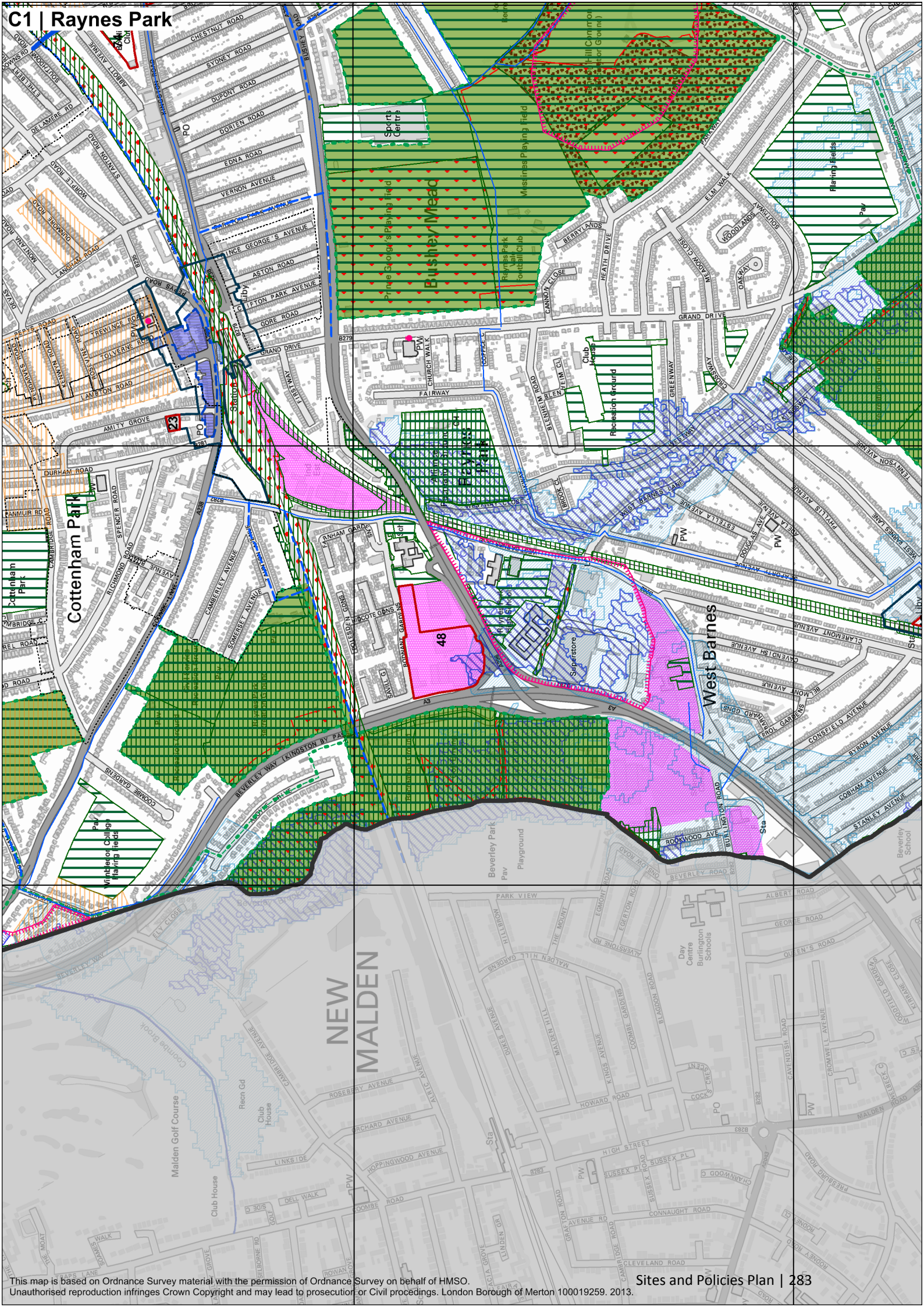


# Raynes Park

# POLICIES MAP | PART OF MERTON' S LOCAL PLAN

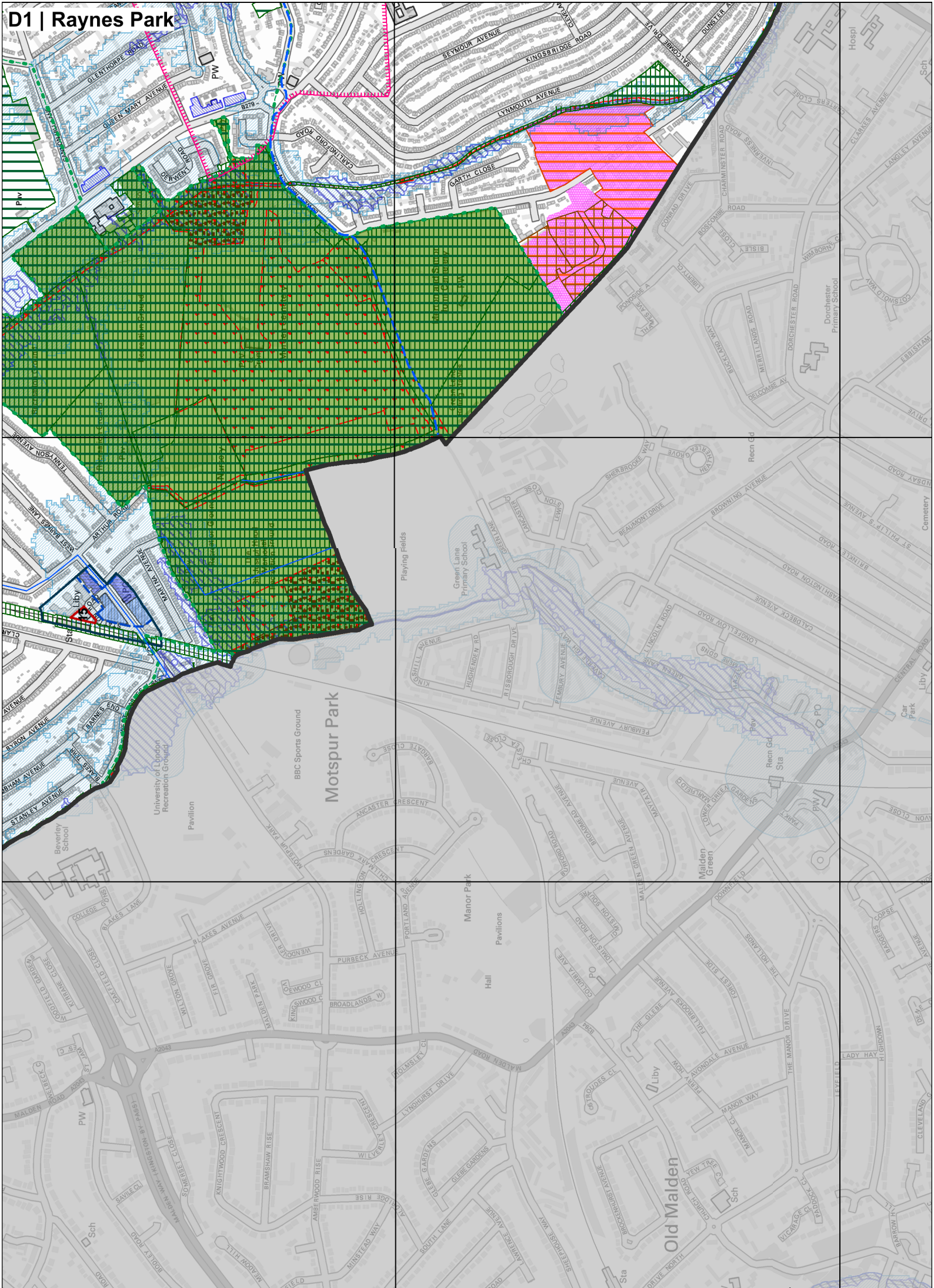
SCALE 1 : 10,000

GENERAL	HERITAGE	TRANSPORT
Plan Boundary	Listed Buildings Policies (CS14, DMD4)	Sustainable Transport Corridor 01TN (CS18, CS19, CS20, DMT1, DMT2, DMT5)
<b>SITE PROPOSALS DETAILS IN SCHEDULE PROPOSALS</b>	Historic Parks and Gardens Policies (CS14, DMD4)	Thameslink Streatham/Wimbledon/Sutton 02TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
Site Proposals	Scheduled Ancient Monuments Policies (CS14, DMD4)	Northern Line Underground 03TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
<b>ENVIRONMENT</b>	Archaeological Priority Zones Policies (CS14, DMD4)	Crossrail II 04TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
Metropolitan Open Land Policies (CS13, DM01)	Conservation Areas Policies (CS14, DMD4)	Safeguarded Land 05TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
Open Space Policies (CS13, DM01)	<b>BUSINESS AND RETAIL</b>	Wimbledon to Morden/Sutton Tram 06TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
Green Corridors Policies (CS13, DM02)	Locally Significant Industrial Area (CS12, DME1)	Willow Lane and Wandle Way Tram Stops 07TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
Wandle Valley Regional Park Policies (CS5, CS13, DM01)	Strategic Industrial Location (CS12, DME1)	Crystal Palace to Wimbledon Tram 10TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)
Wandle Valley Regional Park 400m buffer (Policy CS13, para 21.13)	Waste Plan Schedule 1 Areas (CS17, South London Waste Plan)	Road Junctions Improvements 11TN, 16TN, 18-21TN (CS18, CS19, CS20, DMT1, DMT2, DMT5)
Sites of Special Scientific Interest Policies (CS13, DM02)	Waste Plan Schedule 2 Areas (CS17, South London Waste Plan)	Road Network Improvements 12-15TN (CS18, CS19, CS20, DMT1, DMT2, DMT5)
Sites of Importance for Nature Conservation Policies (CS13, DM02)	Town Centre Policies (CS7, DMR1, DMR2 and DMR4)	Car Parking Zones (CS20, DMT3)
Local Nature Reserves Policies (CS13, DM02)	Neighbourhood Parades Policies (CS7, DMR1 and DMR4)	Cycle Hubs (CS18)
Flood Risk Zone 3 (DMF1) Flood risk 1/100 or more	Primary Shopping Area Policies (CS7, DMR2 and DMR4)	Cycle Routes 22TN (New and Improvements) (CS18)
Flood Risk Zone 2 (DMF1) Flood risk between 0.1/100 and 1/100	Wimbledon Central Shopping Frontage Policies (CS7, DMR4)	Existing Cycle Routes (CS18)
Green Chains (CS13, DM01)	Core Shopping Frontages Policies (CS7, DMR4)	Cycle and Pedestrian Route/Bridge 23-24TN (CS18)
	Secondary Shopping Frontages Policies (CS7, DMR4)	Dual Track Tram 25TN (CS18, CS19, CS20, DMT1, DMT2, DMT4)



NEW MALDEN

West Barnes



# Site Proposal 15

# West Barnes Library

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



**Site area** 0.1 ha

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

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

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

**Current use** Library (D1 Use Class).

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

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

**Delivery timetable** 2014 – 2019.

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

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

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

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

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

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

The railway embankment acts as a barrier to surface water flow through the centre of the critical drainage area.

Historic surface water flooding records identify drainage network capacity issues which cause water flooding in this area during heavy rainfall.

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

Thames Water has assessed the water/wastewater capacity locally and do not envisage infrastructure concerns relating to potable water supply or wastewater services.

# Site Proposal 23

## Amity Grove Clinic

9 Amity Grove, Raynes Park, SW20 0LQ



**Site area** 0.09 ha

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

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

**Current use** Medical clinic (D1 Use Class).

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

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

**Delivery timetable** 2019 – 2024.

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

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

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

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

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

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

Thames Water has assessed the water/wastewater capacity locally and do not envisage infrastructure concerns relating to potable water supply or wastewater services.



# Site Proposal 41      Kingston Road Opposite Lower Downs

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



**Site area** 0.11 ha

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

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

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

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

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

<b>Current use</b>	Vacant land with advertising hoardings.
<b>Use suggested / organisation</b>	Residential – JCDecaux Limited.
<b>Allocated use</b>	Residential (C3 Use Class).
<b>Delivery timescale</b>	2014 – 2019.

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

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

The accessibility of the site (PTAL 4) would support low levels of parking provision or permit free, subject to a controlled parking zone being in place on surrounding streets (currently being consulted on). This could be considered and addressed further as part of redevelopment.

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

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

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

Respecting and enhancing the adjacent nature conservation area.

Protecting the residential amenity of those properties adjacent to

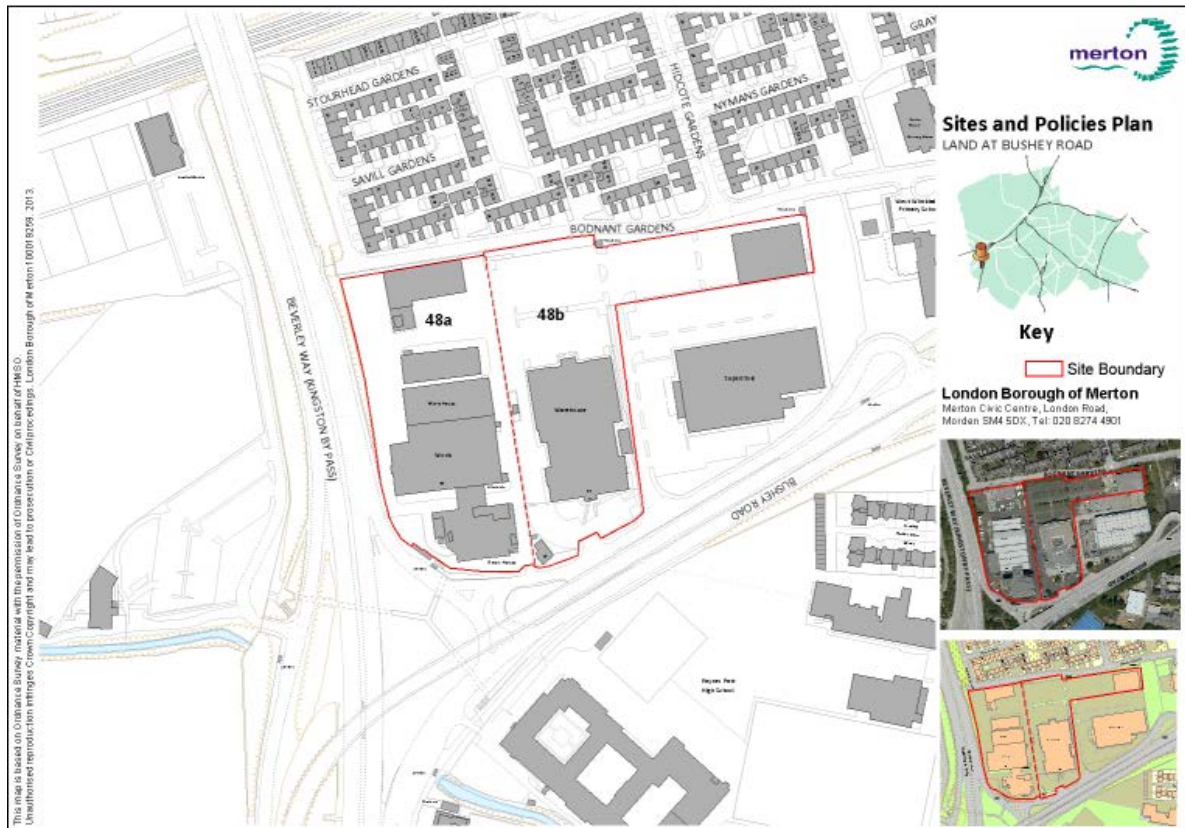
or in the vicinity of the site.

Thames Water has assessed the water/wastewater capacity locally and do not envisage infrastructure concerns relating to potable water supply or wastewater services.

# Site Proposal 48

# Land at Bushey Road

84-88 Bushey Road, Raynes Park, SW20 0JH



**Site area** 2.67 ha

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

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

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

flood zones 2 and 3.

The building at 84-86 Bushey Road (section 48b) with the clock tower is locally listed. Adjacent to the northwestern boundary of the site is a green corridor.

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

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

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

**Stage 3 (January 2013):**

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

**Stage 4 (August 2013):**

- **Section 48a:** no new information received;
- **Section 48b:** no evidence received following the change in ownership.

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

**Delivery timescale** 2014 – 2024.

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

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

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

Due to the site's location relative to the A3 road, a high quality design is necessary that will be responsive to the onsite and offsite uses and respect the locally listed building.

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

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

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

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

# Site Proposal 74

## Southey Bowls Club

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



**Site area** 0.54 ha

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

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

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

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

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

<b>Current use</b>	Bowls club.
<b>Use suggested / organisation</b>	Residential and bowls club - Kossway Ltd on behalf of Southey Bowls Club.
<b>Allocated use</b>	Bowls club, residential and open space.
<b>Delivery timescale</b>	2014 – 2019.
<b>Issues</b>	<p>The site is occupied by a bowls club which has circa 200 members. Southey bowling club wish to redevelop part of the car park to fund a new clubhouse on the site, improve the bowling club facilities and secure the financial future of the club.</p> <p>There should be no loss of sporting facilities for which there is demand.</p> <p>Redevelopment proposals should protect the residential amenity of the surrounding occupiers, especially with regard to privacy.</p> <p>Redevelopment proposals may need to consider secondary access to the site.</p> <p>Mitigating parking, traffic and road safety impacts on neighbouring streets and local amenity.</p> <p>The area encompassing the bowling green is proposed to be designated as open space therefore any proposals for the whole site must be in accordance with planning policies relating to open space.</p> <p>Thames Water has assessed the water/wastewater capacity locally and do not envisage infrastructure concerns relating to potable water supply or wastewater services.</p>



# Site Proposal 77

# 26 Bushey Road

Raynes Park Service Station, 26 Bushey Road, Raynes Park, SW20 8LW



**Site area** 0.33 ha

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

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

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

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

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

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

**Current use** Vehicle repair, maintenance, sales and valet.

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

**Allocated use** Residential.

**Delivery timescale** 2014 – 2019.

**Issues** Site access arrangements require careful scrutiny/improvement.

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

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

Protecting the residential amenity of adjacent properties through sensitive design.

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

Thames Water has assessed the water/wastewater capacity locally and do not envisage infrastructure concerns relating to potable water supply or wastewater services.