

MERTON COUNCIL



Rainbow Industrial Estate, Raynes Park

Draft Planning Brief for consultation: June - July 2012

Merton Council & Workspace Group

www.merton.gov.uk/planningpolicy



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1.0 Introduction

Background

1.1.1 This draft planning brief is being prepared as a supplementary planning document (SPD) to Merton's Core Planning Strategy to provide guidance for the redevelopment of the Rainbow Industrial Estate, situated in Raynes Park. It is being prepared by the Council in conjunction with the Workspace Group, who are providing the resources to deliver the brief. Subject to the feedback from this consultation and other research, this planning brief will be considered for adoption by Merton Council as part of the Local Development Framework (LDF).

1.1.2 This draft planning brief sets out a proposed approach towards the redevelopment of the Rainbow Industrial Estate in Raynes Park. It is a consultation document which puts forward an approach to deliver an employment-led redevelopment of the site, in line with Merton Council's Core Planning Strategy. This is an important opportunity to comment on the opportunities presented by the site and the draft development proposals.

1.1.3 Merton Council is seeking your views to inform the preparation of this document, and whether it should become an adopted Merton Council supplementary planning document (SPD). If it is adopted as an SPD, which is subject to the results of this consultation, any future development on the site would need to adhere to it, and would still be subject to a formal planning application. Further consultation would be undertaken by the site owners, The Workspace Group.

1.1.4 This process is intended to ensure that the development of the Rainbow Industrial Estate is approached in a way that has involved the local community at an early stage. Meetings between Workspace Group and community groups have taken place since summer 2011 to discuss ideas for the site. These conversations have informed this draft development brief.

1.1.5 This approach has been taken to ensure that outline proposals reflect the views of residents and businesses and are in line with Merton Council's Core Planning Strategy, so that, as owners of the site, Workspace Group can produce more detailed proposals for consultation and a planning application.

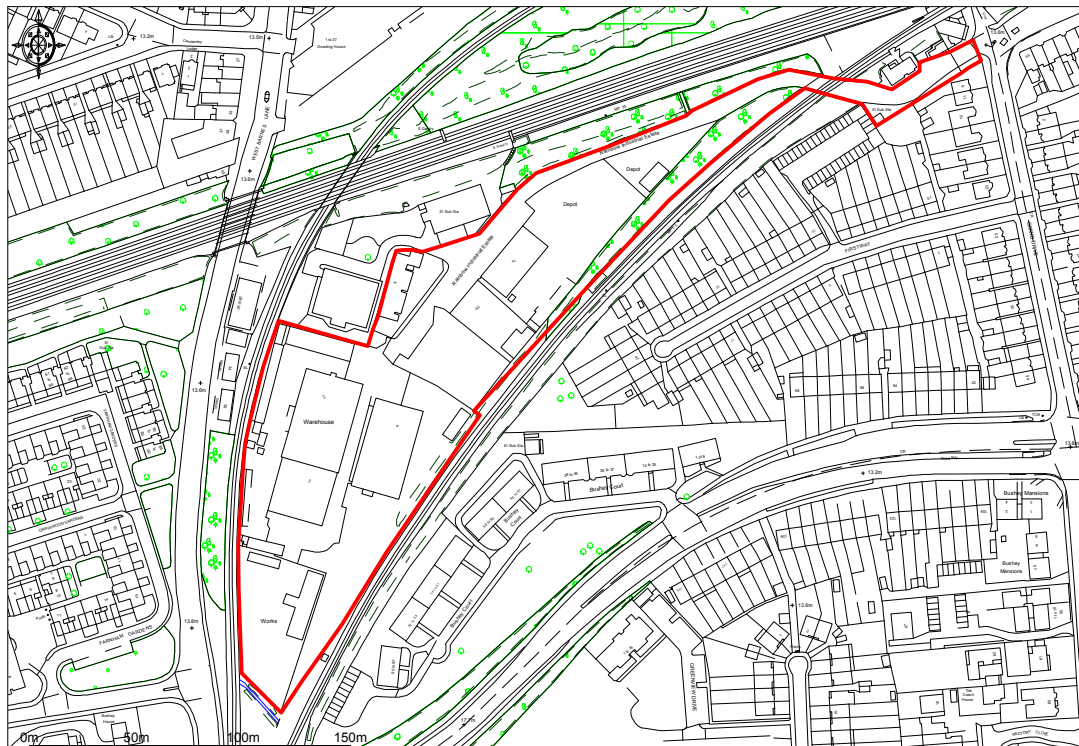


Figure 1: Planning Brief Site Plan

1.0 Introduction

1.1 Involving the Community - Consultation

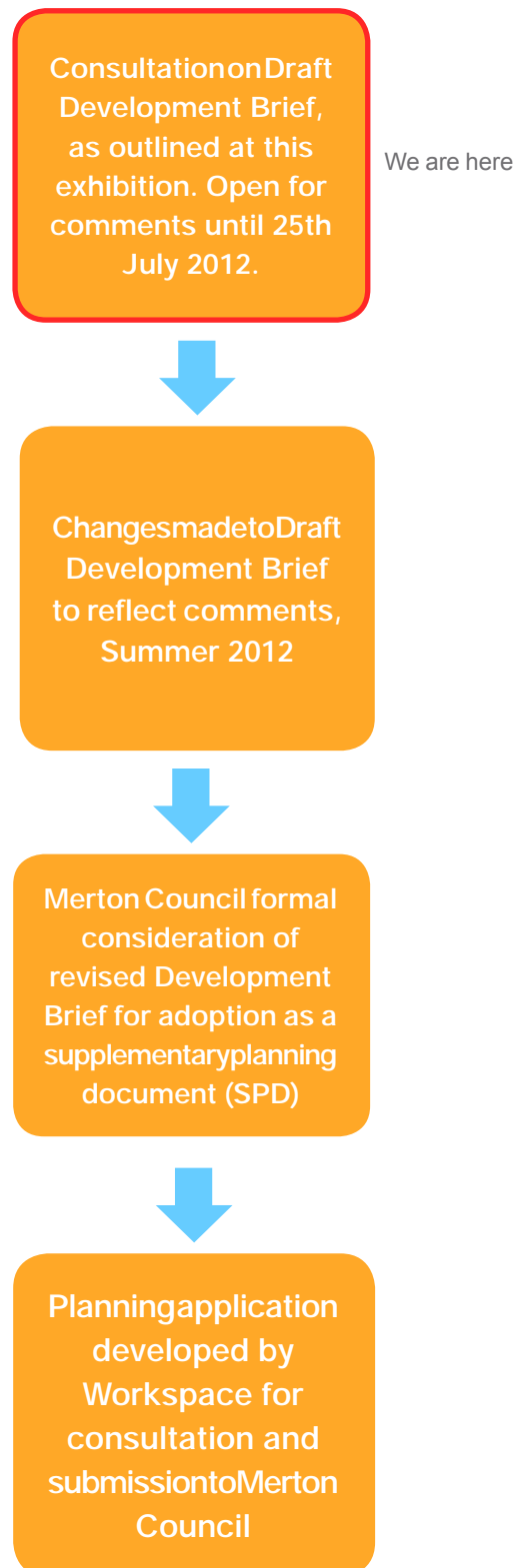
1.2.1 This draft development brief is out for consultation for a 6-week period from 13th June until 25th July 2012. Merton Council is actively seeking the views of local residents, groups and businesses.

1.2.2 The draft brief will be widely available with opportunities to comment:

- at an exhibition on Friday 29th June 12noon-5pm and Saturday 30th June 12:30pm-4pm at Raynes Park Methodist Church Hall
- via www.merton.gov.uk/planningpolicy
- by e-mail ldf@merton.gov.uk
- by requesting a paper copy via 020 8545 3837 / 020 8545 4141 or by viewing the brief at Raynes Park library between 9.30am and 7.00pm Monday, Tuesday Thursday, Friday and 9.30am to 5.30pm Saturday

1.2.3 Future Merton and Workspace Group representatives will also be available for meetings with community groups and seeking to attend meetings of key local groups.

What Happens Next



1.0 Introduction

1.3 Background to Rainbow Industrial Estate

1.3.1 The Rainbow Estate has been owned by Workspace Group since 1992. It comprises 4.8 acres of industrial and storage space in former railway sidings. It provides 3,400 sqm of obsolete, low grade built floorspace and includes large areas of open storage.

1.3.2 Current business activities generate significant HGV traffic. They include:

- Coach parking.
- Scaffolding storage.
- Vehicle scrap yards.
- Plumbing goods storage and some wholesale trade.

1.3.3 The site has good pedestrian links to Coombe Lane, and is close to good transport links – with the main entrance on Grand Drive next to Raynes Park Station. However, the access point to the site at the Station is constrained and often leads to congestion.

1.3.4 There are two buildings owned by Network Rail next to the railway line to the north of the site. These are recognised in this brief, but are not covered by it.



Photographs 1 & 2: Storage and Industrial Buildings



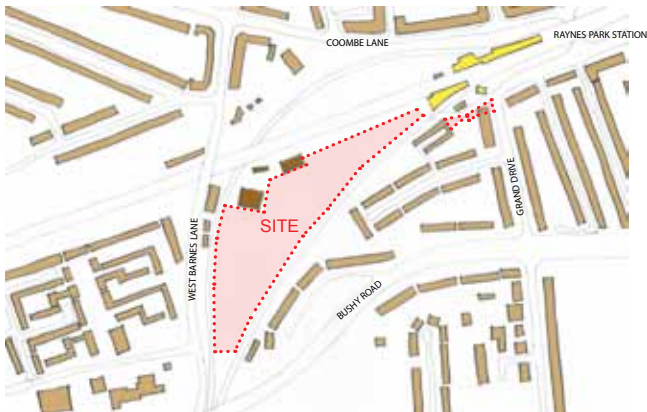
Figure 2: Aerial Photograph of Site

1.0 Introduction

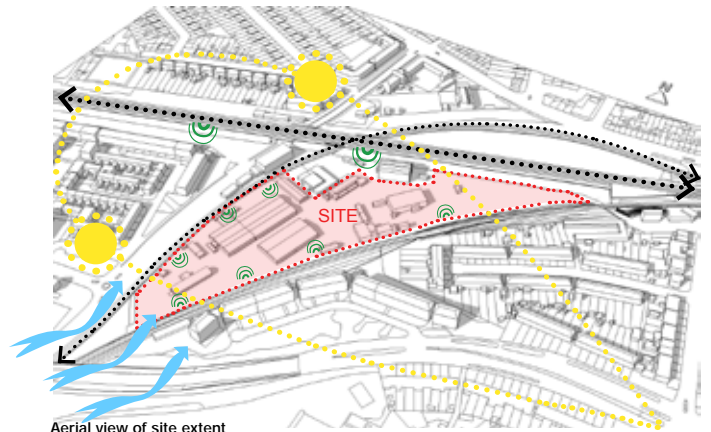
1.4 Outline Development Proposals

1.4.1 Through the initial analysis of the site, the opportunity has been identified to regenerate the site through a new development incorporating:

- New Business space – designed to meet the needs of small and medium sized enterprises (known as SMEs) and replacing the existing outmoded and redundant buildings and structures;
- New Residential accommodation - including affordable housing;
- A wide range of other landscape and sustainability improvements;
- A re-designed access to the site and other measures designed to promote sustainable transport modes (and significantly reduce the number of HGVs visiting the site);
- A formalised 'kiss and ride' at Raynes Park Station entrance through the Raynes Park Enhancement Plan.



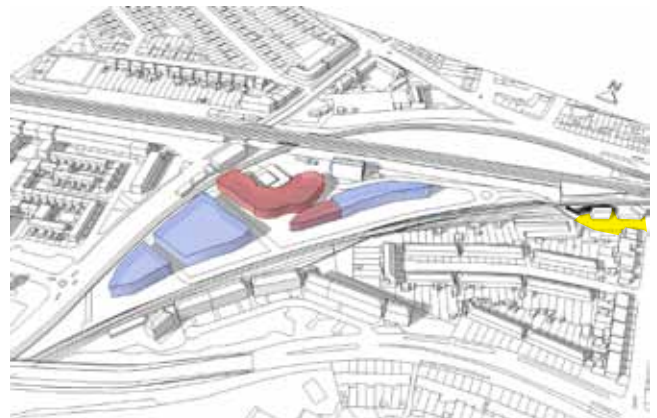
Plan view of site extent



Aerial view of site extent



Plan view of masterplan concept



Aerial view of masterplan concept

Figure 3: Illustrative masterplan

1.0 Introduction

1.5 Proposals for the Rainbow Industrial Estate

1.5.1 Workspace Group has previously considered various uses for the site. As part of a joint venture with Glebe, proposals for a waste to energy plant were put forward for consultation in 2009. There was significant local concern about the impact of this use of the site and those proposals were withdrawn in response to those concerns.

1.5.2 The site is identified as a “Locally Significant Industrial Site” in Merton Core Planning Strategy, which was adopted in July 2011. In recognition of the site-specific circumstances of Rainbow Industrial Estate and the opportunity for regeneration, Merton’s Core Planning Strategy states:

“a wider range of uses than B1(b) (research and development), B1(c) (light industrial), B2 (general industry) and B8 (warehousing and storage) may be considered where these uses contribute to the site delivering Policy CS12 and meet the terms of other policies in the development plan for Merton. Any redevelopment proposals seeking to incorporate uses other than B1(b) (research and development), B1(c) (light industrial), B2 (general industry) and B8 (warehousing and storage) would be subject to the adoption of a planning brief (supplementary planning document) for the whole site, setting out how any employment led redevelopment proposals would meet the terms of Policy CS12 and the objectives of Merton’s Economic Development Strategy”.

1.5.3 The purpose of this draft planning brief is to provide a planning and design framework to guide the redevelopment of the Rainbow Industrial Estate, providing clarity for residents, businesses, Workspace and Merton Council as to what development may occur on the site. The brief seeks to ensure that the redevelopment proposals deliver the objectives of the Merton Core Planning Strategy and in particular Policy CS12 by ensuring that the forthcoming proposals for mixed-uses on site are employment led. Any planning application received for the site will have to be in accordance with the adopted planning brief to be approved.

1.5.4 In order to provide a comprehensive solution the draft planning brief focuses on those areas within Workspace Groups ownership but also includes the shared access and entrance which are key elements to the regeneration of the site. The draft planning brief proposals for the site entrance will satisfy key objectives set out within the Raynes Park Enhancement Plan for improvements to the access and circulation as well as to the surrounding public realm.

1.5.5 In seeking to respond to these expectations, Workspace Group set their own brief for the site, informed by discussions with community groups and Merton Council. This constitutes the content of this development brief.

1.0 Introduction

Regeneration of Rainbow Industrial Estate Summary of Core Objectives and Benefits	
Employment	<ul style="list-style-type: none"> • Enhancement and improvement of business space on the site as light industrial and office units, designed to cater for small and medium enterprises (reflecting the Workspace Group's typical business space model). • Maintaining the current level of business floorspace (3,390sqm) at the site. • Promoting uses which do not require HGVs – to reduce the traffic impact. • Increase in the number of jobs on the site from c.40-50 to over 100 people – based on similar successful Workspace centres around London. • A clear 'employment zone' adjacent to Network Rail buildings that will be retained.
Homes/Residential	<ul style="list-style-type: none"> • Provision of new homes, including affordable and family homes. • Balance the amount of homes with what is appropriate for Raynes Park and this site, but which supports the redevelopment of the employment spaces. • 200-250 homes, including affordable housing. • The provision of a mix of residential accommodation – incorporating one, two and three bed homes in line with Merton's Housing Policy. • Creation of places where people want to live. • Providing clear and legible residential zones at the site – promoting secure by design principles. • Providing well designed residential buildings – achieving a high quality and desirable environment. • Sufficient space for homes that meet the London Plan Housing Design Standards. • The provision of separate access for homes and employment spaces. • Ensuring that the new buildings are well related to the neighbouring urban context (and existing residential properties) – thereby imposing a maximum building height of 5 storeys for the majority of the site (but with the opportunity for 6/7 storeys at the southern end of the site).
Sustainability	<ul style="list-style-type: none"> • Standards to be set to achieve an exemplar sustainable development. • Sufficient space to enable the promotion of sustainability through: <ul style="list-style-type: none"> • Onsite renewable energy creation for use of the site only; • Combined heat and power to create an efficient system, making use of the mix of daytime employment energy needs and evening residential energy needs; • Sustainable urban drainage systems; • Promotion of sustainable modes of transport.
Landscape Improvements	<ul style="list-style-type: none"> • Sufficient space to provide good quality open space that can improve biodiversity. • Courtyards and gardens to be provided for residents and workers. • An attractive, landscaped and managed place to live and work. • Good space between buildings to create an open feel to the Estate.
Access and Transport	<ul style="list-style-type: none"> • Reduced traffic impact of the users of the site on local roads – in particular reduced HGV traffic to the site by providing new employment buildings that do not receive HGV deliveries. • A reconfigured and improved entrance to the site from Grand Drive. • The provision of a new 'Kiss & Ride' and widened access on the Raynes Park Station forecourt, using additional Workspace-owned land, in line with the Raynes Park Enhancement Plan. • Space to service vehicles that might use the site plan.

2.0

The Site and Surrounding Area

2.1 Site Description and Location

2.1.1 The Rainbow Industrial Estate (2.14 hectares) is situated on land directly to the south west of Raynes Park railway station. The site is bounded by railway lines on all sides, thus meaning the site operates effectively as an island site. To the north are the elevated main London – Southampton line and the southbound platforms serving Raynes Park Station. To the west is the northbound Epsom – Waterloo/Raynes Park line. To the east is the southbound Epsom/Guildford – Waterloo/ Raynes Park line, which gently rises up on an embankment as it progresses to the north.

2.1.2 As a result of the railway infrastructure, the site only has a single point of access from Grand Drive (at its junction with Approach Road). The access passes beneath the south-bound railway line, and due to the falling gradient of the track, there is a vehicle height restriction of 4.1 metres at the rail underbridge. Whilst the access is well used by the existing site uses, it is informally arranged which can lead to congestion at the site entrance (particularly when Heavy Goods Vehicles – HGVs – enter and exit the site simultaneously). The site entrance also suffers from some ad hoc parking by commuters and those visiting the town centre.

2.1.3 The Industrial Estate has been managed by the Workspace Group since 1992 and contains approximately 17 plots/units which include a mix of open storage uses, light industrial space and ancillary office areas. The site is currently occupied by a range of low intensity types uses including scaffolding storage; car/van hire; coach parking/storage; skip hire; car repairs/re-spraying and architectural metal salvage and an office interiors strip-out company. The nature of the current accommodation is such that the site is very traffic generative, and acts as a hub for businesses utilising heavy-good vehicles.

2.1.4 The majority of the current buildings on-site consist of larger industrial ‘sheds’ (used for storage or industrial type uses), temporary/prefabricated storage areas and office structures. The general state of the existing buildings, on-site infrastructure (including roadways and services) and environment is moderate (at best), but largely considered to be poor. In particular, a number of the existing buildings are either temporary or coming to the end of their natural life. As a result, employment levels at the site are currently low, with a total of 40-45 staff employed currently employed by the various occupiers/operators.

2.1.5 The site is highly accessible by public transport, being located in close proximity to the Raynes Park Station and a number of bus routes, as such the Estate benefits from a PTAL rating of 4.

2.1.6 Network Rail also retains office and maintenance buildings within the north-west corner of the Estate. These buildings fall outside the site for the purposes of the brief and are to be retained. Access to the Network Rail land is shared with the remainder of the Industrial Estate and any future development will need to maintain operational access to these buildings.



Photograph 3 - Industrial Units & Parking Area



Photograph 4 - Site Entrance & Station

2.0

The Site and Surrounding Area

2.2 History

2.2.1 The statutory register of planning applications for the site indicates that the site has been in use for business, industrial and storage uses since mid 1950's, when outline planning permission was first granted on 16 July 1954 (under application reference M9546) for use as a workshop and store.

2.2.2 Since then a series of planning permissions have been issued for units and plots on the estate relating to a variety of changes of use to and from business, industrial and storage uses. Indeed planning permission has also been granted for a variety of indoor sports uses on the site. The existing uses currently operating from the site are largely unregulated in terms of noise, odour, dust and general nuisance. It is also important to note that there are no conditions restricting the current number of vehicles (and more specifically HGVs) accessing the site.

2.2.3 It should be noted that in 2008 the site was initially identified within the South West London Waste Plan and proposals for an anaerobic digestion (energy from waste) facility were developed for the site. Extensive public consultation was undertaken by Workspace Glebe with the local community and stakeholders. However, in 2009 the proposals for the waste facility were not taken forward following further consultation with key community stakeholders. It was recognised that the site required significant regeneration, which is now the subject of this planning brief.

2.3 Surrounding Area

2.3.1 The site is bound by railway lines on three sides, although the entrance to the site is directly adjacent to the Raynes Park main-line railway station. The site is generally surrounded by residential accommodation developed mostly in the 1920's to 1960's.

2.3.2 To the north of the site beyond the railway embankment is an area designated by the London Borough of Merton as a SINC (Site of Interest for Nature Conservation). To the north-west is the former Thames Water Depot and car park, which received approval for redevelopment to provide a part 5 storey building with a supermarket, cafe and 97 residential units, which has been completed. Coombe Lane further north provides a mix of convenient shopping and retail functions, as does Kingston Road to the east. Two storey terrace and semi-detached housing is situated along Firstway and Grand Drive to the east. To the south-east are the four storey Bushey Court Apartments, comprising of 97 residential flats, and on the opposite side of Bushey road is a former disused sports ground, which received approval at appeal for redevelopment to provide two blocks of three and four storey buildings comprising of 50 residential units. To the west beyond the railway and West Barnes Lane are predominantly residential buildings, with Raynes Park High School and West Wimbledon Primary School within close proximity.

2.3.3 The character of the surrounding area, particularly to the east and west, is predominantly residential. To the east of the site are Firstway and Grand Drive where the scale and height of properties is for two storey buildings and to the south east is Bushey Court, which forms three blocks of four storey residential apartments. To the west of the site on the opposite side of West Barnes Lane, is Farnham Gardens, which is largely characterised by uniform blocks of two and three storey residential buildings.

2.3.4 The Industrial Estate is within close proximity to four conservation areas (Durham Road, Lambton Road, Copse Hill and Dunmore Conservation Areas). West Barnes Lane and Coombe Lane are wide and busy linear transport routes, as are the three railway lines bounding the site. These routes transect the townscape and create a physical sense and visual separation between the urban areas, and more specifically a separation between the Rainbow Industrial Estate and the surrounding land uses.

2.3.5 No.9 Grand Drive, located adjacent to the entrance of the site is also within the ownership of Workspace Group. This is a two-storey semi-detached house with gardens to the north side and rear (west) of the building. Situated to the west of the property of No.9 Grand Drive is an electrical sub-station, which is owned by Workspace Group and currently leased to EDF.

2.3.6 A signal control room building and transport depot (both owned and operated by Network Rail) are located within the northern section of the estate, but fall outside the future development site and therefore are not included within this draft planning brief.

2.3.7 A planning application for the conversion of the Former Station House, located on the northern side of the main entrance to the Estate was validated by the London Borough of Merton on the 6th February 2012. At the time of writing this draft development brief no determination had been made. The proposal seeks to convert the existing three storey building to provide 6 self-contained residential units, with a three storey rear extension, external alterations and associated car and cycle parking. Within the proposal four car parking spaces are proposed to the south of the site on the shared access road.

2.0 The Site and Surrounding Area



Photograph 5: Raynes Park Town Centre - Coombe Lane



Photograph 6: Raynes Park Town Centre - Coombe Lane



Photograph 7: Former Thames Water Depot Site



Photograph 8: Station House, at site entrance



Photograph 9: Firstway



Photograph 10: View North from Bushey Road

3.0 Site Constraints and Restrictions

3.1 Site Constraints

3.1.1 The Council and Workspace Group wishes to enhance the job creation and employment opportunities from this site in line with Policy CS12 in Merton's Core Planning Strategy.

3.1.2 As noted above, the Estate contains approximately 17 plots/units which include a mix of open storage uses, light industrial space and ancillary office areas. The site is currently occupied by a range of low intensity uses including scaffolding storage; car/van hire; coach parking/storage; skip hire; car repairs/re-spraying and architectural metal salvage and an office interiors strip-out company. The majority of the current buildings on-site consist of industrial 'sheds', temporary/prefabricated storage and office structures.

3.1.3 There are currently 40-45 staff employed within the Industrial Estate. Whilst the level of employment reflects the standard of the accommodation on site, it is not considered to be an efficient proportion of employment given the area of occupied space. The job density on site is very low and the site could work a lot harder in delivering more employment opportunities for local people.

3.1.4 In addition to this the existing employment uses operating from the site are largely unregulated in terms of noise, odour, dust and general nuisance. As such there is little opportunity to regulate the Estates impact on the surrounding residential environment. Also, it is also important to note that there are no conditions restricting the current number of vehicles and more specifically HGV's accessing the site. This in turn has implications on Grand Drive and Approach Road which can quickly become congested through HGV's and coaches waiting to enter and exit the site.



Photograph 11: Low Grade Industrial Buildings on Site

3.2 Low Grade Existing Buildings

3.2.1 The existing industrial buildings are out-dated many of which are reaching the end of their useable life. They are also inaccessible for disabled or mobility impaired people. Hence the majority of the space is no longer suited to current modern business requirements.

3.2.2 The site arrangement is very inefficient with large areas of hardstanding provided throughout the Estate, much of which is under used or utilised for open storage (such as for scrap metal/car breaking) which has the potential to impact upon neighbours. There is also little soft landscaping within the Estate or along the entrance.

3.2.3 The majority of the existing buildings are utilitarian in appearance and detract from the local area when viewed from the surrounding neighbouring uses, roads and from the Raynes Park station platform. As such the Estate makes little positive contribution to the character of the surrounding Raynes Park area, as a visual amenity.



Photograph 12: Hard Standing & Temporary Buildings

3.0 Site Constraints and Restrictions

3.3 Access/Egress

3.3.1 The site is accessed via a single point adjacent to Raynes Park Station from Grand Drive at its junction with Approach Road. There is a pelican crossing in the immediate vicinity of the site access junction.

3.3.2 As noted above the access into the Estate is restricted and does not currently allow vehicles to pass each other in the immediate vicinity of Grand Drive, and results in the need for a vehicle to wait on the public highway to allow for another vehicle to leave the site. This occurs for three reasons: firstly, because of the constrained layout/geometry of the access, secondly, due to the unauthorised presence of parking cars in the immediate vicinity of Grand Drive and thirdly, due to the high proportion of HGV's accessing the Rainbow Industrial Estate on a daily basis. At present the access to the Industrial Estate is used as an informal pick-up/drop off point for people travelling by train.

3.3.3 In addition to this the surface of the access road is in a poor state of repair as a result of the large numbers of HGV's accessing the site.



Photograph 13: Congestion Site Access



Photograph 14: Under bridge access to site



Photograph 15: Adhoc Parking at site entrance

3.0 Site Constraints and Restrictions

3.4 Neighbouring Uses

3.4.1 Whilst the site is bounded on all three sides by railway lines and embankments, and is effectively an island site, there are a number of sensitive neighbouring uses within close proximity to the site. The sites 'island' nature is a benefit with regard to separation from existing sensitive residential uses as railway lines and green embankments protect the existing residential amenity.

3.4.2 To the north of the site beyond the railway embankment is an area designated by the London Borough of Merton as a SINC (Site of Interest for Nature Conservation). The site is also located within 1.6km of Wimble Common Site of Special Scientific Interest (SSSI) and therefore, early consultation has taken place with Natural England, a statutory body, to investigate if there is a requirement to undertake a Habitats Regulations Assessment.

3.4.3 To the north-west is the former Thames Water Depot, which is now occupied by a mixed use development supporting a 5 storey building with 97 residential units. Two storey terrace and semi-detached housing is situated along Firstway and Grand Drive to the east and to the south-east is Bushey Court Apartments. To the west beyond the railway and West Barnes Lane are predominantly residential buildings, with Raynes Park High School and West Wimbledon Primary School.

3.4.4 The Industrial Estate is also within close proximity to four conservation areas (Durham Road, Lambton Road, Copse Hill and Dunmore Conservation Areas).

3.4.5 An additional constraining use is the surrounding highway. West Barnes Lane and Coombe Lane are wide and busy linear transport routes, which at peak times can suffer from congestion.



Figure 4: Aerial Photograph of Site & Surrounding Area looking South

4.0

Rainbow Industrial Estate – Developing a Planning Brief

4.1 Planning and Design Framework

4.1.1 This draft planning brief is intended to provide a planning and design framework to guide the redevelopment of the Rainbow Industrial Estate. The brief will provide guidance on the content, scale, form and general arrangement of the future development. As such, it will assist residents and local businesses understanding on what may happen at the site in the future, it will inform the future design of the commercial and residential accommodation and will assist the Council in processing any future planning application at the site.

4.1.2 The brief is also intended to demonstrate how the redevelopment of the site will respond positively to the objectives of the Core Planning Strategy and Merton's Economic Development Strategy. Furthermore, the Council will expect the final (adopted version) of the brief to explain how the future development scheme will respond to local Raynes Park character and how the views of the community (who will have contributed to the brief through consultation exercises) have been taken into account.

4.1.3 Based on the initial analysis of the site, a draft Masterplan concept has been developed. The draft Masterplan explains the potential approach towards achieving an employment-led mixed used development at the site. At this stage, two potential development options have been prepared for consultation. These options are broadly similar in content and general arrangement, but differ in the layout of the business space and height of the proposed residential buildings. Opinions will be sought (during the consultation process) on the preferred approach.

4.1.4 The draft Masterplan concept is based on a clear overarching vision for the site, alongside a set of core aims and objectives. These are explained below:

4.2 Vision

4.2.1 The vision is to develop an outstanding example of an employment-led mixed use proposal within Raynes Park Town Centre (reflecting the objectives of Policy CS12) that will provide new homes and job opportunities for the community and people in the wider area, alongside a series of environmental and access improvements to the site.

KEY

- B1 light industrial
- C3 residential
- Site boundary
- ⊙ Noise impact
- ↘ Prevailing wind

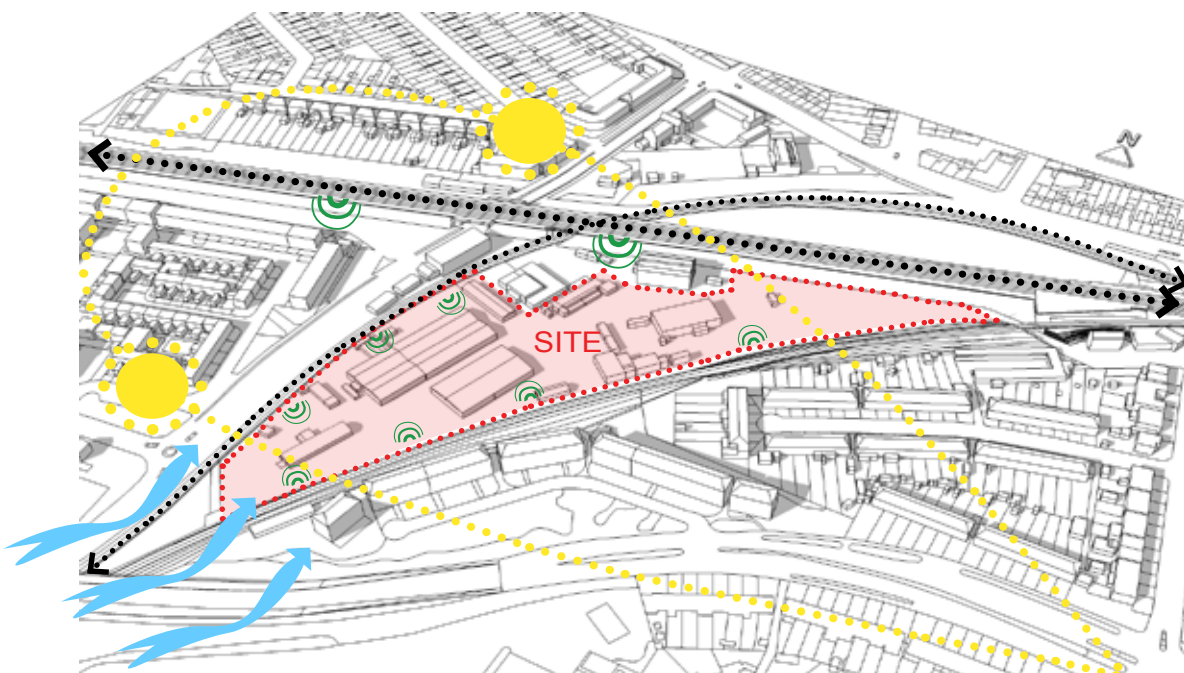


Figure 5: Site Context & Opportunities

4.0

Rainbow Industrial Estate – Developing a Planning Brief

4.3 Aims

4.3.1 Based on initial discussions between the Workspace Group and the Council, and following feedback from initial consultation with local community groups the aims of the brief (and future development) are to:

- Enhance and improve the business space at the site;
- Maintain the current business floorspace levels, but design the accommodation to be more efficient, better suited to its location, and reflective of anticipated demand from small and medium enterprises in the Raynes Park area;
- Increase the number of jobs (and job opportunities) at the site – with an aspiration that job numbers will double;
- Provide new homes (including affordable and family housing) to assist in delivering the regeneration of the site, but also to meet local needs;
- Ensure that the development is of a high quality (meeting Housing Design Standards) and somewhere that people will want to live;
- Balance the overall level of residential development in order to support the provision of new business floorspace, make best use of a previously developed brownfield site, and ensure that new development responds to the local context;
- Reduce the traffic impact from the users of the site on local highways network – in particular, to reduce the number of HGV traffic movements to and from the site;
- Support the Raynes Park Enhancement Plan through the provision of a kiss & ride facility (at the site entrance) to serve Raynes Park Station;
- Improve the site access and provide a solution designed to meet the vehicle access requirements of the future uses;
- Deliver an exemplar sustainable development – and investigate the opportunity for small-scale on-site renewable energy systems, combined heat and power, sustainable urban drainage, and the use of sustainable transport modes;
- Improve the internal environment of the site and include new and improved landscaping in and around the site.

4.0

Rainbow Industrial Estate – Developing a Planning Brief



Figure 6: Plan view of masterplan concept

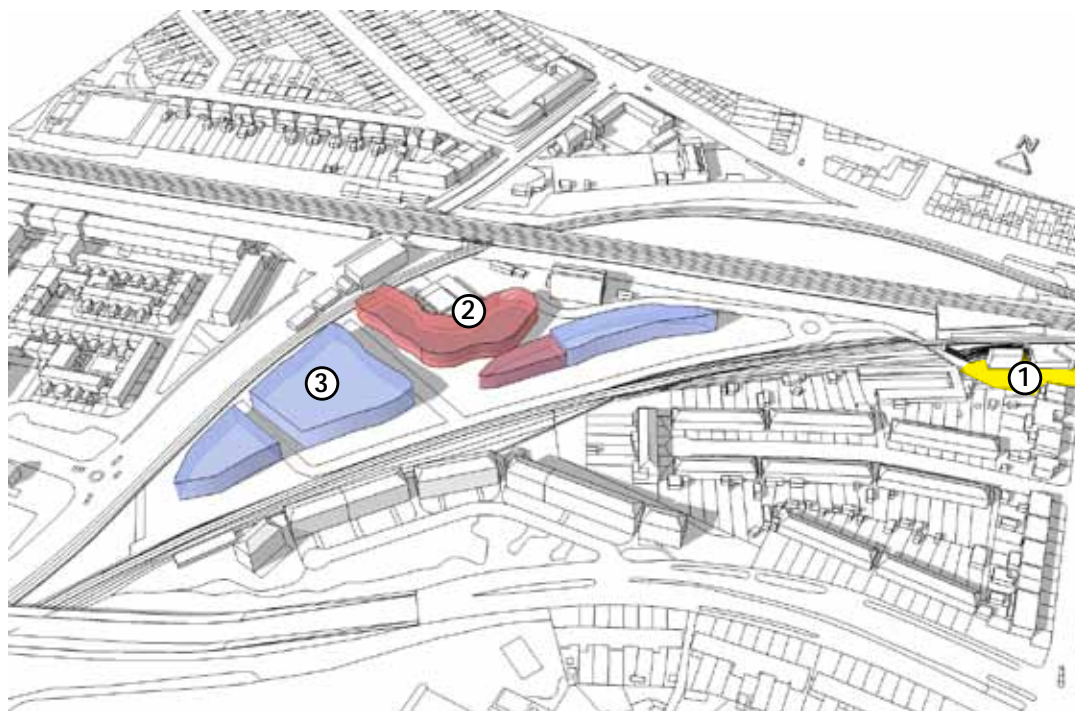


Figure 7: Aerial view of masterplan concept

NOTES

1. Improved 'kiss-n-ride' to Raynes Park Station forecourt.
B1 light industrial units located adjacent to retained
2. Network Rail buildings.
Residential to north to act as gateway into site.
3. Majority of proposed residential buildings kept to the southern end of site to maximise aspect, daylight and orientation

4.0

Rainbow Industrial Estate – Developing a Planning Brief

4.4 Masterplan Concept - Objectives

4.4.1 The overarching Masterplan objectives are to develop a distinctive development which is well related to local context, but which creates new and interesting spaces and buildings which will add to the character of the Rainbow Industrial Estate. For our analysis, the core Masterplan objectives are:

- To create a clear separation of mixed uses on the site by focusing employment space to the central part of the site (adjacent to the existing Network Rail Buildings) and residential accommodation to the northern and southern parts of the site – thereby limiting impacts (i.e. noise, traffic etc) on the new residential zones;
- To separate access (within the development) between the business and residential uses;
- To provide a built form of development that responds to the scale and height of the existing buildings in the surrounding area;
- To recognise the opportunity to provide a higher density of built form in the southern part of the site – where there is the opportunity to sign-post the development along West Barnes Lane and the built form is less restricted by the neighbouring uses/buildings;
- To provide an outstanding example of public realm at the forecourt of Raynes Park Train Station to formalise the 'drop off' facilities to the benefit of local people;
- To take advantage of orientation of the site when arranging buildings to best maximise aspect, daylight/sunlight and views (particularly to the new residential areas);
- To provide new green spaces within the proposed residential areas, including a 'green envelope' around the site's boundaries which will help to mitigate against adverse noise impacts from the railway lines surrounding the site's boundaries;
- To provide a formalised 'kiss-n-ride' at Raynes Park Station incorporating a turning facility in the form of a small roundabout to improve access arrangements to the site.

4.4.2 As part of the redevelopment of the Rainbow Industrial Estate, the Council would also wish to see:

- The site redeveloped as a good example of good urban and architectural design, and creating a strong sense of place at the heart of the site. This could be achieved by creating carefully landscaped streets and integrated parking, which is key to the layout of the site to ensure that amenity is maximised.
- Good urban design is a vital component in connecting the new residential and employment accommodation with the existing townscape and local community.
- The provision of informal open spaces, as there is a great opportunity to provide gardens and courtyards in residential and employment schemes, particularly in urban settings. The layout of the residential buildings and employment space should seek to achieve this.

4.0

Rainbow Industrial Estate – Developing a Planning Brief

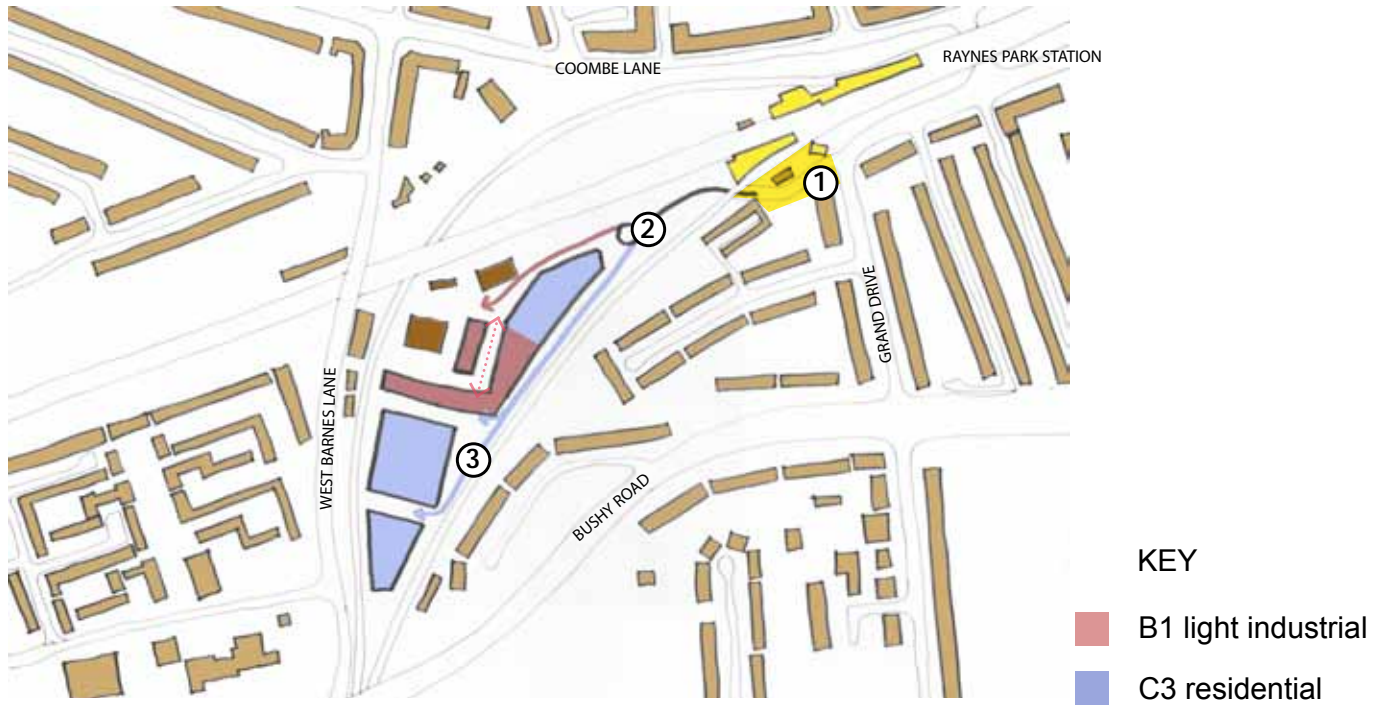


Figure 8: Plan view of block form and access

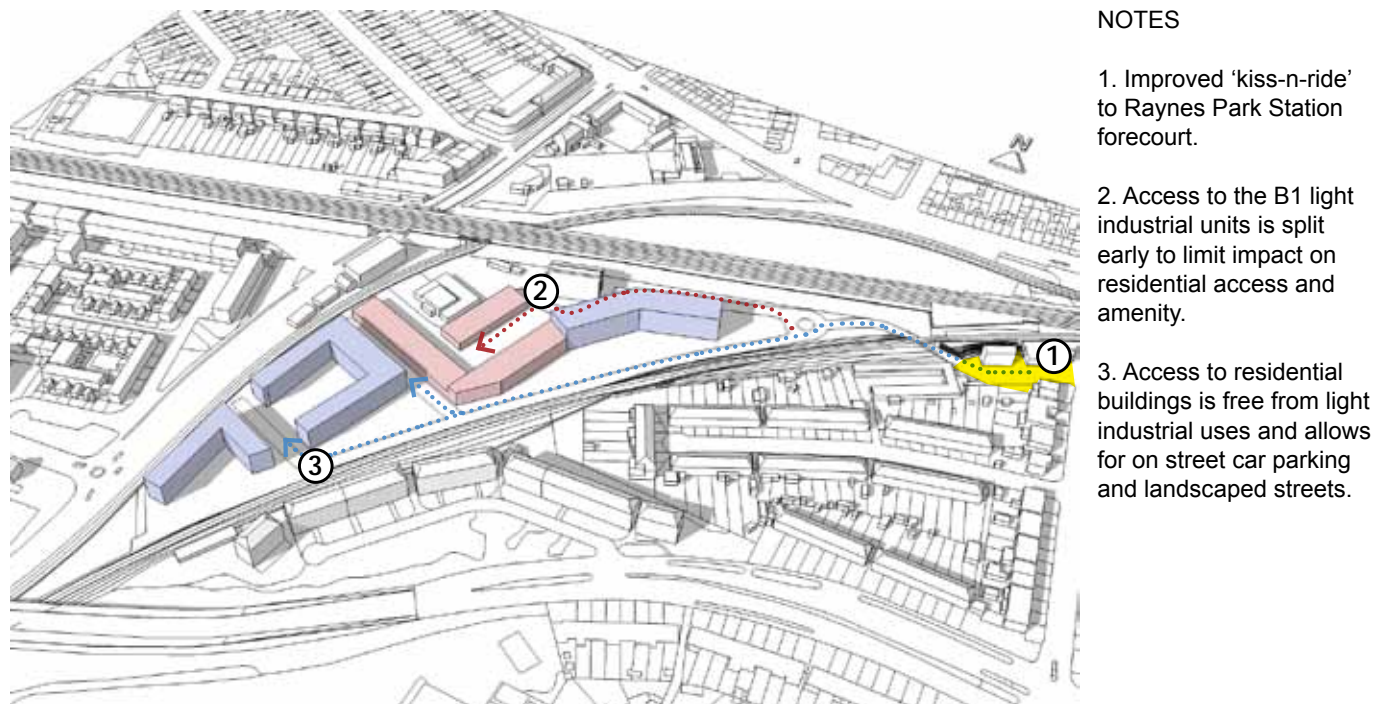


Figure 9: Aerial view of block form and access

4.0

Rainbow Industrial Estate – Developing a Planning Brief

4.5 Requirements

4.5.1 As part of the redevelopment of the Rainbow Industrial Estate, the Council will require:

- Maximum height for the residential blocks should be no more than five storeys to protect the aspect from neighbouring residential properties, particularly to residents to the east of the site at Bushey Court, Firstway and Grand Drive. However, there is potential for a taller building of six / seven storeys at the most southern edge of the site, given the scale of the built form at this end of the site and the limited views from neighbouring properties into this part of the site
- Landscaped railway embankments and boundaries of the site should be retained and enhanced where necessary to protect privacy of neighbouring residential properties.
- Public realm and streetscape improvements will be applied at the front of Raynes Park Station and improvements, as set out in relevant sections of the brief.
- Residential buildings are to provide natural surveillance and overlooking of the public realm.
- Junction improvements and the provision of a 'kiss-n-ride' immediately outside Raynes Park Station as set out on the diagram in section 5.4 of the brief.
- The buildings owned by Network Rail in the north-west part of the site will be retained as part of the regeneration of the Rainbow Industrial Estate.
- The residential and employment uses car parking requirements to be met entirely within the site. The design of which will depend on the level of parking needed to support the mixed use development. This is not yet known.
- The main and only vehicular access to the site to be taken from Coombe Lane, adjacent to Raynes Park Station. This will provide access to car parking and servicing for future occupiers of the Estate.
- At least 10% of the residential units and business accommodation energy requirements must be generated on site using renewable energy technologies.

4.6 Principles for the Development

4.6.1 The new build sections, principle and rationale:

- Access to the light industrial units should be split early to limit the impact on residential access and amenity.
- Access to residential units should be free from light industrial uses and allow for on street car parking and landscape streets.
- Well landscaped streets and integrated car parking will be critical to the success of the redevelopment of the Estate and external amenity should be maximised where possible.
- Car parking (circa 125 spaces) should be along streets and within dedicated parking areas between buildings. Distances between buildings should be no less than 21 metres to ensure adequate car parking layout and landscaping.
- Light industrial accommodation should be at ground floor level and office use at first floor level only.
- The height of the residential development should be more than five storeys, with the exception of a taller building of up to six storeys at the most southern part of the Estate.

4.7 How the Masterplan could work

4.7.1 As noted above, two potential development options have been prepared for consultation. These options are broadly similar in content and general arrangement, but differ in the layout of the business space and height of some of the residential buildings. Opinions are being sought during this consultation process on the preferred option. The two options are explained illustratively below:

4.0

Rainbow Industrial Estate – Developing a Planning Brief

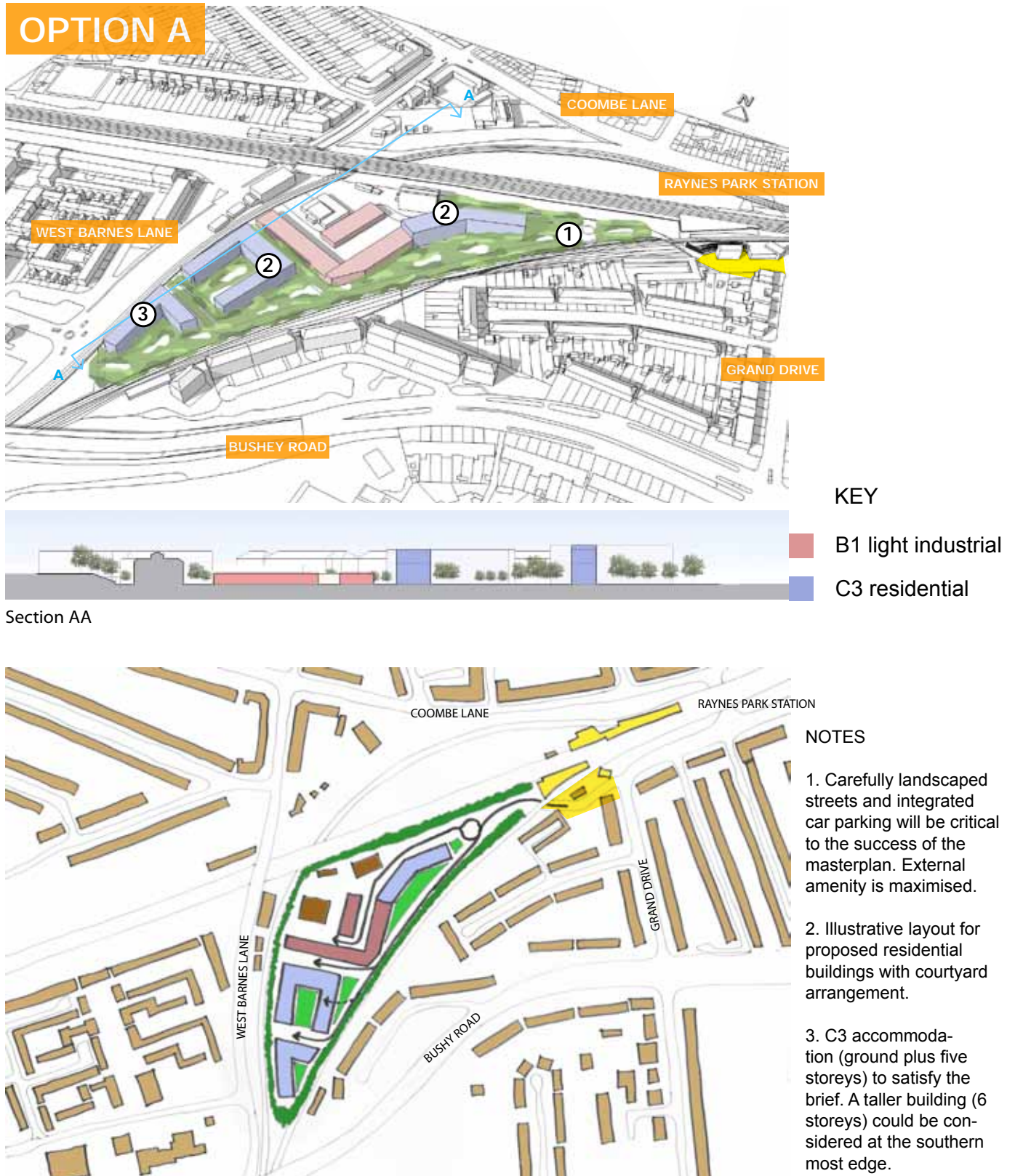


Figure 10: Masterplan Concept - Option A

4.0

Rainbow Industrial Estate – Developing a Planning Brief

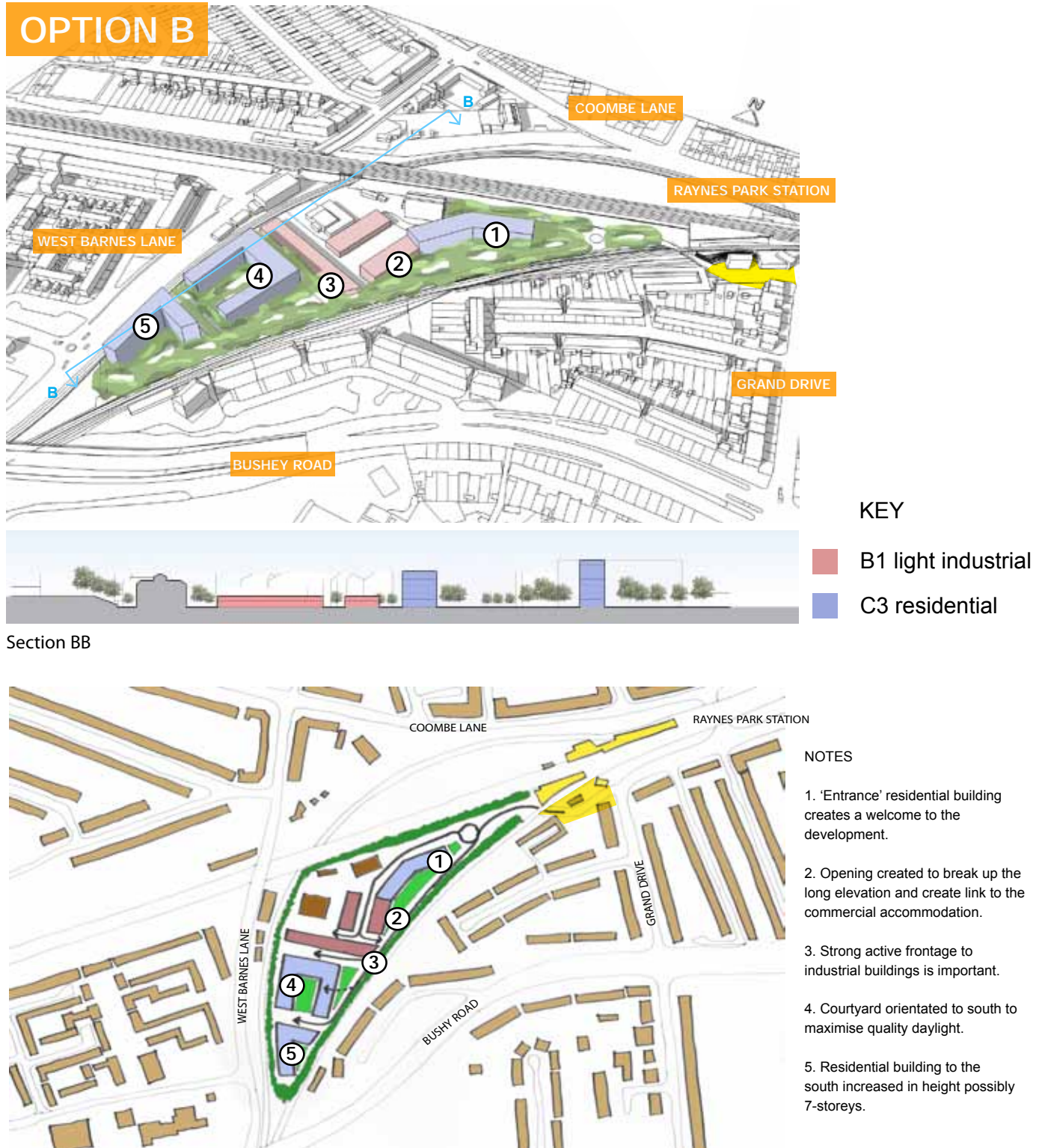


Figure 11: Masterplan Concept - Option B

4.0

Rainbow Industrial Estate – Developing a Planning Brief

4.8 An opportunity for Redevelopment

4.8.1 This SPD takes a coordinated approach to cover the whole of the site and includes details of how the proposals will meet Merton's Core Planning Strategy Policy CS12 and Merton's Economic Development Strategy. Proposed uses, design, access and egress, viability proposals and other considerations specific to the site which are listed in the following chapter.

4.8.2 The draft planning brief is focused on providing a development solution which addresses the existing constraints associated with the Estate and creates a built form which positively responds to the local context. Initial analysis has identified the following opportunities which can be delivered through redeveloping the site:

Double the number of on site jobs

- The improved commercial space has the potential to result in an increased number of people employed within the site (circa 100 employees).
- The high standard of design and quality of the commercial buildings would create a welcoming environment and ensure that the site is more in keeping with the surrounding Raynes Park area.
- People employed on the site are also likely to use other businesses, services and facilities in Raynes Park as customers for the cafes, shops and restaurants in Raynes Park town centre during the working week.

Sustainability

- Following the demolition of the existing industrial buildings and associated hardstanding an opportunity arises to provide a new well designed, highly efficient replacement business space (circa 36,500sqft / 3,400sqm). The replacement commercial buildings would be built for longevity and will provide accessible, flexible space suited to a range of employment (B type) uses. It is anticipated the buildings will achieve a BREEAM rating of 'Very Good' (potentially achieving BREEAM Excellent in terms of measures to reduce CO2) to ensure best sustainability.
- There is sufficient space within the site to enable the promotion of sustainability through combined heat and power to create an efficient system, making use of the mix of daytime employment energy needs and evening residential energy needs.

Reduction in traffic movements

- The type of commercial space proposed and uses anticipated to occupy the site provides an opportunity to reduce the number of HGVs travelling to and from this well located site. Principle of sustainable transport initiatives will be promoted.

Mix of new homes

- The opportunity to provide between 200 - 250 new homes to assist in meeting local housing need, providing a mix of sizes including family homes, incorporating affordable homes on-site.

Code for Sustainable Homes Level 4

- The opportunity to provide a residential development that will be built to a high standard of design. That proposed buildings will be considered in the context of their surrounding at up to 5 storeys in height where appropriate, minimising views into and out of the site. The buildings will be designed to promote sustainability and will achieve Code for Sustainable Homes level 4 as a minimum.

Improved public amenity/playspace.

- The new residential development will also provide a range of amenity spaces for both private and communal use. The areas surrounding the residential buildings will be landscaped providing communal green space and children's playspace.

Biodiversity

- It is proposed to enhance the biodiversity of the site through the development of a green envelope around the site. This will also be beneficial in terms of providing a buffer between the site and the railway as well as a visual screen between the site and neighbouring uses, thus providing privacy, noise abatement and visual improvements for the neighbouring residents and equally to the future occupants of the Estate.

Low Carbon Consumption

- The opportunity to provide a development which will achieve a high standard of sustainability, through site wide central heat and power (CHP), photovoltaics and sustainable urban drainage systems.

4.0

Rainbow Industrial Estate – Developing a Planning Brief

Sustainable modes of transport

- The opportunity to provide separate car parking areas will be provided for residents and commercial users, as will safe/secure cycle parking. Sustainable modes of transport will be encouraged throughout.

Improved site access

- The opportunity to improve the access to the Estate through widening the site entrance, this will allow for vehicles to safely enter/exit the site onto the public highway and avoid congestion on Grand Drive and Approach Road.

New 'Kiss and Ride'

- The opportunity to develop a formal 'kiss n' ride' outside Raynes Park Station within the site entrance to replace the congestion caused by the informal drop-off arrangements, this will be enabled through the widening of the site access. It is proposed to incorporate a roundabout at this location and short term parking to the south of the station. This 'kiss n' ride' will enable commuters to be safely dropped off, and in turn will remove the conflict with vehicles accessing the Estate.
- The opportunity to resurface the entrance and access road to the site and provide visual enhancement through hard and soft landscaping. The improvements to the site entrance will also include provision of pedestrian priority to the station. Additionally improvements to the underpass to the site will be incorporated into the scheme.

- The opportunity to make the Estate a better neighbour through the provision of the green envelope neighbouring amenity will be enhanced, also through the creation of better industrial buildings on site, potential adverse impacts from the Industrial uses such as noise, vehicle movements, odour, etc will be controlled.



Figure 10: Opportunity for new business space



Figure 11: Opportunity to create new open spaces

5.0

Rainbow Industrial Estate – Specific Issues

5.1 Site Specific Issues

5.1.1 There are a number of site specific issues which will need to be addressed through the redevelopment of the Estate. Each of these issues will likely affect the final design, layout and content of the future development. This will include:

- Providing new Business Accommodation
- Delivering new Residential Accommodation
- Delivering wider benefits – kiss and ride facilities
- Principles of Good Design
- Developing a Transport Strategy
- Approach to Sustainability/Code for Sustainable Homes
- Environmental Considerations
- Engaging with the Community
- Planning obligations (S106/CIL)

5.2 Providing new Business Accommodation

5.2.1 The redevelopment of the site offers the opportunity to regenerate and strengthen the current employment opportunities presented by the site. Workspace Group regularly undertakes assessments of their sites with regards to the demand/supply for the type of business/employment which can be accommodated.

5.2.2 As noted above, the existing building stock within the estate is out dated and is generally not fit for modern industrial/commercial purpose. As a result, the employment density is low at the site with currently only circa 40-50 people employed. It is questionable whether this low intensity industrial and storage uses make best use of this centrally located brownfield site and will positively support long term economic growth for the area and wider Borough.

5.2.3 Added to this, it is apparent that the location of unregulated industrial uses in this location can give rise to potential conflicts with neighbouring residential uses and has caused congestion at the access point to the site and on the local road network.

5.2.4 The potential redevelopment of the site provides the opportunity to replace the existing Estate buildings with modern business space – incorporating a mix of light industrial workshops and office floorspace/accommodation. A business development has the potential to attract new business/employers into Raynes Park and improve/enhance employment opportunities within the local area. The new floorspace would be modelled on the Workspace Group's typical business model and would provide a series of small business units (predominately Class B1), designed to cater for small and medium enterprises/businesses (SMEs) – a thriving sector within south west London.

5.2.5 The Masterplanning work has identified the opportunity to replace the existing Estate with a new business zone to be located centrally within the site which could provide:

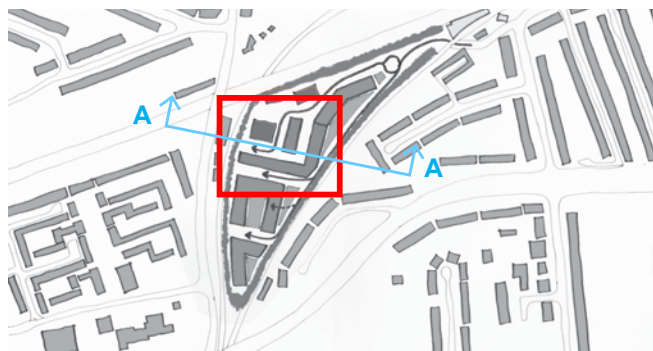
- Approximately 3,390sq.m of new business space (providing a like for like replacement of the existing floorspace on-site) – incorporating a mix of light industrial/workshop floorspace at ground level with office accommodation above (with uses predominately falling within Class B1);
- An increased number of job opportunities in the area (increasing from the current 40-45 jobs to up to a 100 new jobs);
- Flexible workspace for Small to Medium Enterprise and entrepreneurs;
- A range of spaces to suit different businesses: roll-fronted workshops/light industrial units and smaller scale office units;
- Approximately 40 car parking spaces to serve the business space;
- BREEAM 'Very Good' to ensure a highly sustainable development;
- Site-wide heat power (CHP) supported by Photovoltaic units – to provide efficient and renewable energy (heat and power);
- An overall reduction in commercial traffic – particularly the number of HGVs accessing and exiting the site.

5.0 Rainbow Industrial Estate – Specific Issues

Figure 12: Business Space Indicative Design Proposal



Section AA



Site Plan

Business Space Design Objectives

- Access road 6m wide.
- Typical B1 unit 15 m deep (dual aspect). Lightweight party wall partitions can be moved to create larger or smaller units as required.
- Access to all B1 units to have minimum 15m delivery zone.
- B1 units to be split over 2 floors with light industrial / workshop space at ground level with office space above.
- Approximately 40 car parking spaces to be provided.

5.0

Rainbow Industrial Estate – Specific Issues

5.3 Delivering new Residential Accommodation

5.3.1 Due to the constraints present at the site, Policy CS12 of the Core Planning Strategy recognises that in order to provide improved employment space at the Rainbow Industrial Estate site, it may be necessary to incorporate other uses (including non-B Class uses) to support the delivery of an employment-led development. In this case, the draft Masterplan has identified the opportunity to provide new residential development (as part of a mixed-use approach) to both support the provision of the new business space (as an enabling development) and to assist in meeting housing need within Raynes Park and the wider Borough.

5.3.2 The residential accommodation will be positioned at the northern part of the Estate, adjacent to the site's access, and to the southern part of the site where there is an opportunity to provide a taller building. It is proposed to deliver:

- Up to 250 new homes, providing a mix of tenures of 1, 2, and 3 bed homes catering for a range of family sizes;
- A development which responds to the neighbouring urban context – and is therefore no more than five storeys in height at the northern end – but with the opportunity for a 6/7 storey building (subject to design considerations) at the southern end of the site;
- A mix of affordable homes within the site;
- A development which aspires to meet the Housing Design Guide Standards set out within the London Plan 2011 and the London-wide draft Housing Supplementary Planning Guidance (2011);
- The incorporation of new green spaces and play areas, as well as, landscaped streets.
- Reduced car parking;
- Code for Sustainable Homes Level 4.
- Site-wide central heat and power (CHP) and Photovoltaics.
- Sustainable Urban Drainage Systems.

5.0 Rainbow Industrial Estate – Specific Issues

Figure 13: Residential Space Indicative Layout



Section BB



Site Plan

Residential Layout Objectives

- Proposed residential building arranged around landscaped courtyard.
- Accommodation designed to provide a mix of 1-bed, 2-bed and 3-bed apartments.
- All accommodation designed to meet housing design guide standards.
- Dedicated access road with on street car parking and landscaping.
- South facing courtyards with minimum separation distance of 21m.
- Semi private amenity for residents with dedicated play areas and community facilities.

5.0

Rainbow Industrial Estate – Specific Issues

5.4 Delivering Wider Benefits: Kiss-and-Ride

5.4.1 The Raynes Park Local Centre Enhancement Plan 2008-2011 identified the opportunity for the provision of a dropping off (Kiss and ride) facility at the southern entrance to Raynes Park Station (along Station Approach). The redevelopment of the site provides the opportunity to both improve the access into the site (by widening the site entrance) and provide a new 'kiss and ride' turning area internally within the site. Added to this, the development would also provide the opportunity for pedestrian and environmental improvements at the southern end of the Raynes Park Station.

5.4.2 The Workspace Group own No.9 Grand Drive which provides the opportunity to extend and widen the entrance to the site and provide the necessary space for the kiss and ride and turning area. The proposed improvements to the site entrance are illustrated below:

Figure 14: Proposed Kiss & Ride Facility



Key

1. New resurfaced pedestrian footway
2. Resurfaced and raised traffic calming table
3. Railway bridge as existing (3.9m maximum height)
4. New timber screens to existing electrical sub station
5. New timber feature wall / signage
6. New mini-roundabout
7. Formalised 'kiss-and-ride' drop-off area for local commuters
8. Existing house (9 Grand Drive) retained
9. Widened entrance zone
10. Pedestrian priority crossing



5.0

Rainbow Industrial Estate – Specific Issues

5.5 Principles of Good Design

5.5.1 The draft Masterplan concept and the final planning brief will only provide an overarching template for the design and layout of any future development. The detailed design approach for the future development will be expected as a key part of any future planning application submission. However, as a starting point, the future development will be expected to respond to the following design issues and objectives:

Character

5.5.2 The Rainbow Industrial Estate redevelopment should have its own identity, drawing cues from the local area. The Estate should integrate with and contribute positively to the urban fabric of Bushey Road, West Barnes Lane and Grange Drive.

Continuity and Enclosure

5.5.3 The public and private space within the development should be clearly distinguished, with the main access into the site being the 'public face' and the southern aspects of the development providing private courtyard spaces for occupiers of the residential units.

Quality of the Public Realm

5.5.4 The future development should promote public spaces and routes, which are attractive, safe, uncluttered and work effectively for all. In particular, the main access route into the site should be well designed, include high quality materials, be well lit, be pedestrian friendly, and respond to secure by design objectives.

Permeability and Ease of Movement

5.5.5 A desirable character of place is the ease in which one can move through the building/site. Such places are integrated physically or connected with their local surroundings. The site in general should be easy for everyone to get to and move through.

Legibility

5.5.6 A successful and legible development is a place that has a clear layout, which is easy to understand. The design of the future development should provide a clear layout that is easy to navigate and an attractive environment that is welcoming.

Robustness

5.5.7 The internal arrangements of the buildings must be able to change and adapt easily through time as demands on internal space functions change.

Inclusivity

5.5.8 The buildings and public realm should be designed for everyone, without special treatment.

5.0

Rainbow Industrial Estate – Specific Issues

5.6 Developing a Transport Strategy

5.6.1 A transport and movement strategy will be developed for the site in conjunction with the draft Masterplan concept. The transport and movement strategy will focus on encouraging travel to the site by sustainable modes of transport by balancing the level of parking against policy objectives for sustainable travel and sustainable development. The strategy will also look at practical issues such as servicing and refuse collection for the site.

5.6.2 Furthermore, the transport strategy for Rainbow Industrial Estate aims to bring about significant improvements to the existing situation, including:

- A reduction in the overall number of vehicular trips to the site when compared to the existing situation;
- A significant reduction in the number of HGVs visiting the site;
- Parking for cars and bicycles would be provided in accordance with local and regional standards with the primary aim to encourage sustainable travel and discourage inappropriate parking;
- The delivery of improved 'Kiss-and-Ride' / Drop-off facilities at Raynes Park Station;
- Improved pedestrian and cycle way finding under the railway line at the site access;
- Electricity points for electric car docking stations; and
- Provision of car club spaces for use by the local community.

Highway Network

5.6.3 The site is accessed via the B279 Grand Drive/Approach Road priority junction. There is a pelican crossing in the immediate vicinity of the site access junction.

Public Transport Accessibility

5.6.4 In addition, a number of bus services proceed immediately past or close by to the existing site within an easy walking distance.

5.6.5 The PTAL (Public Transport Accessibility Level) calculation is a generic measure of the public transport accessibility at a given location. The PTAL is measured on a scale between 1 (poor rating) and 6 (excellent rating). The PTAL for this site is 4 indicating that the site benefits from a good level of public transport accessibility.

5.6.6 As part of a planning application the Council will expect the accompanying Transport Assessment to quantify the change in trips associated with proposals on existing public transport facilities. The Council / Transport for London may seek a financial contribution to address any inadequacies identified.

Access Strategy

5.6.7 Pedestrian, cycle and vehicular access is proposed via the existing access at the northern end of the site. The access, which passes under the railway line, will be enhanced through a sustainable lighting strategy and improved signage, to better cater for pedestrians and cyclists.

5.6.8 The Council will expect any improvements to the public realm to be designed to Disability Discrimination Act standards.

5.6.9 The proposals also include alterations to the carriageway in front of Raynes Park Station with the introduction of a turning facility in the form of a small roundabout to improve conditions for passengers being dropped-off or picked-up at the station.

5.6.10 In relation to ensuring suitable emergency access, preliminary discussions have been held with a representative of the London Fire Brigade (LFB). As a result of those discussions, it has been agreed that the proposed access arrangement (via Grand Drive / Approach Road) is acceptable.

5.6.11 Further discussions will be held at a later date (when the development proposal has been developed further), in order to ensure that the internal layout conforms with the LFB's requirements with respect to carriageway widths and turning heads, for example.

Car Parking Strategy

5.6.12 All car parking will be provided on site to prevent parking on neighbouring streets. The precise level of parking will be determined at the detailed planning stage. The level of provision will be designed to reduce reliance on the car and will be in accordance with maximum parking standards for London.



5.0

Rainbow Industrial Estate – Specific Issues

5.6.13 Maximum car parking standards for London are set out in The London Plan 2011 (Table 6.2 in the Parking Addendum to Chapter 6) and are as follows;

- **Employment:** A maximum ratio of 1 space per 100sqm to 1 space per 600sqm GFA in Outer London. 20% of the spaces must be suitable for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.
- **Residential:** A maximum of less than 1 space per unit for 1 or 2 bedroom dwellings, a maximum of 1.5 spaces average per unit for 3 bedroom dwellings, and a maximum of 2 spaces for dwellings with 4 or more bedrooms. 20 per cent of all spaces must be suitable for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future. It is anticipated that there would be a mix of dwelling sizes with Studio, one and two bedroom apartments with some larger units and parking provision will reflect this mix.

5.6.14 Levels of parking at the site will accord with maximum policy standards to encourage the use of sustainable modes of travel with associated benefits for the environment and the surrounding highway network.

Cycle Parking Strategy

5.6.15 Minimum bicycle parking standards for London are set out in The London Plan 2011 (Table 6.3 in the Parking Addendum to Chapter 6) as follows;

- **Employment:** A minimum of 1 space per 250sqm for B1 uses; and
- **Residential:** A minimum of 1 space per unit for 1 or 2 bedroom dwellings and a minimum of 2 spaces per unit for dwellings with 3 or more bedrooms. There will be a mix of dwelling sizes and the majority of which would be Studio, one and two bedroom apartments with some larger units.

5.6.16 As part of sustainable transport strategy the Council will expect cycle parking to minimum policy standards for staff and residents of the site in secure and covered locations.

Highway Impact

5.6.17 As part of a planning application the Council will expect the level of vehicular trips generated by the development to be quantified within the Transport Assessment. Existing traffic attraction is known and any proposals for redevelopment of the site will demonstrate an overall reduction in traffic with a corresponding benefit to the local highway network.

Servicing and Refuse Strategy

5.6.18 Adequate provision and turning facilities will need to be provided within the site for servicing trips refuse collections and deliveries. Detailed consideration will need to be given to how servicing for the commercial element of the master plan site will impact the residential element of the proposals. As part of a planning application the Transport Assessment will need to set out the likely volume of vehicle movement associated with servicing the site.



5.0

Rainbow Industrial Estate – Specific Issues

5.7 Approach to Sustainability/Code for Sustainable Homes

5.7.1 The proposed redevelopment offers the opportunity to create a highly sustainable form of development. As a minimum the new residential development should achieve a Code for Sustainable Homes Level 4 and the industrial buildings achieving BREEAM Very Good (with the aspiration to achieve BREEAM Excellent in reference to reducing CO₂). Therefore, the scheme should look to responding to the following targets and approach as set out in policy CS15 of Merton's Core Planning Strategy and policy BE25 of Merton's Unitary Development Plan:

Residential

- Code for Sustainable Homes Level 4.
- 5-10% improvement on Part L of Building Regulations 2010 (from energy efficiency only).
- Complaint with overheating criteria/adapted to climate change.

Industrial

- BREEAM Very Good – achieving BREEAM Excellent criteria in relation to reducing CO₂ emissions.
- 0-10% CO₂ improvement on Part L of Building Regulations 2010 (from energy efficiency only).
- No mechanical cooling, compliance with Part L of Building Regulations 2010 Criterion 3.

Site Wide

- 25% CO₂ improvement on Part L of Building Regulations (total).
- Single energy centre serving the whole development and incorporating a CHP.
- Appropriate area of PVs to be incorporated on suitable roofs.



5.0

Rainbow Industrial Estate – Specific Issues

5.8 Environmental Considerations

Flood Risk/Hydrology

5.8.1 There are no rivers present on site with the closest, the Ply Brook, located 370m to the south. A Thames Water culvert traverses the site and collects surface water from the southern part of the site and much of the surrounding area.

5.8.2 Rainbow Industrial Estate is shown on the Environment Agency's indicative flood map to be located entirely in Flood Zone 1. Flood Zone 1 is assessed as having a low probability of flooding from rivers or the sea. All uses of land are appropriate in Flood Zone 1.

5.8.3 As the area of the proposed development is over one hectare in size a Flood Risk Assessment (FRA) will be required in support of a future planning application. The FRA will identify if the site is subject to flooding from a range of sources and the effect of the new development on surface water runoff. Surface water runoff rates from the site will be agreed with the Environment Agency and attenuation, using Sustainable Drainage Systems will be incorporated into the scheme.

Acoustics/Noise/Vibration

5.8.4 Previous noise monitoring was undertaken at the site in 2008. New noise monitoring surveys will be required as part of any future planning application to update the baseline noise conditions identified in 2008 and to assess the effects of the proposed development on surrounding residents and commercial occupiers will be assessed.

5.8.5 In addition, it is a requirement of National Planning Policy Framework (NPPF) to consider noise and vibration effects on the proposed residential dwellings and to give consideration to potential noise and vibration sources from outside the development. This is particularly relevant given the site's proximity to the surrounding railway lines. Therefore, work will be undertaken to ensure that the noise and vibration effect on the proposed residential dwellings is assessed against relevant criteria and in accordance with the principles of the Noise Policy Statement for England (NPSE), and the London Borough of Merton's criteria for internal noise levels to be below 45dB(A) in the day time and 35dB(A) at night (London Borough Merton (1999) New Residential Development – Supplementary Planning Guidance). In addition, an assessment of the potential vibration effects on the site will be carried out in line with BS 6472 - Guide to evaluation of human exposure to vibration in buildings.

Biodiversity

5.8.6 The site is currently covered by hardstanding and commercial buildings. There is a Site of Borough (Grade II) Importance for Nature Conservation (SINC) which lies between the planning application boundary and the northern railway line. The SINC is mainly of interest due to its ability to provide linkages between areas of semi-natural habitat in a densely urban setting. In addition to this, the neighbouring railway embankments are identified as 'green corridors'.

5.8.7 An extended phase 1 biodiversity survey was undertaken at Rainbow Industrial Estate in July 2008. As the vast majority of the site is covered in hardstanding it was found to provide little biodiversity value.

5.8.8 As the initial surveys were undertaken in 2008 an update survey will be undertaken to revise the phase 1 survey and the desk study will be updated to make use of the latest records. An assessment of the effects of the proposed development, taking into account an updated baseline, will be undertaken however it is anticipated that the findings from this, based on previous assessment work, will identify that there are not any significant biodiversity constraints with the site.

5.8.9 The proposed development has the potential to enhance biodiversity through the creation of a "green buffer" around the site. There is the potential to provide nest boxes for house sparrows and starling within new buildings and for a planting scheme to provide dense vegetation for nesting birds in general.

5.8.10 It is recognised that the site is within 1.6 kilometres of Wimbledon Common Site of Special Scientific Interest (SSSI). As a result, Natural England have requested that an Appropriate Assessment screening be undertaken to assess the potential implications of the proposal on the SSSI's conservation objectives. This work will be carried out as part of the consultation process for the planning brief.



5.0

Rainbow Industrial Estate – Specific Issues

Land Quality/Contamination

5.8.11 A desk study and intrusive site investigation were undertaken originally at the site in 2008.

5.8.12 The site is underlain by Made Ground to depths of 1.8 metres. Alluvial deposits underlay the Made Ground with Kempton Park Gravel beneath the Alluvial deposits from 2 to 3 metres below ground level. Between 4 and 5 metres below ground level the London Clay Formation was encountered.

5.8.13 Shallow ground water on site is between 1 and 2 metres below ground level and deeper groundwater, identified as a minor aquifer associated with the Kempton Park Gravel Formation (River Terrace Deposits), is between 12 and 13 metres below ground level.

5.8.14 Using the information collected, a conceptual site model will be constructed for the site which presents a simplified description of ground conditions beneath the site and identifies the principal pollutant pathways. Based on the proposed residential use of the site a risk assessment will be undertaken. Using the latest human health Generic Assessment Criteria (GAC). This will be based on a residential end use.

5.8.15 Additionally, a combination of the following is likely to be required:

- further site investigation and risk assessment;
- smart layout design of the proposed development based on contamination levels and proposed end-uses; and
- incorporation of standard best practice measures and mitigation measures during construction operation of the development.

5.9 Engaging with the Community

5.9.1 As part of the process of bringing forward proposals for the regeneration of Rainbow Industrial Estate Workspace Group has undertaken significant engagement with community groups and other local stakeholders. Comments received from the local community concerning previous proposals for a waste management use for the site (in 2008/09, pre-Core Planning Strategy) led to a complete re-think. Workspace adopted a communications and engagement strategy 2011 to outline activity relating to the new draft proposals for the Rainbow estate.

5.9.2 In accordance with the principles of the NPPF, as well as existing policy, the engagement process is based on the following principles:

- Providing access to information at an early stage and in an appropriate format
- Encouraging participation
- Front-loading involvement to work with communities from the outset
- Transparency in approach
- Consistency in communication and engagement
- Providing feedback

5.9.3 Through this programme and by working with the Council, Workspace seeks engage as many local people, organisations and businesses as possible in developing the new proposals for the site. The engagement will help to establish an understanding of the principles of development and move forward a vision for the future of the site through a collaborative approach.

5.9.4 Throughout the process, the feedback received will be used to shape the design and review process and is seen as an important part of developing responsive, intelligent and appropriate agreed principles.

5.0

Rainbow Industrial Estate – Specific Issues

5.9.5 The engagement process on the revised outlined proposals has already commenced with a series of meetings with local groups and stakeholders to discuss the initial plans, which have been seen generally positively. This will be continued as part of a structured 6 week consultation in partnership with Merton Council and in line with their adopted Statement of Community Involvement. This 6 week consultation will involve wide publicity and availability of the proposals on line, face to face meetings with community groups and other local stakeholders, a public exhibition and point of contact for queries and comments. Hard copies of the documents will also be available on request, including translation options. The project team will also look to the community for advice on how best to engage. All comments will be logged, reviewed and reported alongside any revisions to this development brief for consideration by Merton Council for adoption.

5.9.6 The Workspace Group and the Council is committed to genuine engagement, and further to an SPD being adopted, further and ongoing engagement would be undertaken through the development of a planning application.

5.9.7 A copy of the public consultation exhibition boards is attached at Appendix 2.

5.10 S106/CIL

5.10.1 At the time of preparing this draft planning brief, the London Borough of Merton had undertaken a period of consultation on the 'Community Infrastructure Levy, Merton's Preliminary Draft Charging Schedule' (March 2012). As the document had not been adopted no assumptions have been made within this SPD as to the level of CIL that will be required by LB Merton. However, it should be noted that the Mayoral CIL which came into effect on the 1st April 2012 will require future development within the Rainbow Industrial Estate to make a CIL payment in addition to any S106 or local CIL requirements. For the London Borough of Merton the Mayoral CIL is set at £35 per sqm which applies to new development.

5.10.2 The NPPF provides the basis for the current system of obtaining planning benefits from developments, having superseded Circular 05/2005.

5.10.3 S106 is essentially an agreement between the developer and the Council to mitigate against the impact of proposals or to meet a policy objective. The NPPF states that where obligations are being sought, local planning authorities should take account of changes in market conditions over time and wherever appropriate, be sufficiently flexible to prevent planning development being stalled.

5.10.4 A S106 agreement will be expected to include the following subject headings (until such a time that the Merton CIL is adopted), in order to secure appropriate community and planning benefits. These benefits are highlighted to offset the local impact of the redevelopment of the Rainbow Industrial Estate. Most of the benefits outlined are in response to issues already caused by the current Industrial Estate, highlighted in the constraints section of this document:

- Community facilities
- Education
- Sustainable transport initiatives
- Landscaping and public realm enhancements
- Environmental Management Scheme (relating to the treatment and disposal of waste)
- Public Art

6.0

Planning Application Requirements

6.1 Planning Application Submission

6.1.1 Subject to its adoption by Merton Council, this Supplementary Planning Document will provide the framework to guide a full application for the appropriate redevelopment of the Rainbow Industrial Estate. A section 106 Planning Agreement will be expected to accompany any planning application. The Council's approach to planning obligations and developer contributions is set out in Merton's Supplementary Planning Document (SPD) on Planning Obligations (2006).

6.1.2 In accordance with the Council's aim of securing a sustainable redevelopment of the Rainbow Industrial Estate, the following documentation will be expected as part of any planning application:

- Planning Statement;
- Design and Access Statement;
- Statement of Community Involvement;
- Transport Assessment;
- Transport Impact Assessment;
- Travel Plan;
- Affordable Housing Statement;
- Air Quality Assessment;
- Daylight/Sunlight Assessment;
- Flood Risk Assessment - For schemes over 1 hectare in flood zone 1;
- Land Contamination Assessment;
- Noise Impact Assessment.

6.1.3 The Council will expect the following details as part of a planning application:

- Plan showing building layouts on site;
- Detailed elevations for the road frontages;
- Sections through the site, showing height and relationship of new buildings to neighbouring buildings;
- Indication of materials to be used on the buildings exterior as well as those to be used in the streetscape;
- Indication of landscaping and planting to be proposed;
- 3D modelling to demonstrate scale, bulk and massing of the development.

6.1.4 Any formal planning application will be expected to be in accordance with The Community Infrastructure Levy Regulations (2010), introduced by the Planning Act 2008.

Appendix 1

Planning Policy Framework

1.1 Government Guidance

1.1.1 National Planning Policy Framework (NPPF) March 2012 sets out the Government's planning policies for England. The adopted Framework supersedes the myriad of Planning Policy Statements (PPS) and Guidance (PPG) documents. At the heart of the NPPF is a presumption in favour of sustainable development. The NPPF recognises that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles, which are mutually dependent and should not be undertaken in isolation:

- An Economic Role - contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying coordinating development requirements, including the provision of infrastructure;
- A Social Role - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and supports its health, social and cultural well-being; and
- An Environmental Role - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

1.1.2 The NPPF introduces an unequivocal "presumption in favour of sustainable development" which should be seen as "a golden thread running through both plan making and decision taking". Paragraph 14 of the NPPF makes it clear that this 'presumption in favour' should be applied as follows:

- "For plan-making, local planning authorities should "positively seek opportunities to meet the development needs of their area" and include sufficient flexibility to adapt to rapid change.
- For decision-taking, local planning authorities should "approve development proposals which accord with the development plan without delay"; and where the development plan is absent, silent or relevant policies are out of date, grant planning permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF; or
 - specific policies in the NPPF indicate development should be restricted.
- All of these policies should apply unless the 'adverse impacts of allowing development would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole'.

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Planning Policy Framework

1.1.3 Paragraph 17 outlines the twelve core land-use planning principles which should underpin both plan-making and decision-taking. Those planning principles include:

- Planning should “be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a local framework within which planning applications can be made with a high degree of predictability and efficiency”;
- Planning should not “simply be about scrutiny, but instead be creative exercise in finding ways to enhance and improve the places in which people live their lives”;
- Planning should “proactively drive and support sustainable economic development to deliver the homes business...and thriving local places that the country needs. Every effort should be made objectively to identify and then meet housing, business and other development needs of an area, and respond positively to wider opportunities for growth”;
- Planning should “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”;
- Planning should “take account of the different roles and character of different areas”;
- Planning should “support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example by the development of renewable energy)”;
- Planning should “contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework”;
- Planning should “encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value”;
- Planning should “promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas”;
- Planning should “conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations”;
- Planning should “actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- Planning should “take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs”.

1.1.4 Paragraph 19 states that “the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system”.

1.1.5 Paragraph 20 states to help achieve economic growth, “local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century”.

1.1.6 In relation to economic growth paragraph 21 states “investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should:

- set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;
- set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period.

Appendix 1

Planning Policy Framework

1.1.7 More specifically, paragraph 22 states “planning policies should avoid long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities”.

1.1.8 In terms of promoting sustainable transport, paragraph 32 states that all developments “that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.

1.1.9 In terms of delivering a wide choice of high quality homes, paragraph 47 states “to boost significantly the supply of housing, local planning authorities should:

- Use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period”.

1.1.10 Paragraph 49 makes it clear that planning applications for housing should be “considered in the context of the presumption in favour of sustainable development” and paragraph 50 seeks to deliver “a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities”.

1.1.11 Paragraph 50 also refers to the provision of affordable and states that where it has been identified that affordable housing is needed policies should be set for “meeting this need on-site, unless an off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities”.

1.1.12 Paragraph 51 places a strong emphasis on bringing vacant/redundant sites and buildings back into use to increase housing supply. In particular, it advises local planning authorities should “normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use class) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate”.

1.1.13 Paragraph 56 states that “Good Design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”. Paragraph 60 emphasises that “Planning policies and decisions should not attempt to impose architectural styles and particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is however, proper to seek to promote and reinforce local distinctiveness”. Paragraph 61 also makes it clear that “planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment”.

1.1.14 Paragraph 63 goes even further in support of exceptional design and states that “in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area”. It is clear from the NPPF (and paragraph 63 in particular), that the Government considers good design to be essential to the delivery of sustainable development and that the achievement of ‘outstanding or innovative’ design should be a significant material consideration which should carry substantive weight within all planning decisions.

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Planning Policy Framework

1.1.15 In terms of promoting healthy communities, paragraph 69 states “the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local Planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. To support this, local planning authorities should aim to involve all sections of the community in the development of Local Plans and in planning decisions, and should facilitate neighbourhood planning. Planning policies and decisions, in turn, should aim to achieve places which promote:

- Opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, string neighbourhood centres and active street frontages which bring together those who live, work and play in the vicinity;
- Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas”.

1.1.16 Paragraph 93 states “planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development”.

1.1.17 Paragraph 94 states “local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations”.

1.1.18 Paragraph 95 goes on to states that “to support the move to a low carbon future, local planning authorities should:

- plan for new development in locations and ways which reduce greenhouse gas emissions;
- actively support energy efficiency improvements to existing buildings; and
- when setting any local requirement for a building’s sustainability, do so in a way consistent with the Government’s zero carbon buildings policy and adopt nationally described standards”.

1.1.19 In determining planning applications, paragraph 96 states “local planning authorities should expect new development to:

- comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption”.

1.1.20 Paragraph 97 states “to help increase the use and supply of renewable and low carbon energy, local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources. They should:

- have a positive strategy to promote energy from renewable and low carbon sources;
- design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts;
- consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources;
- support community-led initiatives for renewable and low carbon energy, including developments outside such areas being taken forward through neighbourhood planning; and
- identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers”.

Appendix 1

Planning Policy Framework

1.1.21 The NPPF makes it clear (in Paragraph 109) the planning system should contribute to and enhance the natural and local environment by:

- Protecting and enhancing valued landscapes, geological conservation interests and soils;
- Recognising the wider benefits of the ecosystem services;
- Minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are most resilient to current and future pressures;
- Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land stability;

1.1.22 Paragraph 111 states that "planning policies and decisions should encourage the effective use of land by reusing land that has been previously developed (Brownfield land), provided that it is not of high environmental value. Local planning authorities may continue to consider the case for setting a locally appropriate target for the use of brownfield land".

Appendix 1

Planning Policy Framework

1.2 The London Plan 2011

1.2.1 The London Plan was published on 22nd July 2011. The London Plan forms the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital until 2031. It forms part of the development plan for Greater London and London boroughs' local planning frameworks are required to be in general conformity.

1.2.2 Those policies considered relevant to the planning brief are provided below.

- Strategic Policy 3.3 Increasing Housing Supply
- Strategic Policy 3.4 Optimising Housing Potential
- Strategic Policy 3.5 Quality and Design of Housing Developments.
- Strategic Policy 3.6 Children and young peoples play and informal recreation facilities
- Strategic Policy 3.8 Housing Choice
- Strategic Policy 3.9 Mixed and balanced communities
- Strategic Policy 3.11 Affordable housing targets
- Strategic Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- Strategic Policy 4.1 Development London's Economy
- Strategic Policy 4.4 Managing Industrial Land and Premises
- Strategic Policy 5.1 Climate Change Mitigation
- Strategic Policy 5.2 Minimising carbon dioxide emissions
- Strategic Policy 5.3 Sustainable Design and Construction
- Strategic Policy 5.5 Decentralised Energy Networks
- Strategic Policy 5.6 Decentralised Energy in Development Proposals
- Strategic Policy 5.7 Renewable energy
- Strategic Policy 5.10 Urban Greening
- Strategic Policy 6.1 Strategic approach

1.3 The Merton Core Planning Strategy

1.3.1 The Core Planning Strategy was adopted by Merton Council on 13 July 2011. The following policies within the Core Planning Strategy should be considered for future development of the Rainbow Industrial Estate.

1.3.2 Merton's Core Planning Strategy Policies

- Policy CS 4 (Raynes Park Local Centre)
- Policy CS 8 (Housing Choice)
- Policy CS 9 Housing Provision – council will support the provision of well designed housing located to create socially mixed and sustainable neighbourhoods.
- Policy CS 11 (Infrastructure)
- Policy CS 12 (Economic Development)
- Policy CS 14 (Design)
- Policy CS 15 (Climate Change)
- Policy CS 16 (Flood risk management)
- Policy CS 18 (Active Transport)
- Policy CS 19 (Public Transport)
- Policy CS 20 (Parking, servicing and delivery)

Appendix 1

Planning Policy Framework

1.3.3 Rainbow Industrial Estate is identified as a Locally Significant Industrial Site (as also noted in Picture 20.1 Economic Development in Merton). The delivery and Monitoring section which supports CS 12 makes specific reference to the Rainbow Industrial Estate and recognises that it has issues with access and egress to the site; has a narrow linear nature being bounded by railway lines and residential areas; and is within close proximity to local centres and neighbourhood parades. As such the Council have recognised that due to the sites specific characteristics the objectives of Policy CS 12 and the objectives of the Merton's Economic Development Strategy 2010 may be delivered through comprehensive plan-led redevelopment of the whole site. It notes that proposals must be employment-led and may incorporate a greater mix of uses other than B1(b) (research and development), B1(c) [light industrial], B2 (general industry) and B8 (warehousing and storage). Redevelopment of the Industrial estate for other uses will be subject to the adoption of a draft planning brief as a Supplementary Planning Document to Merton's Core Planning Strategy to set out how the employment led redevelopment proposals will meet the plan's objectives. This is one of the reasons for the production of this draft planning brief.

1.3.4 Policy CS4 Raynes Park sub area is also important and relevant to the redevelopment of the Rainbow estate, and guides this draft planning brief. It sets out how the council will support development that provides for the needs of the local community, including business uses. It requires development to respect local character and amenity in surrounding residential neighbourhoods, with reference to the Raynes Park Enhancement Plan.

1.4 Raynes Park Enhancement Plan 2009-12

1.4.1 The Raynes Park Enhancement Plan was adopted by Merton Council in February 2009. The document acts as a framework to guide public and private investment decisions and inform planning design in the local centre.

1.4.2 The Raynes Park Enhancement Plan 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. While it is not planning policy, it has been used as a material consideration to guide investment in the area; including how and where Section 106 to improve the public realm should be spent.

1.4.3 The Enhancement Plan focuses on three 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 more attractive destination for local shopping needs.
- Public realm and improvement: Improve the physical environment, appearance and maintenance of the public realm in Raynes Park.

1.4.4 More specifically, the Raynes Park Local Centre Enhancement Plan refers to a number of action points. One of the actions is to determine the feasibility of creating a new dropping off point for the station. It is envisaged that this could be provided to the north or south side of the station but both options are to be explored. The south side option is considered to be more deliverable as it can be linked with any planning obligations for the Rainbow Industrial Estate.

Appendix 1

Planning Policy Framework

1.5 Merton's Economic Development Strategy 2010

1.5.1 Merton's Economic Development Strategy Part 2 "A New future: An Economic Development Prospectus for Merton" was adopted March 2010. The Core Objectives of the Strategy are as follows:

- To improve the average levels of productivity, gross value added and hence pay for jobs in Merton.
- To build on Merton's strengths in location, attractiveness, brand value and expertise to promote its economy.
- To promote economic resilience in Merton through a diverse local economic base, which does not rely too heavily on any one sector for its continued success.
- To ensure that activity is delivered in a way that supports other values and objectives, notably addressing deprivation in the east of the Borough and protecting built heritage and the environment.

1.5.2 Raynes Park is identified in employment terms as the smallest centre in the borough accounting for only 2000 jobs in 2007. Notwithstanding this, there are a number of important strategic industrial sites and scattered industrial sites in the borough, of which Raynes Park is recognised as a major employment area and as one of Merton's key locations for growth.

1.5.3 The strategy seeks to achieve this by:

- Development of better relationships with businesses within key sectors.
- Accelerated development of the creative sector in Wimbledon.
- Further market research into the needs of Green Technologies
- Maintaining the supply of high quality office space in the Wimbledon area.
- Enhanced, visitor focussed cultural and leisure offers.
- Mapping of service implications of population growth.
- Identifications of opportunities for 3rd sector to supplement service delivery.
- Diversification of the retail and service offer in Wimbledon and Morden.
- Support for growth companies in 'traditional' industries.
- Development of employment and skills interventions to drive local employment and business growth.
- Sector driven investment and retention protocols.

Appendix 2

Public Consultation Exhibition Boards

RAINBOW INDUSTRIAL ESTATE

Regenerating the Rainbow Industrial Estate

The Rainbow Estate is an important site with potential to contribute to the wider regeneration of Raynes Park. It was identified in Merton Council's Core Strategy for employment-led re-development.

Over the last few years there have been many conversations about what should happen on the site to make the best use of it. It's now time to agree a way forward.

Workspace Group is proposing to deliver the regeneration of the site with an employment-led mixed used development as designated in the Merton Core Strategy. They want to incorporate business space, residential accommodation including affordable homes, and a wide range of other landscape and sustainability improvements – including re-designing the access to the site to formalise a 'kiss and ride' at Raynes Park Station entrance through the Raynes Park Enhancement Plan.

Where does this exhibition fit in?

- Workspace Group owns and manages the site and has produced a 'draft development brief' – making outline proposals about how we think it can be best improved.
- Merton Council has agreed to consult on the draft development brief and if agreed following consultation, it will become a formal planning document setting out a framework for development of the Rainbow Estate, subject to the consultation feedback.
- Workspace are working closely with Merton Council to agree what should happen here, we need the input of local residents and interested groups to inform these proposals to ensure they are the best for the area.
- Once the consultation has concluded, Merton Council will review all comments and amend the draft development brief as appropriate, before making a decision whether to formally adopt it as planning guidance for the site.
- After that, Workspace will prepare detailed proposals, on which there would be more consultation before a planning application is submitted in the normal way.
- And once we all agree on what should happen, Workspace will get on with it – but you will be kept informed and Workspace will work with you to make sure that any issues that come up during the development of the site and once it is completed are dealt with quickly.



RAINBOW INDUSTRIAL ESTATE

The Site Today

- The site is 4.8 acres of industrial and storage space in former railway sidings
- It provides 36,500 sq ft of obsolete, low grade built floorspace and includes large areas of open storage
- Current business activities generate significant HGV traffic. They include:
 - Coach parking
 - Scaffolding storage
 - Vehicle scrap yards
 - Plumbing goods storage and some wholesale trade
 - Commercial waste recycling
- The site has good pedestrian links to Coombe Lane, and is close to good transport links – with the main entrance on Grand Drive next to Raynes Park Station
- However, the access point to the site at the Station is constrained and often leads to congestion
- There is a great opportunity to revitalize the Rainbow Estate by bringing more employment and less HGV traffic, homes, and to improve the area around the station with land adjacent to it owned by Workspace Group



RAINBOW INDUSTRIAL ESTATE

Improving the Site: The Brief

The proposals brought forward by the team informed by discussions with community groups and Merton Council include:

Employment:

- Enhance and improve business space on the site
- Maintain the current floor space, but make it more appropriate to the location (including considering traffic impacts)
- Increase the number of jobs on the site (from c40-50) to circa 100
- Re-designing the space so that it meets the demands of modern flexible businesses

Homes:

- Provide new homes, including affordable and family homes
- Make them places that people want to live
- 200-250 homes
- Mix of one, two and three bed homes in line with Merton Housing Policy (40: 40: 20)

Sustainability:

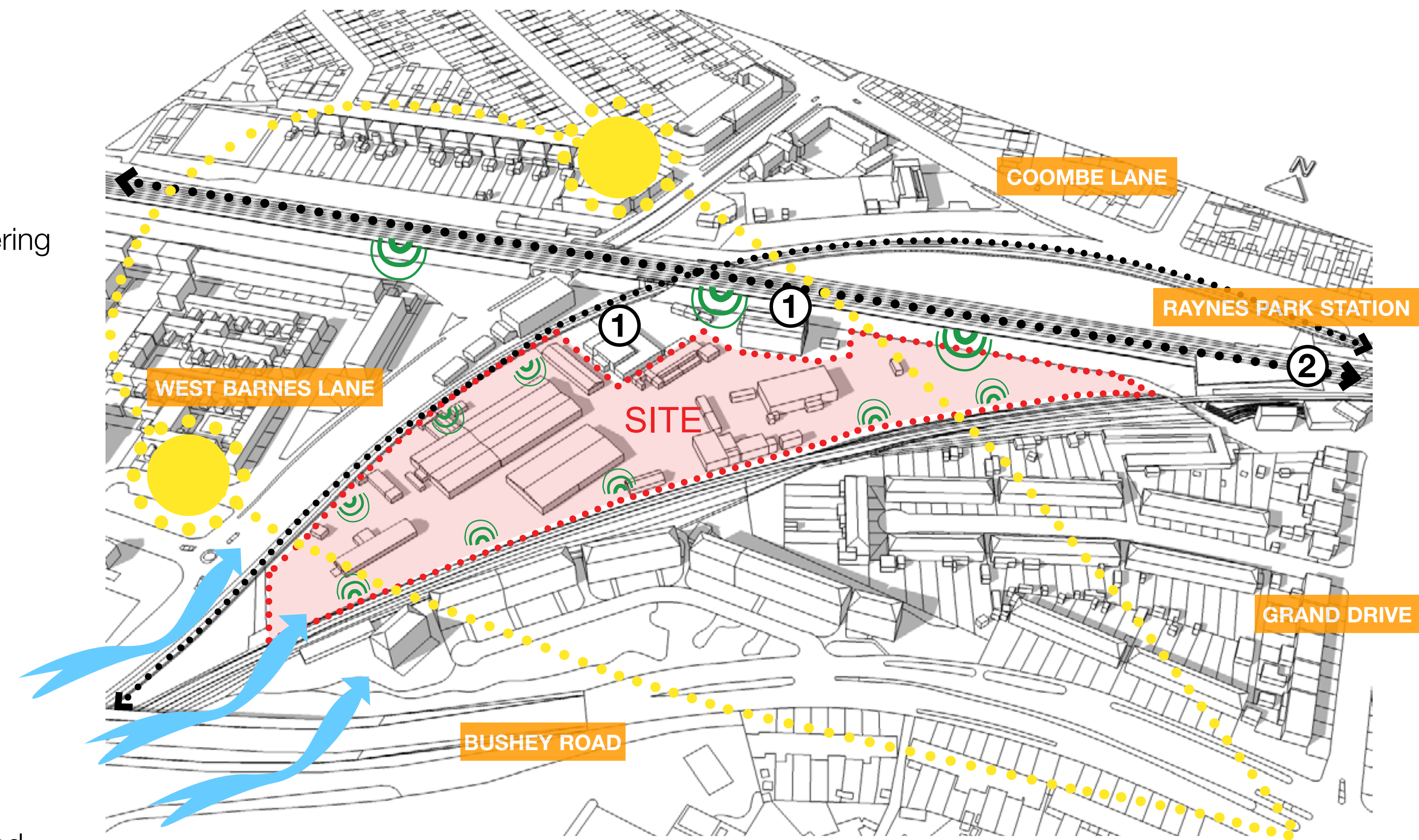
- Deliver an exemplar sustainable development
- Promote sustainability through onsite renewables, sustainable urban drainage systems, combined heat and power and promotion of sustainable modes of transport

Landscape:

- Improve biodiversity in courtyards and gardens for residents and workers
- Make it an attractive place to live and work

Access and traffic:

- Reduce the traffic impact of the users of the site on local roads – in particular to reduce HGV traffic to the site
- Support the Raynes Park Enhancement Plan to deliver the Kiss & Ride at Raynes Park Station
- Improve the entrance to the Rainbow Estate



Aerial view of site extent

NOTES

1. Network Rail buildings to be retained.
2. Raynes Park station opportunity for formalised 'kiss-n-ride'.

KEY

- B1 light industrial
- C3 residential
- Site boundary
- Noise impact
- Prevailing wind

RAINBOW INDUSTRIAL ESTATE

Masterplan Concept

A draft masterplan concept has been drawn up. This ensures that everything that is proposed can work on the site.

Employment

- A clear 'employment zone' adjacent to Network Rail buildings that will be retained
- Maintained 36,500sqft of employment space
- Light industrial and office units
- Employment for circa 100 people

Homes

- Residential zones – including one at the entrance to the site to make sure that pedestrians can feel safe because their walk home is overlooked
- Residential buildings that make the most of their view and daylight
- Sufficient space for homes that meet good design standards, and achieve the right mix of one, two and three bed homes
- Separate access for homes and employment spaces

Sustainability

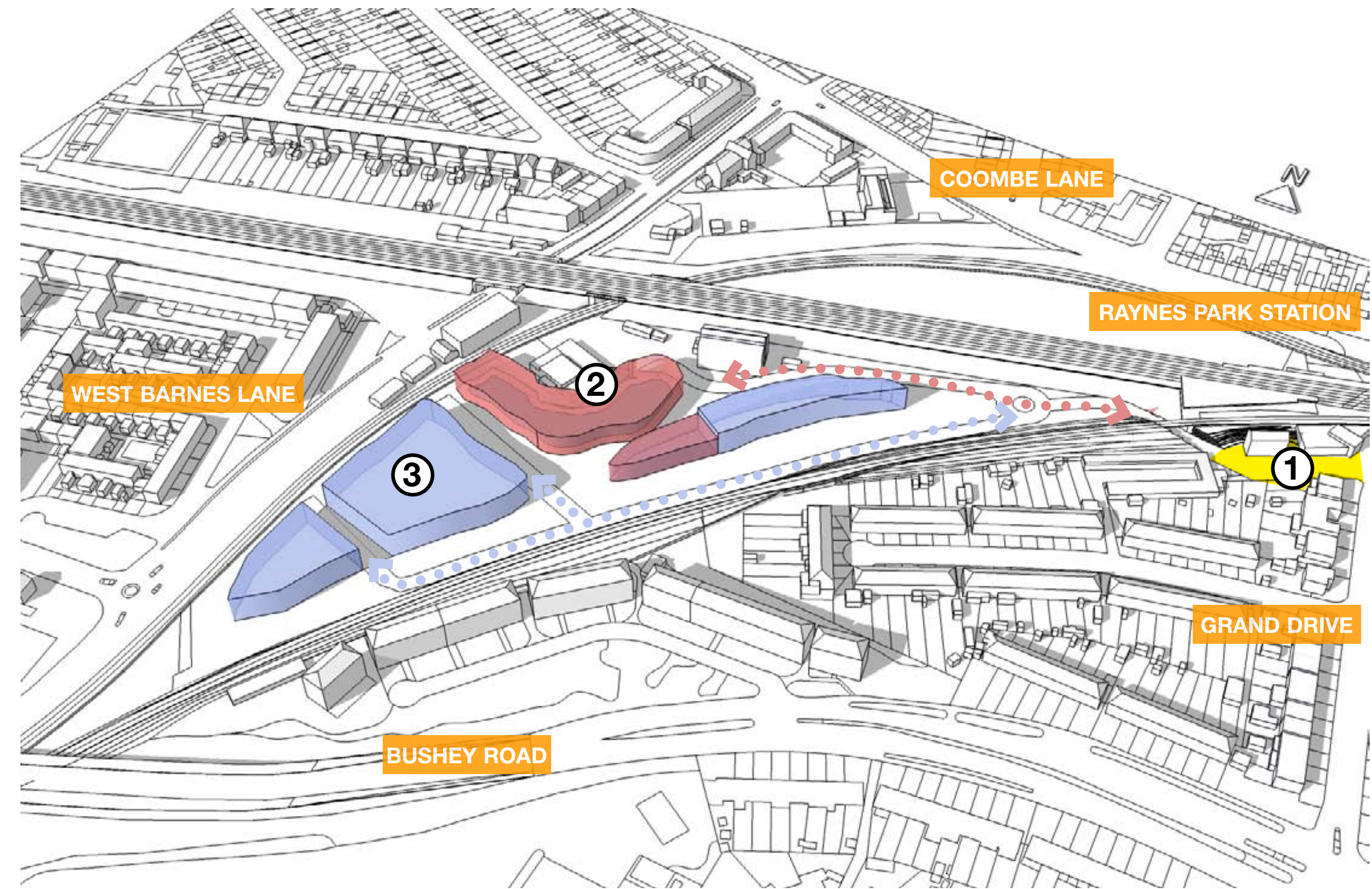
- Space to provide the sustainability features in the brief – including Sustainable Urban Drainage, renewable energy and cycle storage

Landscape:

- Sufficient space to provide good quality open space that can improve biodiversity
- Good space between buildings

Traffic and access:

- Space to service vehicles that might use the site
- New employment buildings that would receive substantially fewer HGV deliveries
- A reconfigured access to the site from Grand Drive
- New 'Kiss & Ride' and widened access on the Raynes Park Station forecourt, using additional Workspace-owned land, in line with the Raynes Park Enhancement Plan



Aerial view of masterplan concept

NOTES

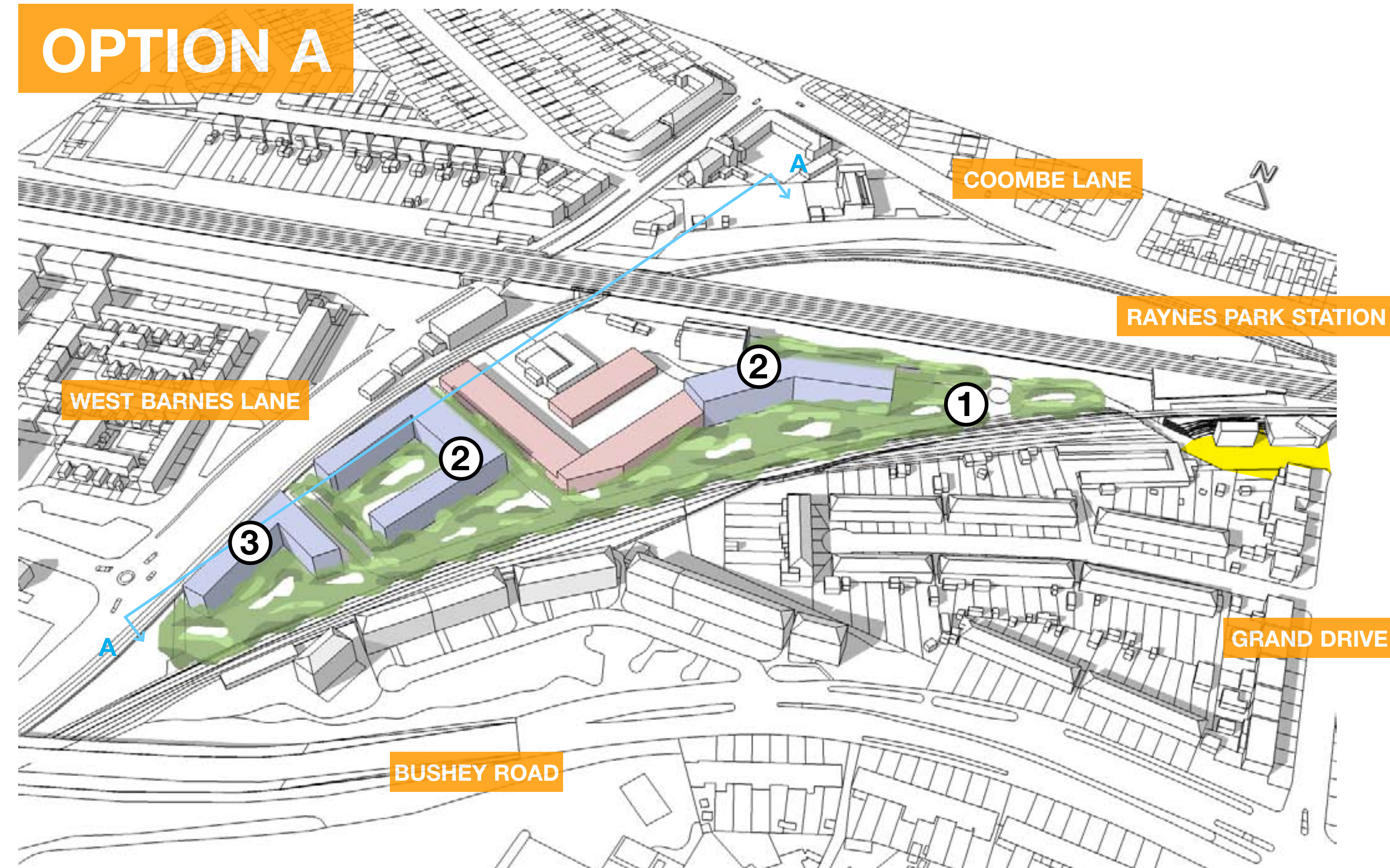
1. Improved 'kiss-n-ride' to Raynes Park Station forecourt. B1 light industrial units located adjacent to retained
2. Network Rail buildings. Residential to north to act as gateway into site.
3. Majority of proposed residential buildings kept to the southern end of site to maximise aspect, daylight and orientation

KEY

- B1 light industrial
- C3 residential

RAINBOW INDUSTRIAL ESTATE

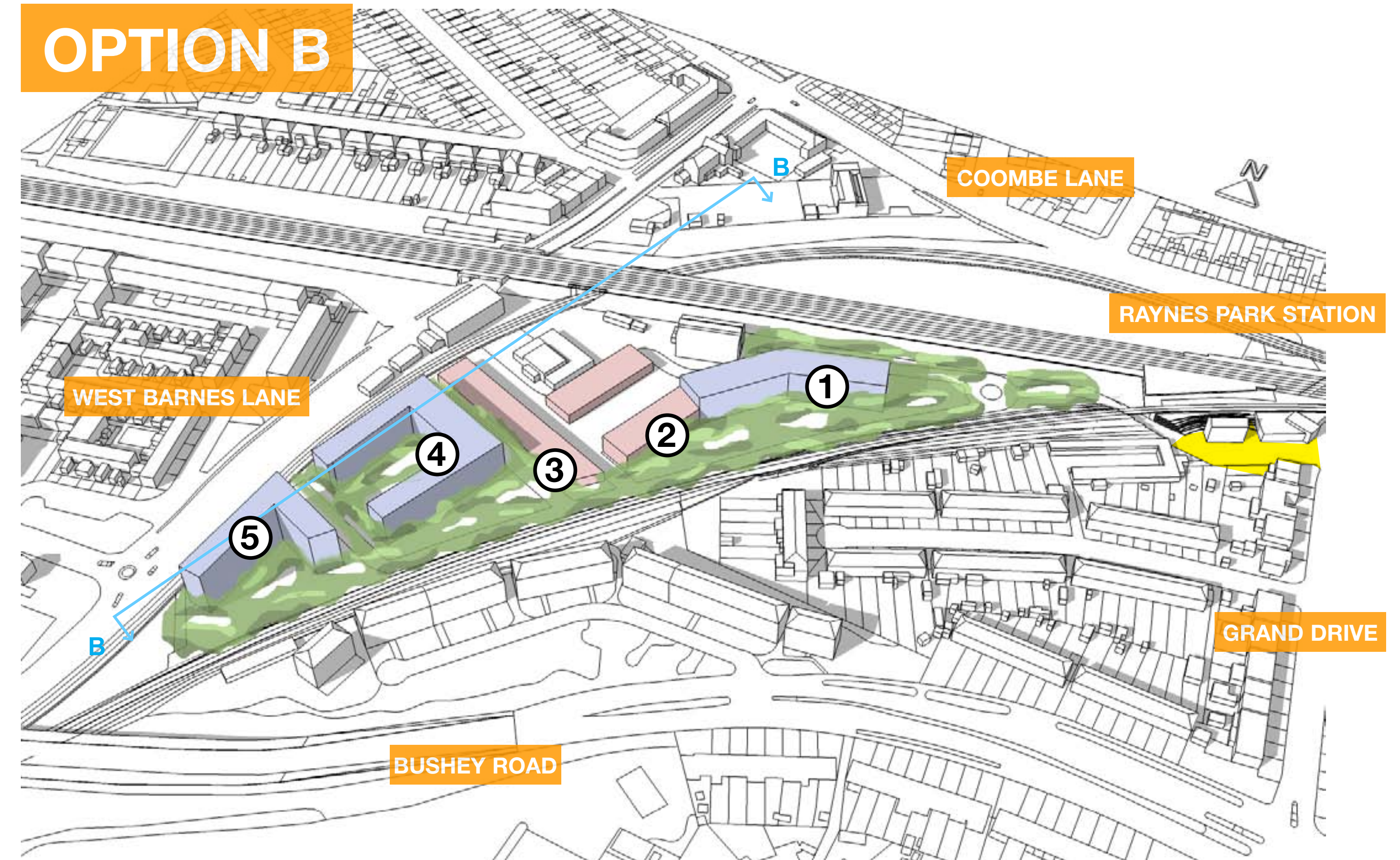
How the Masterplan could work: Two Illustrative Proposals



Section AA

NOTES

1. Carefully landscaped streets and integrated car parking will be critical to the success of the masterplan. External amenity is maximised.
2. Illustrative layout for proposed residential buildings with courtyard arrangement.
3. C3 accommodation (ground plus five storeys) to satisfy the brief. A taller building (6 storeys) could be considered at the southern most edge.



Section BB

NOTES

1. 'Entrance' residential building creates a welcome to the development.
2. Opening created to break up the long elevation and create link to the commercial accommodation.
3. Strong active frontage to industrial buildings is important.
4. Courtyard orientated to south to maximise quality daylight.
5. Residential building to the south increased in height possibly 7-storeys.

KEY

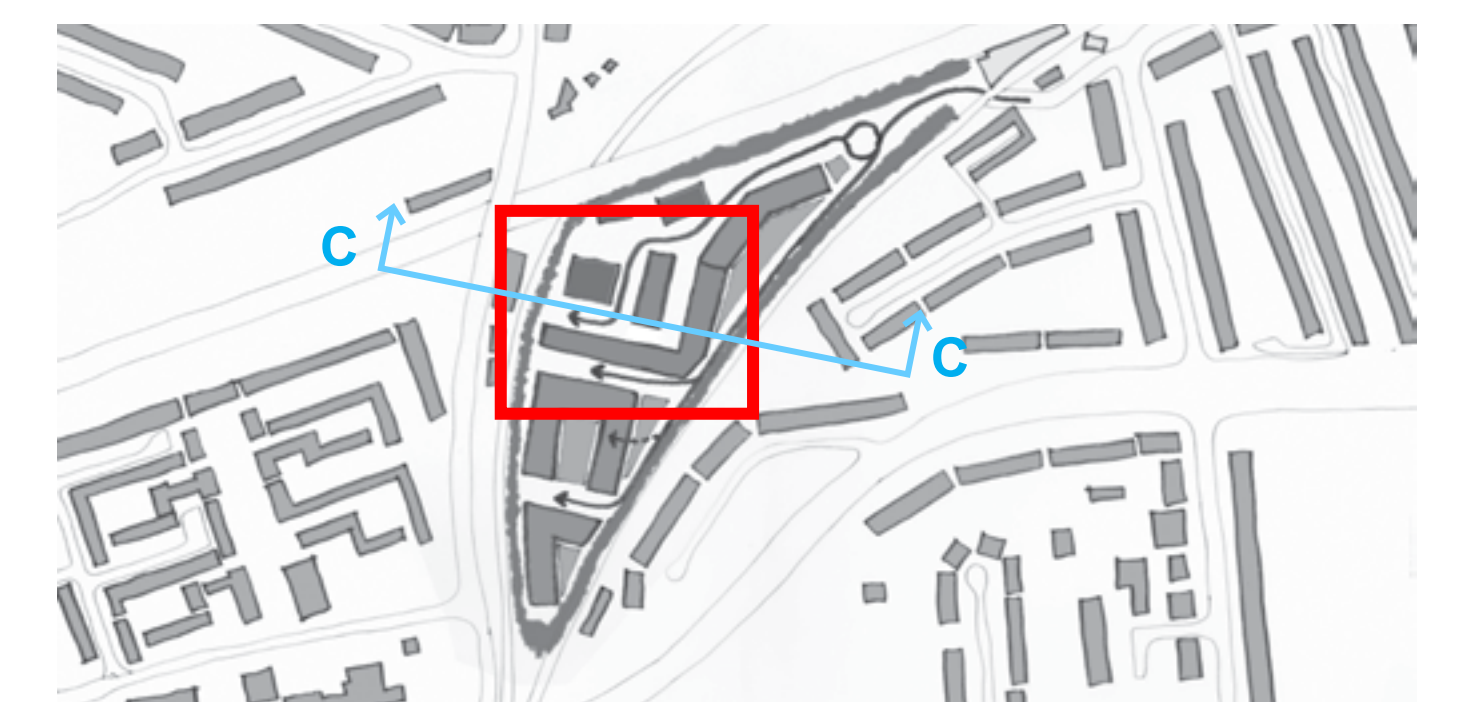
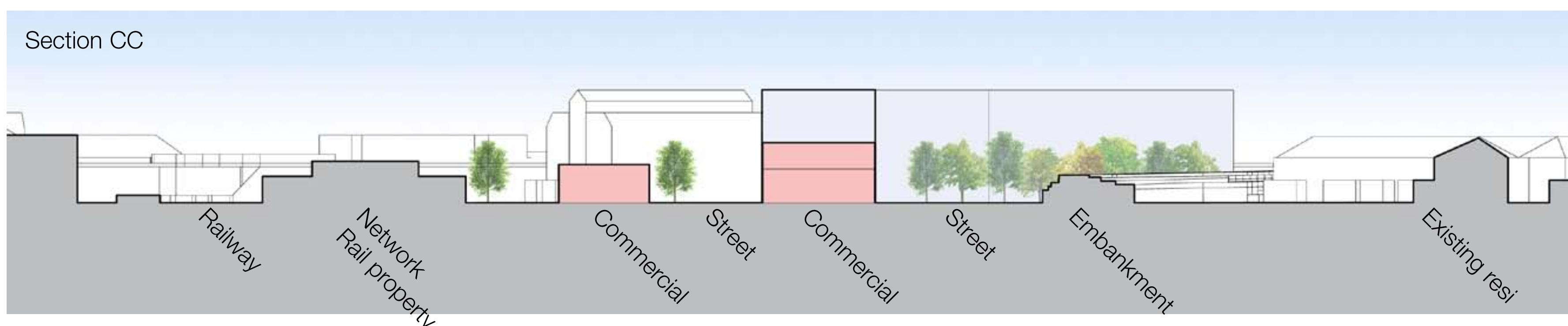
- B1 light industrial
- C3 residential

RAINBOW INDUSTRIAL ESTATE

Illustrative Employment-led Proposal



- Commercial (B1) light industrial
- Residential (C3)
- Assumed site boundary edge with Network Rail.
- B1 Light industrial use access road (6m wide).
- Proposed residential building.
- Typical B1 unit 15m deep (dual aspect)
Lightweight party wall partitions can be moved to create larger or smaller units as required.
- Access to all B1 units to have minimum 15m delivery zone to one facade.
- B1 Light industrial accommodation split over two floors to deliver 36,500sqft of employment use on the site.
- Access road to residential units to the south of the site. Car parking managed and integrated into the proposed landscape enhancements.
- Circa 40 car parking spaces with adjoining landscaping between commercial and residential accommodation.

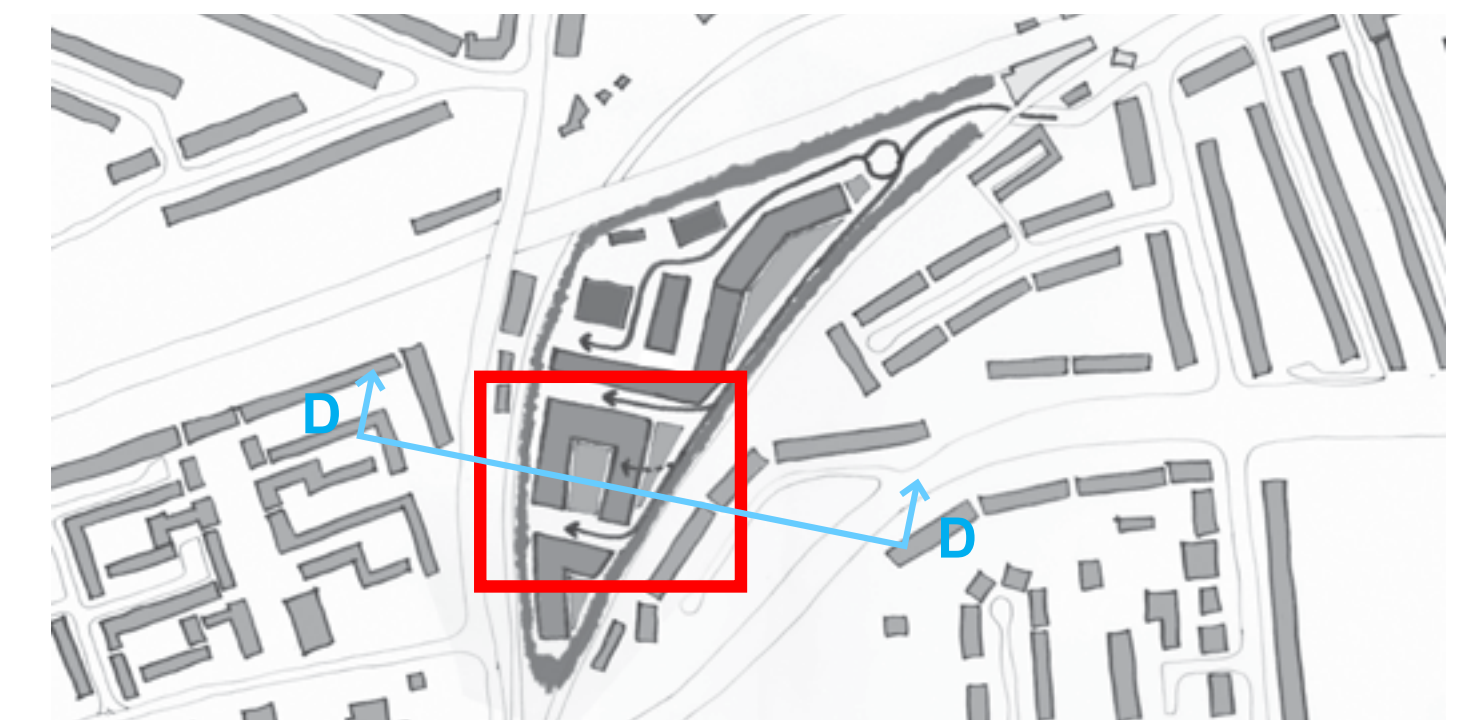
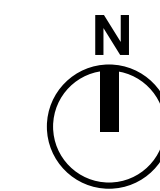
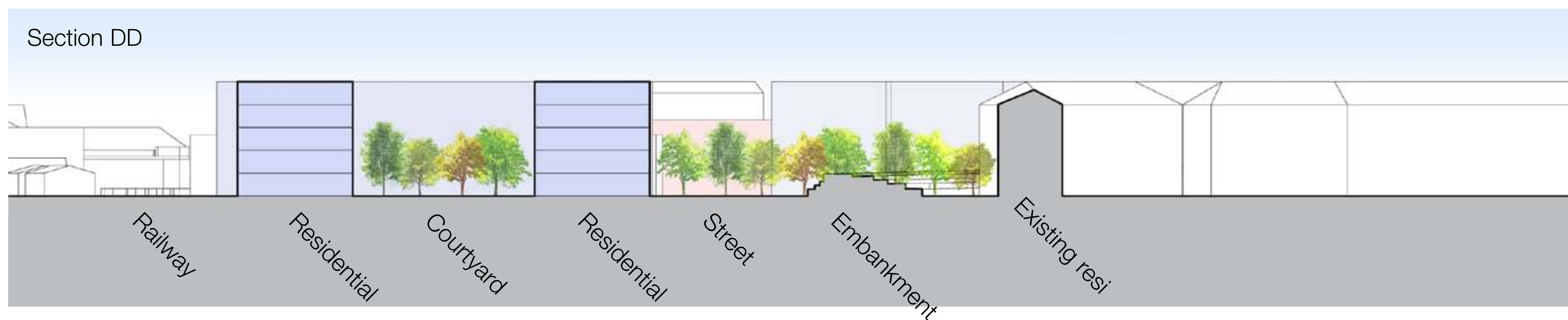


RAINBOW INDUSTRIAL ESTATE

Illustrative Residential Proposal



- Commercial (B1) light industrial
- Residential (C3)
- B1 light industrial accommodation, elevated with sympathetic facade, including landscape treatment
- Circa 40 car parking spaces with adjoining landscaping between commercial and residential accommodation.
- Proposed residential building arranged around courtyard with mix of 1-bed, 2-bed and 3-bed apartments. All meet London
- Dedicated access road with on-street car parking and landscaping.
- South-facing courtyard with minimum overlooking dimension of 21m. Semi-private amenity for the residents with dedicated play areas and community facilities, e.g. community stores, growing areas, etc.
- Circa 25 car parking spaces with adjoining landscaping.



RAINBOW INDUSTRIAL ESTATE

Traffic and Access



1. New resurfaced pedestrian footway
2. Resurfaced and raised traffic calming table
3. Railway bridge as existing (3.9m maximum height)
4. New timber screens to existing electrical sub station
5. New timber feature wall / signage
6. New mini-roundabout
7. Formalised 'kiss-and-ride' drop-off area for local commuters
8. Existing house (9 Grand Drive) retained
9. Widened entrance zone
10. Pedestrian priority crossing



Station Approach

Through the Raynes Park Enhancement Plan a substantially improved southern approach to Raynes Park Station is proposed.

This will include:

- Better access in and out of the station with a reconfigured and improved access from Grand Drive, using land owned by Workspace
- A new mini roundabout to allow a U-turn to be made after entering Station Approach from Grand Drive
- A formalised and dedicated 'Kiss & Ride' drop off area for commuters
- Better pedestrian routes – a crossing linking the west side of Grand Drive with the station, and a footpath leading into the Rainbow Estate

Traffic

The proposals prioritise a reduction in the traffic impact of the Rainbow Estate. The reconfigured access will help ensure a better flow of traffic at the entrance to the site. In addition, there will be a reduction in traffic to and from the site. There will be:

- A 20% reduction in general traffic to and from the site
- An 80% reduction in HGV traffic to and from the site

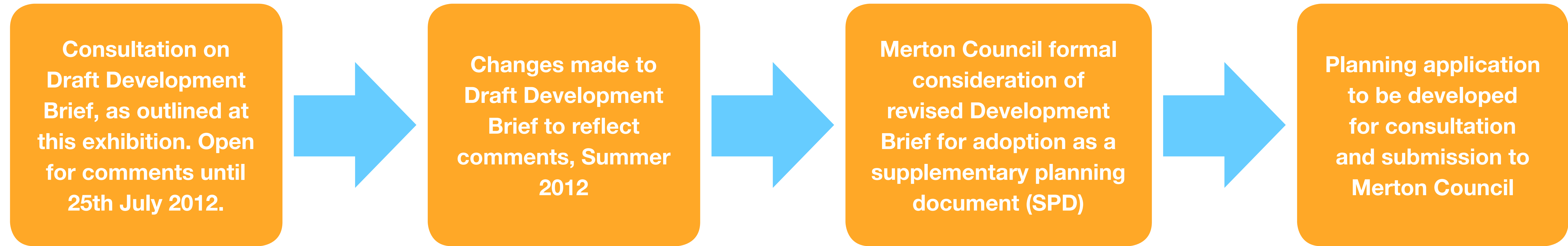
This is possible because there will be a comprehensive, managed approach to traffic for the site and a sustainable transport strategy put in place.

There will be:

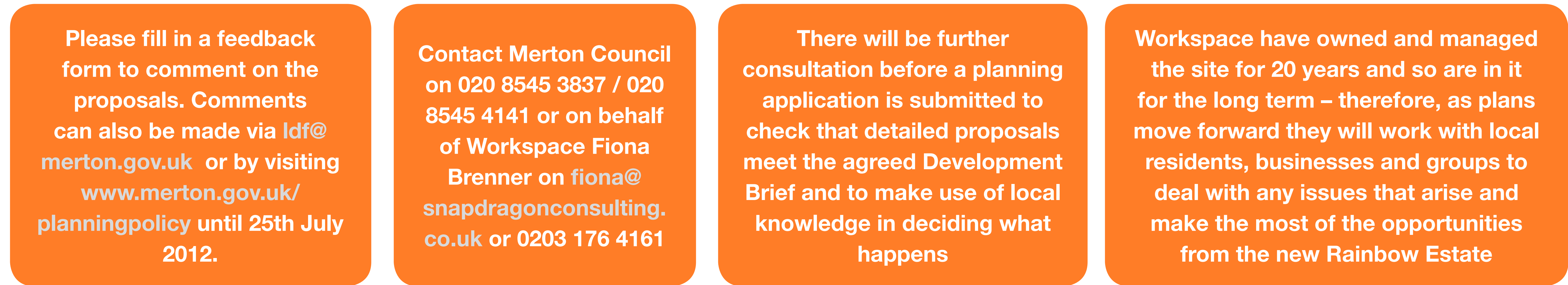
- A priority for sustainable transport – made possible by the proximity to good transport links: Raynes Park Station and good local bus services
- A limited level of car parking for residents and businesses to encourage other modes of transport
- Changes in the nature of businesses on site, and therefore a substantial reduction (80%) in HGV's accessing the site
- Residents will be excluded from the local Controlled Parking Zones (CPZs)
- Provision of Safe Bicycle storage facilities
- Better pedestrian routes
- Provision of Car Club spaces on site

RAINBOW INDUSTRIAL ESTATE

What happens now?



Opportunities for involvement



About Workspace Group

- Is the leading provider of business space for let to London's SMEs and entrepreneurs.
- Is based entirely in London, with 105 centres accommodating 4000 businesses employing over 35,000 people.
- Owns and manages accommodation for all types of businesses and business sizes – but typically falling within 'Class B1' and a typical business employing 2-20 people per unit.
- Develop sites which are designed to contribute to the area they are in and consider carefully the best range of uses for a site working closely with the community.

Appendix 3

Sustainability Appraisal

1.1 Assessment of the draft SPD for Rainbow Industrial Estate: the adopted brief							
Key ✓ - Good O - Not relevant ? - Unknown x - Bad		Assessment of the Effect					Comment on the Effect and any assumptions made noting any possibilities of secondary, cumulative and synergistic effects.
Topic	Sustainability Framework Objectives And sub-objectives	Short	Medium	Long	Positive/Negative	Permanent/Temporary	
Landscape	Increase the use of urban brown field land <i>Use Brownfield land efficiently</i>	✓	✓	✓	✓	Permanent	The Rainbow Industrial Estate is a previously developed brownfield site located within the urban area with excellent access to public transport facilities. The current uses/buildings represent an under-use of the site and generate only limited employment opportunities. The redevelopment of the site provides the opportunity to make best use of the site by: maximising employment opportunities, generating new housing and providing environmental improvements.
Minerals and soils	To reduce land contamination and safeguard soil quality and quantity	✓	✓	✓	✓	Permanent	Through the redevelopment of the site there is the opportunity to mitigate/remediate existing on-site contamination arising from the previous (and historic) industrial uses which have occupied the site.
Waste	Reduce the amount of waste generated, maximise reuse, recycling and recovery and reduce our reliance on landfill disposal	?	✓	✓	✓	Permanent	There is currently no formal waste/recycling plan/strategy in place at the site. The redevelopment of the site would offer the opportunity to put in place a modern and robust strategy focused on prioritising the recycling of waste and diversion of waste materials from landfill. This benefit is likely to be realised in the medium/long-term. There is only likely to be limited opportunities to recycle existing materials/buildings through the development process.
Energy	Ensure specific measures to improve energy efficiency and reduce greenhouse gas emissions are used in new developments, refurbishment and/or renovations and extensions	✓	✓	✓	✓	Permanent	The existing buildings on-site are not built to modern standards are likely to be inefficient from an energy view-point. The draft brief highlights an opportunity to provide new well designed commercial/residential buildings which will achieve BREEAM rating of 'Very Good' (potentially achieving BREEAM Excellent in terms of measures to reduce CO2). There is also sufficient space within the site to enable the promotion of sustainability through CHP to create an efficient system. The site is also located within a highly accessible location in terms of public transport, being located in close proximity to Raynes Park Station and a number of bus routes. Furthermore, by improving the site's service provision will help reduce the need for people to travel further afield for jobs.
	Reduce the need to travel by car	✓	✓	✓	✓		
	Use sustainable energy systems as widely as possible	✓	✓	✓	✓		

Pollution & Climatic factors including air, water, noise and light	Ensure the risks of pollution to human health and all areas of the boroughs environment are reduced	✓	✓	✓	✓	Permanent	The existing site uses are environmentally unregulated and this may have given rise to pollution/nuisance issues in the past. Through the redevelopment of the site there is an opportunity within the site to mitigate/remediate existing pollution/contamination issues. Furthermore, there will be the opportunity to provide new/modern business buildings/accommodation incorporating pollution mitigation measures and energy efficiency/renewable energy systems. Air quality should improve as the redevelopment of the site will reduce traffic impact, in particular reduced HGV vehicles/deliveries. With regard to noise, providing plant and machinery are located in suitable locations then noise should not be an issue. Similarly, new buildings on-site can be designed to mitigate against the existing train/road noises.
	Air quality is improved, Water pollution is reduced and resources are conserved.	?	✓	✓	✓	Inconclusive	
	Noise pollution is minimised	?	✓	✓	✓	Permanent	
The Natural Environment and its Biodiversity	Further protect and enhance all existing designated sites.	✓	✓	✓	✓	Permanent	The site itself is covered with hardstanding and buildings and thus provides little natural/biodiversity interest. However, the site is located close to a SINCS and is within 1.6km of the Wimbledon Common SSSI. Furthermore, the neighbouring railway embankments are identified as 'Green Corridors'. Any future development proposal will need to demonstrate that there will be no detrimental impact upon these designations. Nevertheless, through a new development there will be the opportunity to introduce new biodiversity/landscaping onto the site and improve the natural environment.
	Reduce the area of the borough deficient in access to areas of natural greenspace	○	✓	✓	✓	Permanent	The redevelopment of the site will provide the opportunity to provide new green spaces within proposed residential area, including a 'green envelope' around the site's boundaries which will help to mitigate against adverse noise impacts from the railway lines surrounding the site's boundaries.
The Built Environment and heritage	Encourage sustainable built development	✓	✓	✓	✓	Permanent	The redevelopment of the site provides the opportunity to introduce well designed and sustainable buildings. The brief stresses the importance of good design and what the regeneration of the site could bring to the community and the wider Borough, with regard to new homes and jobs. It covers the use of sustainable energy and set out how the new buildings will improve the sustainability of the area.
	Reduce the flood risk to people and property	✓	✓	✓	✓	Permanent	This site is not within an area at risk of flooding. It is envisaged that permeable materials will be used for the access and car parking surfacing. There is also the possibility of green roofs but this has not been detailed in the brief at this stage. If both methods are incorporated then it will contribute to reducing run-off water which will reduce the pressure on the storm drainage system.
	Protect and enhance the boroughs archaeological heritage and architectural	○	○	○	○	Not relevant	The site is not in an area of archaeological importance and therefore, is not relevant to this site.
Basic Needs	Increase the number of appropriate affordable housing units in Merton to reflect increases in demand	✓	✓	✓	✓	Permanent	The redevelopment of the site will provide circa 200-250 new homes, and will include a proportion of these new homes as affordable housing (subject to viability) in accordance with Merton's Core Planning Strategy.
	Ensure everyone has reasonable access to basic services within a reasonable distance (10 minutes walk)	✓	✓	✓	✓	Permanent	The site itself is directly adjacent to Raynes Park Train Station (with only a 5 minute walking distance from the southern part of the site) and is also in close proximity to a number of existing bus routes.
	Alleviate fuel poverty	○	○	○	○	Not relevant	This is not relevant for the brief.

Satisfying work and Encouraging economic success	Maintain local employment levels	✓	✓	✓	✓	Permanent	A core aim of the planning brief is to deliver an employment-led mixed-use development (in accordance with the objectives of Policy CS12). The brief has identified the opportunity to provide new business accommodation (designed to meet the needs of SMEs - a core business sector in SW London) which has the potential to double the number of people employed at the site and enhance local job opportunities.
	Maintain and expand employment in a diverse range of economic sectors	✓	✓	✓	✓	Permanent	
Health and Safety	Improve health equality	○	○	○	○	Not relevant	This is not relevant to this proposal
	Encourage regular participation in sport and recreation						
Transport and access	The need for travel is minimised	✓	✓	✓	✓	Permanent	The site has a PTAL rating of 4 indicating the site benefits from a good level of public transport accessibility and will therefore provide the opportunity for people to access any new development by public transport. Furthermore, the provision of a mixed-use development (including business and residential accommodation) will also provide the opportunity to reduce travel distances. The redevelopment of the site will also provide the opportunity to introduce/improve sustainable transport modes and implement a travel plan (targeted at reducing the use of the private car). Furthermore, the Raynes Park Local Centre Enhancement Plan (2008-2011) has identified the opportunity for the provision of a dropping off (kiss and ride) facility, which will improve the access into the site. Furthermore, the development would also provide the opportunity for pedestrian and cycle improvements at the site access under the railway line and at the southern end of Raynes Park Station.
	The use of the private car is minimised	✓	✓	✓	✓	Permanent	
	Improve facilities for walking and cycling	✓	✓	✓	✓	Permanent	
Crime	Reduce the level of anti social behaviour	○	✓	✓	✓	Permanent	The existing site/uses does not include CCTV or other measures targeted at reducing crime and anti-social behaviour. However, new development provides the opportunity to incorporate 'secure-by-design' measures into the scheme layout/arrangement and detailed design (including measures to tackle anti-social behaviour).
Education	Increase educational attainment of the boroughs residents	○	○	○	○	Not relevant	This is not relevant to this particular proposal - albeit, the future development will be expected to ensure that there is no detrimental impact upon local services (including local schools).
Enquiry and Participation	Equality is promoted	✓	✓	✓	✓	Permanent	The scheme will be accessible for all, with improved access entrances to the residential and business accommodation.
	A vibrant socially inclusive community is encouraged	✓	✓	✓	✓	Permanent	The future development provides the opportunity to include a mix of new residential accommodation (including family units) and affordable housing (incorporating a mix of social and intermediate tenures). As such, it will promote a socially inclusive and vibrant community.
Cultural, leisure and social activities	Improve the access to and quality of open spaces	?	✓	✓	✓	Permanent	The redevelopment of the site provides the opportunity to create a range of amenity spaces, for both private and communal use. Furthermore, the areas surrounding the residential buildings could be landscaped providing communal green space and children's play space.
	Improve access to cultural and leisure facilities	○	○	○	○	Not relevant	This is not relevant to this proposal.

Document Translation

Request for document translation

If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

- Albanian** Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shenojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
- Bengali** এই তথ্যের কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে বাস্তবতে (বক্সে) টিক চিহ্ন দিন এবং চিঠি লিখে বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচে যোগাযোগের বিবরণ দেওয়া হয়েছে।
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- Somali** Haddii aad u baahan tahay in qayb dukumeentigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuqa oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkan hoose ku yaalla.
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- Tamil** இந்தப் பத்திரத்தின் எந்தப் பகுதியும் உங்களின் மொழியில் விளக்கப்படுவது உங்களுக்கு வேண்டுமானால், தயவுசெய்து பெட்டியில் அடையாளமிட்டு, கீழுள்ள எங்களின் விபரங்களைப் பயன்படுத்தி எழுத்துமூலமாக அல்லது தொலைபேசி மூலமாக எங்களைத் தொடர்புகொள்ளவும்.
- Urdu** اگر آپ اس دستاویز کے کسی حصے کا ترجمہ اپنی زبان میں حاصل کرنا چاہتے ہیں تو دیئے گئے باکس میں صحیح کا نشان لگائیے اور ہمارے درج ذیل رابطے پر یا تو ٹیلیفون کے ذریعے یا پھر تحریری طور پر رابطہ کریں۔
- Large print Braille Audiotape

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Rainbow Industrial Estate, Raynes Park Draft Planning Brief 2012