

**FORMER GOODS YARD SITE,  
BARNES STATION**

**SUPPLEMENTARY PLANNING  
DOCUMENT:  
PLANNING BRIEF**

**Policy and Design Section  
March 2006**

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## **1.0 INTRODUCTION**

- 1.1 The Barnes Goods Yard site forms a part of the original Common. It is located at the edge of the Common between Rocks Lane and Queen's Ride (Appendix 1 – Location Plan) and is now redundant following previous use as a goods yard. The 1.1ha site is in private ownership and is allocated in the Unitary Development Plan First Review (UDP) as Proposal Site (UDP Review Proposal B2). This Planning Brief provides further guidelines for the future use of this site.
- 1.2 A Draft Brief was subject to public consultation for a 6-week period commencing July 2005. Following consideration of the responses to the draft, it was adopted as a Supplementary Planning Document on 7<sup>th</sup> March 2006. Any proposal for the Site will be required to have regard to this guidance, which will be a material consideration in determining any planning applications.
- 1.3 The Brief is divided into the following sections:
- 1 - Introduction
  - 2 – Analysis of the Site and Surroundings
  - 3 – Planning Policy Framework
  - 4 – Site Opportunities
  - 5 – Site Strategy
  - 6 – Planning Application Details
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## **2.0 ANALYSIS OF SITE AND SURROUNDINGS**

### **2.1 Site Description**

- 2.1.1 The Site was part of Barnes Common prior to the construction of the Richmond line railway in the 19<sup>th</sup> Century. The goods yard was closed in 1969 and was thereafter subject to a range of temporary uses, including a storage depot for materials used in the Channel Tunnel construction. The site was sold by the former Railtrack in the early 1990s and has since been in private ownership.
- 2.1.2 The site had largely become re-colonised with vegetation during the 1990s before part of it was laid out for car parking. It was leased for car parking in January 1999 without planning permission. Enforcement action was taken and the use ceased although there remains hard standing and lampposts on part of the site. A substantial berm alongside the southern boundary has been constructed to prevent trespass by vehicles. Those parts of the site that have been re-colonised

are of some nature conservation value and there are also a number of mature trees around the edge of the site.

## **2.2 Site Constraints**

2.2.1 There are a variety of development constraints, which need to be taken into account in considering its future use:

- The site is historically part of the Common and it is largely surrounded by Common;
- There are a number of mature trees within and bordering the Site, particularly along the southern boundary (as identified at Appendix 2 – Physical Constraints of Site);
- Partial recolonisation by shrubs and vegetation means that there may be some ecological value in parts of the Site;
- The embankment precludes vehicular access to the western end from Rocks Lane;
- The existing vehicular access onto Queen's Ride has limited visibility by virtue of the sightlines for emerging traffic;
- The previous use of the Site may give rise to the need for decontamination;
- Noise is generated from the railway line along the northern boundary of Site;
- The existing concrete slab and fill will need to be addressed in any future scheme;
- Residential amenity will need to be taken into account, particularly on the south-east boundary;
- There are planning opportunities on and close to the site see Section 4.0

## **2.3 Surroundings**

2.3.1 As identified on the plan at Appendix 3, the Site's surroundings comprise the following uses:

- Barnes Common;
- Barnes Station;
- The railway line; and

- The residential area, to the Southeast of the site across Queen's Ride.
- 2.3.2 Barnes Common is a well used and highly regarded public space, which is a Local nature Reserve subject to a range of protective planning designations (Section 3). The visual and physical connection to the main part of the Common to the north is restricted by the railway line running east-west and the limited pedestrian access across the bridges over the railway lines.
- 2.3.3 The opportunity may exist to improve pedestrian routes to Barnes Station and to improve personal safety for passengers. The most direct access to the bus stops is via steps and there is limited waiting space or shelter from the weather. Parking on the adjacent roads has given rise to complaints from local residents and car owners alike in terms of impact on local amenity and car crime.
- 2.3.4 The residential area to the Southeast of the Site across Queen's Ride is characterised by a mix of housing, mansion houses and apartment blocks. Building heights typically vary between 2-3 storeys although there are examples of higher buildings.

### **3.0 PLANNING POLICY BACKGROUND**

#### **3.1 National and Regional Planning Policy**

3.1.1 Plans and guidance of particular relevance to this Site is included within: -

- PPS1: Creating Sustainable Communities
- PPG3: Housing (and subsequent draft revision)
- PPG9: Nature Conservation
- PPG13: Transport
- PPG15: Planning and the Historic Environment
- PPG16: Archaeology and Planning
- DB32: Roads in residential areas
- The London Plan

3.1.2 The key principles encapsulated in the guidance of relevance to the Site are as follows: -

- Safeguarding the openness of Metropolitan Open Land and protecting nature conservation interests

- Protecting the environment.
- Improving parking and public transport facilities;
- Promoting high quality design and protecting the character and appearance of particular areas.

### 3.2 Local Planning Policy Context

3.2.1 The whole of the Site subject to this Brief is allocated in the recently adopted UDP: First Review (March 2005) as proposal site B2 for public open space and car parking for the Station. The justification of the proposal recognises that any enabling development will be limited to the minimum necessary to achieve viability. The wording of the proposal is set out below:

#### **B2 Barnes Station and Former Goods Yard**

**'Proposal: Car park, public open space, possible enabling development.**

Justification: To improve interchange at the station by enhancing the current pedestrian and cycling links and providing cycle parking and possible bus standing facilities, together with limited car parking for rail users from the local area. This is particularly to encourage those people who currently drive to the station and park on the Common or roads surrounding the station to use alternative modes of transport. On-street parking control measures would be used to prevent additional traffic being attracted to the station and would reduce the visual intrusion of vehicles on this attractive area of open land. Access to the site should be such as to minimise the impact on local residents. Carefully designed screening, landscaping and lighting will be required to ensure that the net result of this rearrangement of parking at the station results in an enhancement of the metropolitan open land. To improve information systems and access for people with disabilities. The site is designated as another site of nature importance and elements of nature conservation importance must be preserved and enhanced. To return land to Common.

Any enabling development necessary to achieve the replacement car parking and the objective of returning a substantial part of the site to the Common will be limited to the minimum necessary to achieve viability and this would need to be demonstrated through detailed financial analysis. Any permission granted would be subject to legal agreement to ensure that the return of land to the Common and the car parking are implemented before the completion of any other enabling development.

A planning brief will be prepared for this site'.

Note: Although the proposal refers to a 'car park' and 'possible bus standing facilities' these are not being promoted by the Council and therefore not proposals included in this Brief

The omission of the car park is further to a survey of the number and origin of the cars parked on Station Road following representations on the draft brief. A car park does however remain part of the UDP proposal and any proposal that includes a car park would need to include a full justification based on local need.

- 3.2.2 The Site is also subject to specific designations within the UDP to which regard should be had.
- 3.2.3 The Site is within Metropolitan Open Land (MOL), which the Council wishes to maintain predominantly in open use with a presumption against inappropriate development. Whilst built development in MOL would normally be inappropriate development, in this case the proposal recognises that some enabling development may be necessary to achieve the landscaping and return of land to the Common.
- 3.2.4 The whole of the Site is within a Conservation Area and any development should preserve or enhance the character or appearance of the conservation area, under the provisions of Policy BLT2.
- 3.2.5 As the Site falls within an Area of Archaeological Potential, the Site could be of archaeological importance. The Council will ensure that any archaeological remains of importance at the site are either preserved in situ or where feasible excavated and recorded, in accordance with Policy BLT7.
- 3.2.6 The Site is designated as an Other Site of Nature Conservation Importance. Uses at the Site and any enabling development will be required to minimise any negative impacts upon the existing habitats and wildlife features and, where possible, provide enhancement in accordance with Policies ENV 18 and 19. In addition, the Site is designated as a proposed area for tree planting and in accordance with Policy ENV 9; the Council will encourage tree planting where appropriate recognising the need to preserve a variety of habitats.
- 3.2.7 The Site is within a protected view from Richmond Park and any enabling development at the Site should not adversely affect the quality of this view.
- 3.2.8 Proposals at the Site will also be considered in the context of the following:
- The Council's Supplementary Planning Guidance: Design Guidelines for Nature Conservation and Development;

- The Council's Supplementary Planning Guidance: Redevelopment of Potentially Contaminated sites;
- The Council's Supplementary Planning Document in relation to Design Quality,
- The Council's draft Supplementary Planning Document Sustainable Construction Checklist (draft March 2006), and
- The Council's Transport Strategy.

#### **4.0 SITE OPPORTUNITIES**

4.1.1 The Council considers that there is the opportunity at the site to deliver a scheme to meet the following:

- To enhance Barnes Common through;
  - Returning the maximum amount of land to the Common that can be achieved within viability constraints;
  - Enhancing the quality of the environment including landscape and nature conservation.
- To enhance the Barnes Station transport facilities through a range of improvements that could be brought forward as part of the implementation of the proposal (See Para 5.2.1);
- To allow an element of enabling development to facilitate the improvement of the Site including remediation of any contamination.

4.1.2 The Council will work with landowners and developers to ensure that any redevelopment scheme:

- (a) Accords with planning policy requirements;
- (b) Has the support of station users and the local community;

- (c) Addresses constraints at this Site and maximises the potential opportunities; and
- (d) Is viable and commercially deliverable.

## **5.0 SITE STRATEGY**

It is recognised by the Council that the exact nature, amount and mix of land uses will be dependent on the outcome of feasibility studies by the developer. This is key to establishing the extent of the required enabling development in order to bring forward a viable scheme. The Plan in appendix 4 is indicative and the final layout (including roads) will need to be informed by the various studies identified in Section 6 and the feasibility study at the time of the submission of a planning application.

### **5.1 Extension to Barnes Common**

- 5.1.1 The Council have recognised that the use of the entire Site as part of Barnes Common would not provide a viable proposition to restore the site and provide the other benefits. This was agreed by the UDP Inspector and is reflected accordingly in the UDP Review 2005. An element of enabling development is therefore likely to be required in order to deliver a substantial part of the Site for public use as part of the Common.
- 5.1.2 The Indicative Plan at Appendix 4 identifies the parts of the Site most appropriate for this role given its proximity and linkage with the existing Common. The berm along the southern boundary of the Site should be removed; having regard to the safety of the trees and remediation measures undertaken together with appropriate landscaping to ensure vehicular access is precluded. Public rights of access over this part of the site should be ensured.
- 5.1.3 The exact nature of the use and landscaping of this part of the Site will be determined through consultation, including with the Parks Department and local residents. It should respect the MOL and enhance the nature conservation status of the site as well as have an environmental and community benefit.

### **5.2 Transport**

5.2.1 Although the omission of the car parking from the proposals means that there is limited scope to improve transport provision through on-site provision there are a range of other changes that could be made to improve facilities for users of the Station. These could be brought forward either independently or as part of the implementation of this proposal. However they should be funded where possible and appropriate through other sources to limit the amount of enabling development required. Sources of funding will be investigated to bring forward the following benefits,

- (a) Improved personal safety and lighting at the Station including subway improvements such as CCTV, lighting and cleaning;

- (b) Improved bus stops waiting facilities and pavements and access for the disabled (Rock's Lane)
- (c) The provision of a pedestrian crossing over Rocks Lane to allow easy interchange between buses and trains;
- (d) Improved pedestrian and cycle access routes and junction crossings around the Station, including between Queen's Ride and the Station;
- (e) Short stay car parking area for taxis and cars to enable dropping off at the Station (Station Road),
- (f) Secure cycle parking for the Station, and
- (e) Improved access to the station platforms.

Improvements to transport facilities will need to be designed to maintain or enhance the overall appearance of the Common.

### **5.3 Enabling Development**

- 5.3.1 The Inspector at the UDP Inquiry recognised that while the return of the entire site to the Common was a desirable objective this was only likely to be achieved by the release of a minor part of the site to an acceptable form of development implemented privately (Inspector's report Para 11.3).
- 5.3.2 The general location of any required enabling development is identified at Appendix 4. The precise amount of development allowed is to be considered through a feasibility study and detailed financial analysis at the time of the submission of a planning application. The amount of enabling development will be that which is required in order to return land to the Common and provide environmental improvements. The form and siting will need to be appropriate to any features of nature conservation importance and the metropolitan open land and conservation area designations.
- 5.3.3 The vehicular access will be from Queen's Ride. If it is necessary to remove trees along Queen's Ride to improve sight lines for emerging traffic, appropriate replacement tree planting and landscaping will be required.
- 5.3.4 Enabling development at the Site should have regard to the following design guidelines:
  - A high quality design that respects the character and appearance of the Conservation Area;
  - The form and massing of development (the development must be low rise small blocks rather than a single large building however if another form of development is proposed this must be fully justified through a design

statement). The enabling development must minimise the land take, protect the open character of the Metropolitan Open Land, particularly in terms of views through the site and provide for the development to be integrated within the natural landscape and minimise impact on amenity of existing residents in Queen's Ride

- Buildings to be designed to minimise energy use, environmental impact and potential for crime;
- Safe vehicular, pedestrian and cycle access from Queen's Ride.
- Provision of adequate car parking to avoid over spill parking on surrounding roads and cycle parking.
- Landscaping should ensure that the nature conservation interest of this part of the site is suitably enhanced.

## **6.0 PLANNING APPLICATION DETAILS**

6.1.1 In support of a planning application, the Council will require the submission of the following information:

- Land Contamination Assessment
  - Archaeological Assessment
  - A Transport Assessment
  - An Urban Design Statement indicating how any enabling development integrates with Barnes Common and the Metropolitan Open Land designation.
  - A nature conservation survey/assessment including a plant survey (Phase 1 Habitat survey), herptofauna survey (for reptiles) and if any trees are to be felled potential for bird/bat roosts. Such surveys should be undertaken at appropriate times of the year. Account should be taken of potential value of mounded topsoil used to create the car park. A nature conservation plan will be required
  - A full viability study to justify enabling development, which will be subject to scrutiny by an independent expert. Viability should be based upon reasonably beneficial use in all the relevant circumstances of the site including existing designations.
- 6.1.2 In accordance with the relevant Regulations regard will also need to given to whether an Environmental Statement is required to support a planning application.
- 6.1.3 The grant of any planning permission at this Site will be subject to a legal agreement to ensure any improvements to the transport facilities and community benefits including the extension of Barnes Common are delivered before any occupation of the enabling development.

## 7.0 Sustainability Appraisal

### ———Legal requirements

- 7.1 Under the Planning and Compulsory Purchase Act 2004, sustainability appraisal (SA) is mandatory for Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). The SA will incorporate the requirements of the Strategic Environmental Assessment Directive through the carrying out of a single appraisal process.
- 7.2 In order to test that the objectives of this draft Planning Brief are in accordance with sustainability principles they have been tested for compatibility with the Council's Draft SA objectives (See Table 1). A draft framework for assessing possible sustainability implications is set out in the Draft Sustainability Scoping Report. For more information please use the following link:  
[http://www.richmond.gov.uk/home/environment/planning/local\\_development\\_framework/sustainability\\_appraisal\\_ldf.htm](http://www.richmond.gov.uk/home/environment/planning/local_development_framework/sustainability_appraisal_ldf.htm)
- 7.3 The strategy for Barnes Goods Yard takes account of these SA objectives and the Council will require the submission of further detailed information and studies as set out in Paragraph 6.1.1- 6.1.2 in support of an application for planning permission.

Table 1: Appraisal of SPD against Draft SA objectives (Objectives taken from the Draft Sustainability Appraisal Scoping Report)		
		impact of SPD
E N V I R O N M E N T A L	1) To promote sustainable waste management, including reducing waste and waste disposal, promoting recovery, reuse and recycling.	=
	2) To make the most efficient use of land and to reduce contamination and safeguard soil quantity and quality.	+
	3) Reduce air and noise pollution, including greenhouse gases, and ensure air quality improves.	+/-
	4) Minimise congestion and pollution by reducing the need to travel, encourage alternatives to the car and making best use of existing transport infrastructure.	+
	5) To maintain water quality and reduce the risk of flooding.	=
	6) To promote sustainable energy use through improved energy efficiency, reduced energy use and increased use of renewable energy.	+/-
	7) Conserve and enhance biodiversity avoiding irreversible losses, through responsible management of key wildlife sites.	+
	8) Promote high quality places, spaces and buildings & conserve and enhance the landscape and townscape character of the borough including historical features for the benefit of both residents and visitors	+
	9) to make best use of previously developed land and existing buildings, encouraging sustainable construction practices	=
S O C I A L	10) to provide new housing opportunities and sufficient affordable housing that meets local needs.	=
	11) to create and maintain safer and more secure communities.	+
	12) To facilitate the improved health and well being of the population, including enabling people to stay independent and ensuring access to those health, education, sport, leisure and recreation facilities and services that are required.	+
E C O N O M I C	13) To increase the vitality and viability of existing town centres, local centres and parades.	=
	14) To promote and encourage a buoyant and diverse economy that will provide sustainable economic growth.	=
	15) provide appropriate commercial development opportunities to meet the needs of the local and sub-regional economy.	=

**Envir** **key to potential impacts:**

+ positive    = neutral or no impact    + / - both positive & negative impacts

- 7.4 The historic uses of the site mean that land contamination is likely to be present and the remediation of the contamination would be an environmental benefit from the scheme. Para 6.1 requires an assessment of contamination. Well-being will also be enhanced through public safety improvements (see creation of Safer Communities below) and general improvement of local environment.

**Conservation and enhancement of biodiversity**

- 7.5 The site is currently part hardstanding (from the car parking use in 1999) and the remainder has recolonised with vegetation following the cessation of earlier uses related to the railway and other activities. It is very typical of a wasteland site and contains plants more associated with alkaline soils (due to lime/mortar and cement used in hard surfacing) rather than the rest of Barnes Common, which is of an acid grassland nature. It is designated as an Other Site of Nature Conservation Importance within the UDP: First Review and the Plan proposal (justification) requires that elements of nature conservation importance must be preserved and enhanced.
- 7.6 The Brief requires an upto date assessment including plant survey (Part 1 Habitat survey); herptofauna survey (for reptiles), that if any trees need to be felled they are checked for bird/bat roosts. A Management Plan must be agreed.
- 7.7 The Brief recognises at Para 5.3.2 that the precise siting of the enabling development must take into account any important nature conservation interests and that it should be designed to include trees and landscaping to enhance biodiversity in these areas. The Brief (Para 5.1.3) recognises that land returned to the Common should be subject to remediation measures and appropriate landscaping and that it should enhance of the nature conservation value.

**Preservation and enhancement of landscape**

- 7.8 The landscape importance is recognised by the designation of the site as MOL. The Brief recognises at Para 3.2.4 that the Site is within a Conservation Area and that any development should preserve or enhancement the appearance of the Conservation Area.
- 7.9 The need to improve landscape is recognised as a key opportunity (Para 4.1.1). This objective is taken forward through the suggested location of the enabling development, which maximises the contribution to the Common, and the landscape requirements at Para 5.3.2. Para 5.3.4 requires the form and massing of development to be designed to achieve this objective.

**Sustainable energy use and waste management**

- 7.10 Proposals will be subject to the policies of the UDP Review in these respects. Para 5.3.4 explicitly refers to these matters in relation to the enabling development. .

**Traffic congestion and pollution**

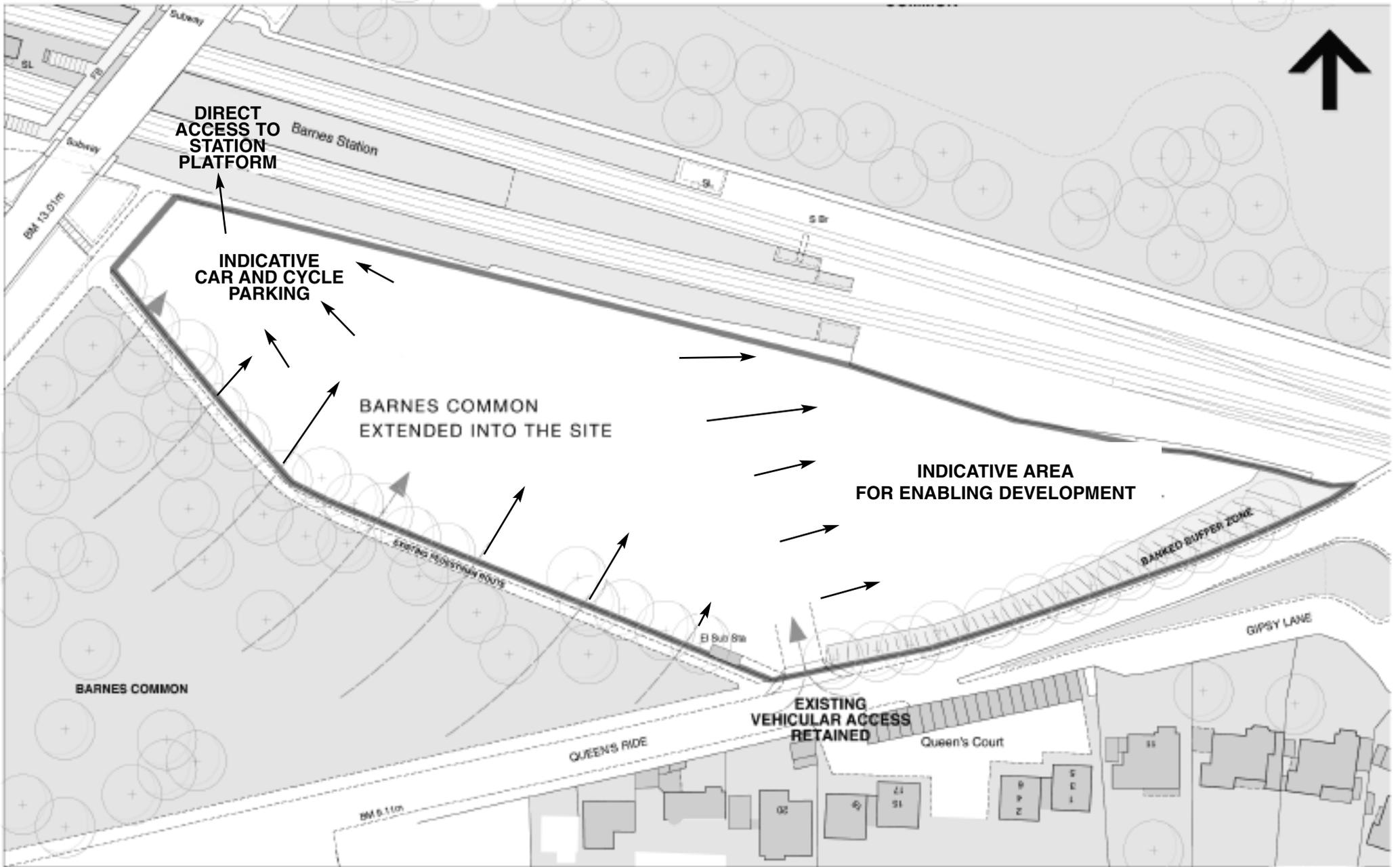
- 7.11 The improvements for pedestrians and cyclists (Para 5.2.1) will encourage more people to use public transport.
- 7.12 The location of the enabling development close to the Station and bus routes means that traffic generation and pollution will be minimised.

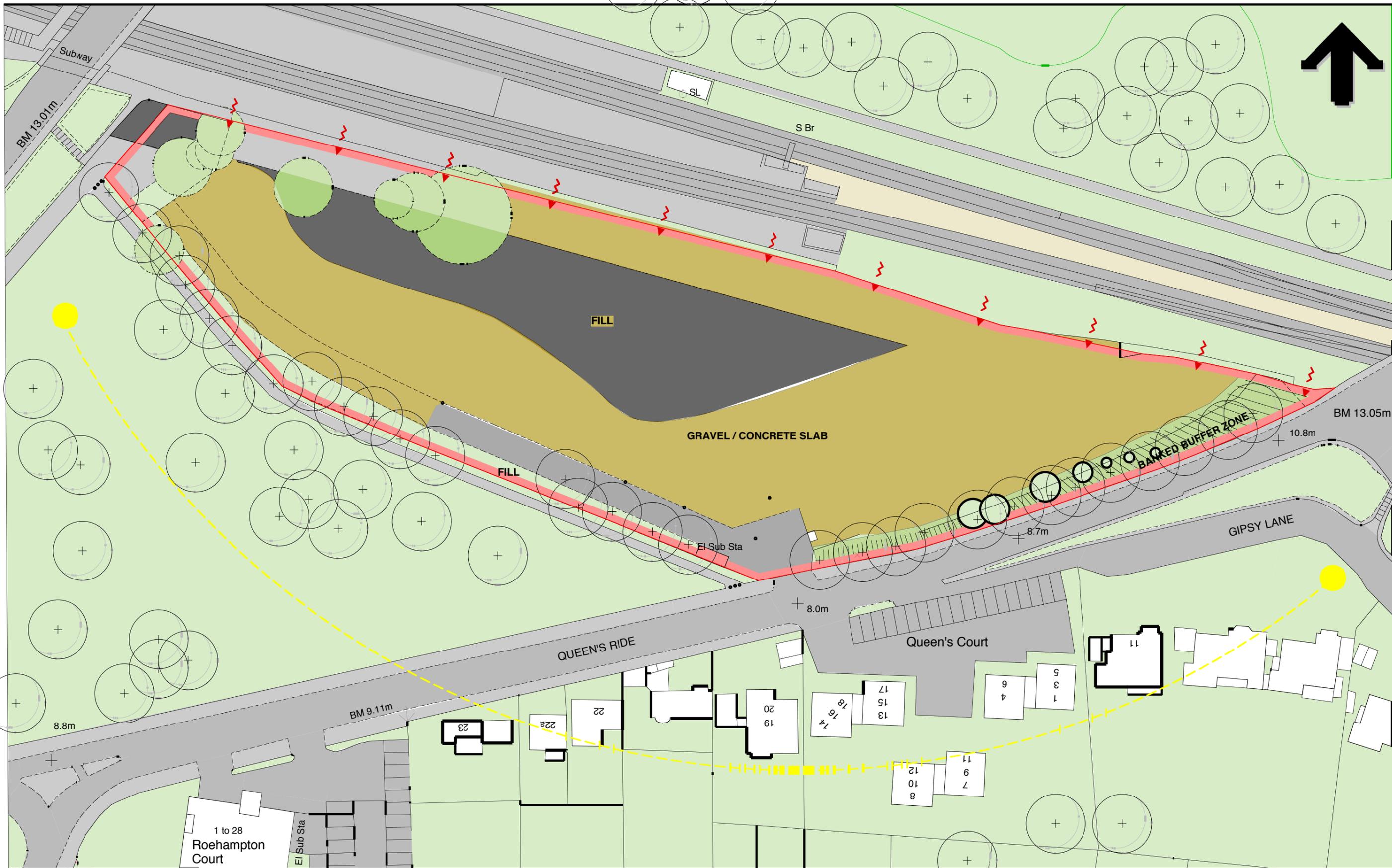
**Creation of safer communities.**

- 7.13 The measures at Paras 5.2.1 will improve security for users of the Station.

**Other matters**

- 7.14 It is not considered that the Brief will have significant implications in relation to matter such as vitality and viability of town centres, promotion of a buoyant and diverse economy or provision of commercial development opportunities.





**LEGEND**

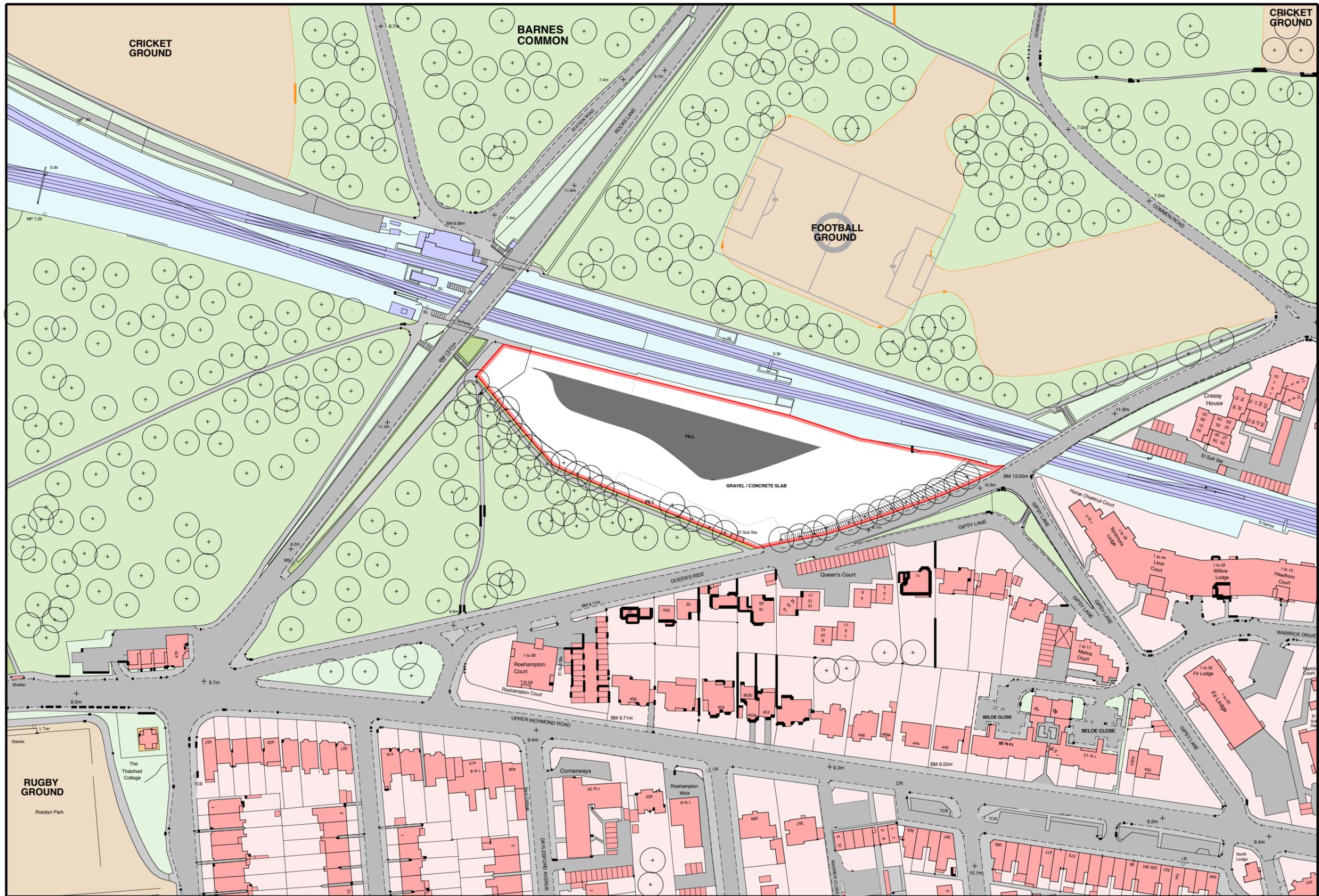
	GRASS/ VEGETATION		GRAVEL		NOISE		SITE BOUNDARY
	ROAD (ASPHALT)		BUILDINGS		WIND		PATH OF SUN
	PEDESTRIAN PATH (ASPHALT)		FILL BENEATH				

**1:500 PHYSICAL CONSTRAINTS OF SITE**

**JOB TITLE**  
**FORMER GOODS YARD SITE**  
**BARNES STATION**  
**PHYSICAL CONSTRAINTS OF SITE**

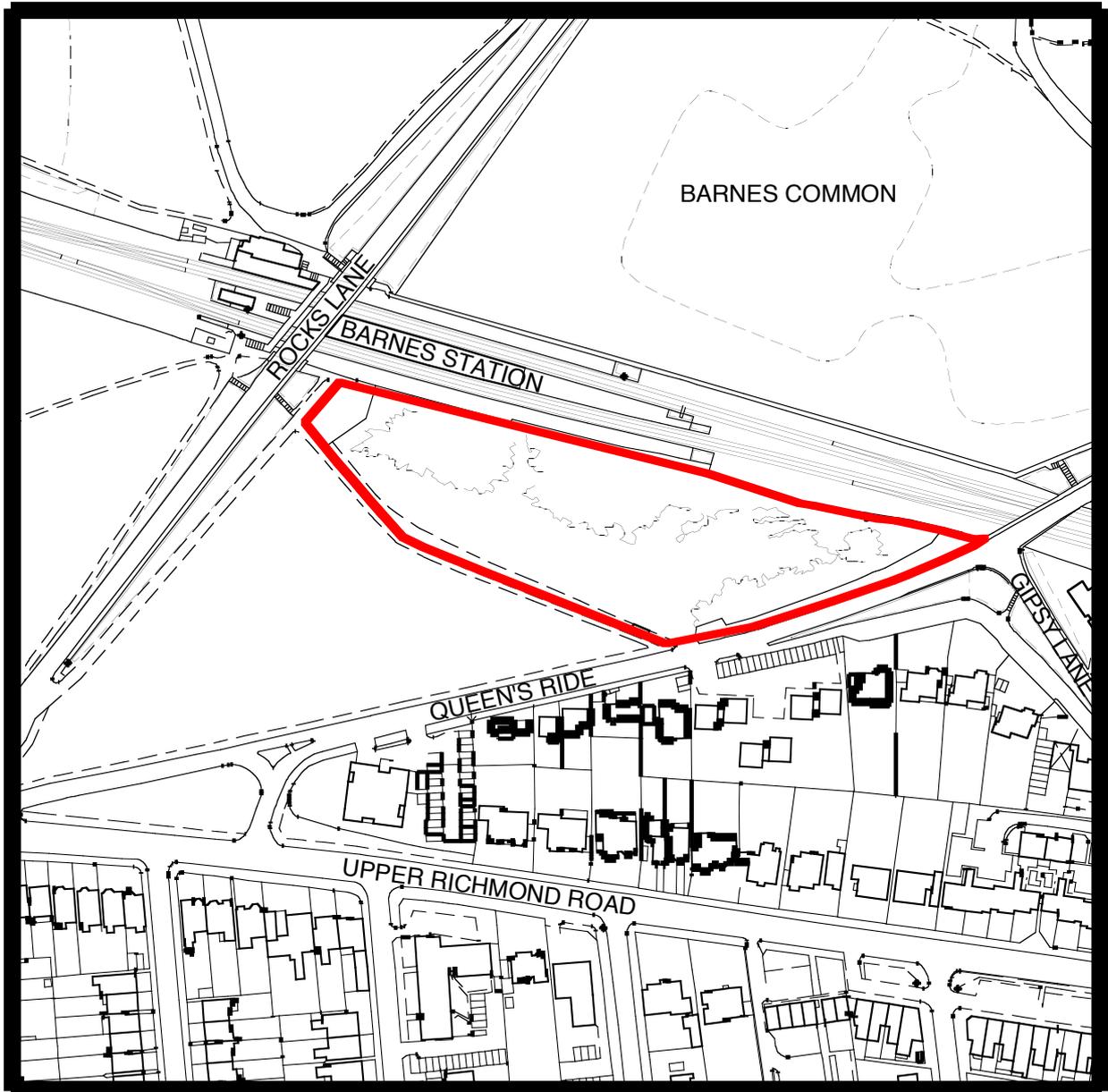
DRAWING No. <b>0239-01</b>		REV.	
Scale	Date	Drawn	Scale

LONDON BOROUGH OF RICHMOND UPON THAMES  
 Civic Centre 44 York Street  
 Twickenham TW1 3BZ  
 tel: 020 8891 1411  
 fax: 020 8891 7702



# 1:1250 SITE AND SURROUNDINGS

JOB TITLE			
<b>FORMER GOODS YARD SITE BARNES STATION SITE AND SURROUNDINGS</b>			
DRAWING No. <b>0239-02</b>		REV.	
Scale	Date	Drawn	Scale
		Civic Centre 44 York Street Twickenham TW1 3BZ tel: 020 8891 1411 fax: 020 8891 7702	



# 1:2500 LOCATION PLAN

JOB TITLE			
<b>FORMER GOODS YARD SITE BARNES STATION LOCATION PLAN</b>			
DRAWING No. <b>0239-00</b>		REV.	
Scale	Date	Drawn	Scale
 LONDON BOROUGH OF RICHMOND UPON THAMES		Civic Centre 44 York Street Twickenham TW1 3BZ tel: 020 8891 1411 fax: 020 8891 7702	