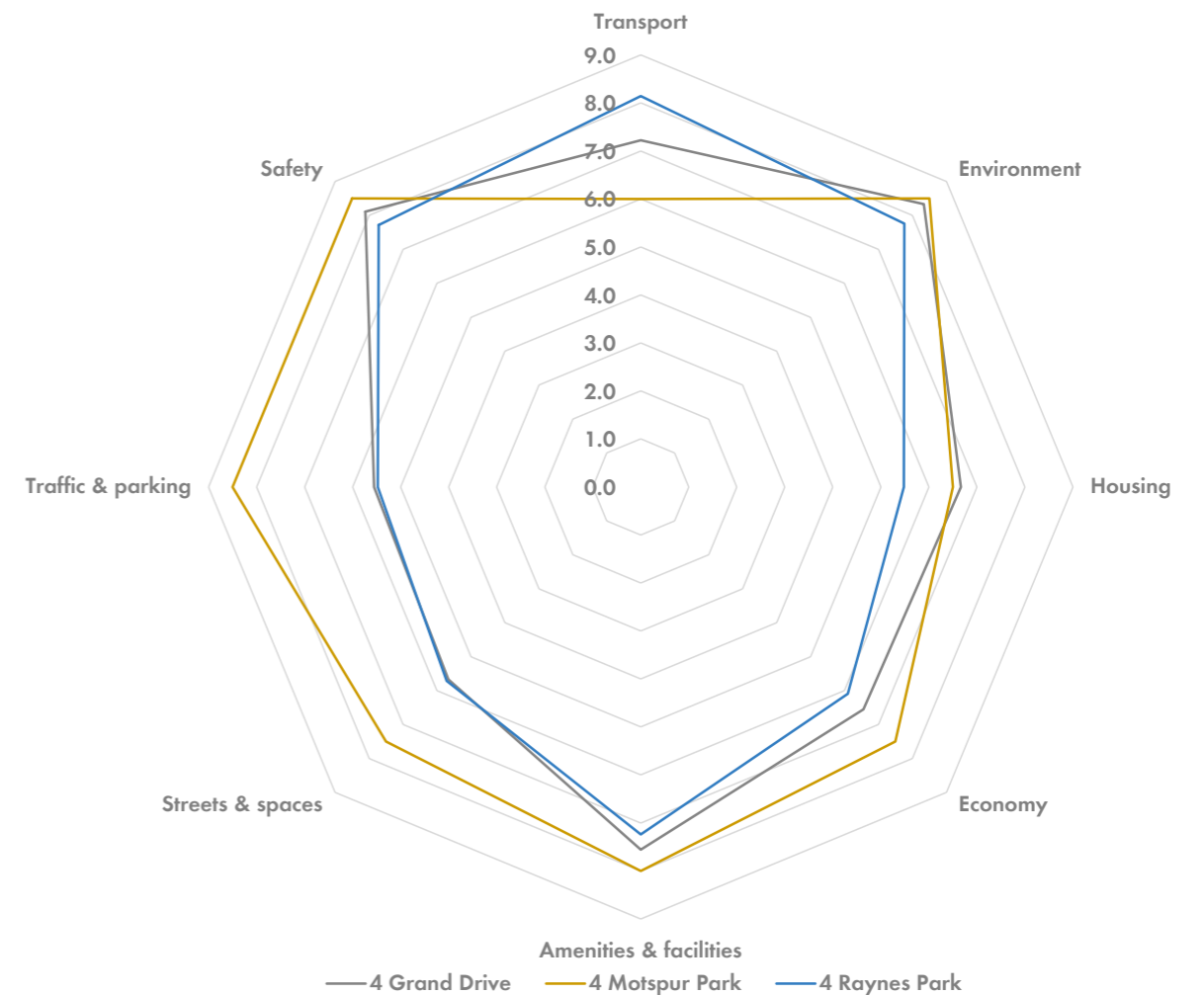
Away from the large landscape features to the north there exists a deficiency in open space and green infrastructure. Future adaptation to climate change will need street greening and smaller spaces to be introduced alongside new growth.



A plan illustrating the neighbourhoods within the area

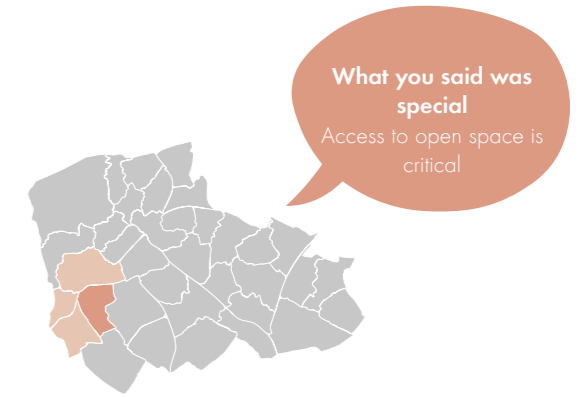
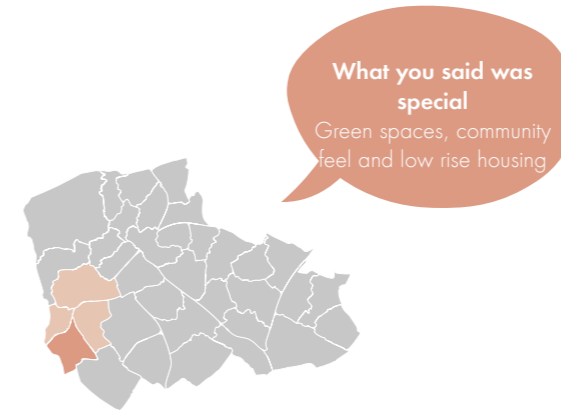
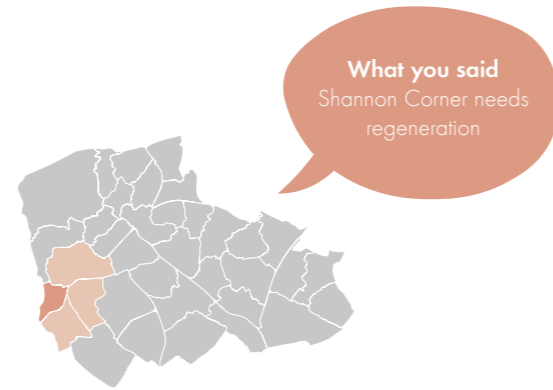


A graphic to illustrate the dominant types of development within the area. In Raynes Park we see almost 60% of the area is made up of green space and suburban housing typologies. The next largest housing types include spacious and urban terraced.



Over 400 people responded to the survey for the Character Study. The graphic below illustrates the average of how satisfied residents were with the particular theme in their area.





RAYNES PARK

Distinctiveness - heritage and key features

- Historic town centre which grew up in the late Victorian /Edwardian era on the back of the arrival of the railway.
- Raynes Park is located at the fine point of an 'urban wedge' which stretches along mixed use railway corridor from the east.
- Spacious 'Wimbledon Hill' character to north and views south from here.

key issues / opportunities

- High incidence of conservation areas - particularly to the north of the rail line - which has supported high quality character.
- Stark difference between the quality of intensification coming forward north and south of the rail line - to the south the intensification that is happening slowly is much lower quality.
- Cottenham Park was the only development pre-1900 and as such the rail station relates much more strongly to the north, with connection issues persisting today for neighbourhoods to the south.
- Opportunities to enhance the quality of shop frontages and development in the town centre.

SHANNON CORNER

Distinctiveness - heritage and key features

- Defined largely by major infrastructure including the A3 and its imprint.
- Large footprint retail sheds set within expansive surface car parks
- Schools and community infrastructure are often at the boundary between infrastructure and neighbouring residential areas.

key issues / opportunities

- Strategic highway infrastructure creates a significant barrier to movement in the area, particularly with raised routes and intersections.
- Big box retail is appropriately located linked to this infrastructure, but the links back into local centres are poor making this provision an island which is only driven to.
- The underlying landscape and brooks is hidden and masked by development at present, but represents an opportunity to transform the area in the future.
- Potential for larger retail sites to deliver homes in the longer term.

MOTSPUR PARK

Distinctiveness - heritage and key features

- Laid out as a suburban residential area in the inter-war period linked to the opening of Motspur Park station.
- Generally short terraced blocks of four homes with generous rear gardens. Some street trees, but generally a pattern of reducing street greenery.
- Area looks south to New Malden rather than north to Raynes Park.

key issues / opportunities

- Consistency of character and format across the whole area means there are limited opportunities for intensification beyond plot-by-plot.
- Motspur Park station currently looks primarily east, and so opportunities could be explored to better link the residential area to the west.
- Potentially scope to intensify immediately around the station itself.

GRAND DRIVE

Distinctiveness - heritage and key features

- The alignment of Grand Drive was originally marked by a hedgerow across open fields in maps dating from the 1870s.
- St. Saviours Church opened in 1907 and the distinctive row of "Arts and Crafts" villas opposite followed shortly after.
- High incidence of open space and green infrastructure which gives this area a particularly green character.
- Generally terraced homes set on generous streets and laid around areas of open space.

key issues / opportunities

- Generous street section of Grand Drive lends itself well to supporting improved walking and cycling provision.
- Scope to enhance the entry points into green spaces for example Heath Drive and entrances to the Paddock from Parkway.



Growth themes

Support Raynes Park town centre

as a characterful local centre serving both sides of the tracks. Emphasise the role of the existing centre as a service centre for the wider community. Knit together the connections more convincingly and the parcels of underused space within or immediately adjacent to the centre. This might include thinking about the mix of uses on sites south of the rail line, and supporting enhanced access through the rail arches. Opportunities to reduce the impact of vehicular traffic on the centre and enhance the pedestrian and cycle environment generally should be explored.

Enhance access to existing open spaces

This area is blessed with a number of larger open spaces, some more accessible than others. There are opportunities to enhance both the quality of the spaces and the access into them. This would help ensure the underlying character and intentions built into this area are fully appreciated and optimised.

Enhance the role of stations as connecting pieces

At both Motspur Park and Raynes Park an imbalance exists between the sides of stations. To address this opportunities to intensify those blocks closest to the station entrance on the "other side" should be explored, as well as enhancing the station entry points in general.

Use the avenue streets as sustainable corridors

Maximise the provision for active travel routes for cycling and walking along generous routes such as Grand Drive. Start to encourage intensification/diversification at key points along their routes. Both Grand Drive and Coombe Lane have important roles in supporting sustainable movement up to the potential future Crossrail link at Raynes Park.

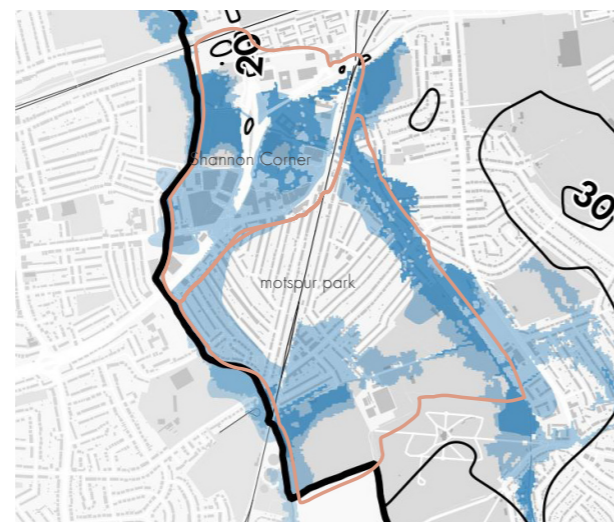
Connect in Shannon Corner

Seek to move to a more local connection for this shopping area. Accept that Shannon Corner provides a different, but necessary, type of retail, but that over time it needs to be drawn into the surrounding area's functioning, in particular with links to Raynes Park centre. In doing so future flexibility should be considered, in particular to avoid building in inflexibility at ground floor when intensifying sites. This will require careful balancing of strategic retail/employment and new residential.

Address the isolation of non-retail sites in this area including West Barnes Estate. Enhance the connections through these parcels and to Raynes Park centre.

Reveal underlying landscape assets

Opportunities to use the landscape history of areas such as Shannon Corner and Motspur Park to inform future change could help address resilience to climate change, in particular water infrastructure. The network of brooks and watercourses through the area could form a more positive part of current character whilst also supporting environmental functions.



Flood zones
 ■ zone 3
 ■ zone 2

