

From: Colebourne. S

This is feedback for the Rainbow Estate planning brief.

Overall, I am please to see the process of developing the site continue. Most of the elements in the brief are logical common sense and do not require comment. I will make a few points however:

Firstly, development close to existing transport links does need to be higher density than the current terraces and semis in Merton, as elsewhere in London, to correct the housing shortage we have.

Secondly, while there is much to admire in developing this site, it is unacceptable to develop it without a second access point, across the railway line to West Barnes Lane. As a reader of the brief, I found the highlighting of many local "cul de sacs" to claim justification of this development as a cul de sac as facile and offensive. This was particularly the case as the Apostles streets of terraces have wide pedestrian access at the southern end, making their description as cul de sacs highly dubious in the context of the brief.

I am aware that securing permission for a bridge or tunnel to West Barnes Lane is not easy, however it would be entirely wrong for the council to permit the development without such a link being included.

Most notably, the link is required for access to local schools.

Thirdly, the Kiss and Ride area is welcome, however I am concerned that the design proposed will increase traffic speeds as well as increasing traffic volume on the section immediately south of the station entrance. The single small pedestrian island seems insufficient to protect the high volume of walkers from the south who regularly cross to the station and town centre at that point.

Finally, the document indicated a PTAL score of 5 based on 400m to the bus stops and station. This is highly misleading, and should only be used with great care. The true PTAL should be based on the south of the proposed development site where housing is proposed. That area has a much longer walk to the station and bus, despite being 10m from a bus route as the crow flies across the railway line.

In summary, while there is much to commend, this site must not be allowed to proceed without a pedestrian link to West Barnes Road.