

**From: Mays. J
Chairman
Wimbledon Society Planning Committee**

To: Planning Department

Re: RAINBOW INDUSTRIAL ESTATE NEXT RAYNES PARK STATION

Notes on the Wimbledon Society's response

- Present site is exclusively employment type uses: coach parking, scaffolding firm, plumbing store (recently closed) car repairs etc etc; plus some railway structures; UDP proposals map show this as an Industrial Area: with Green Corridors along the rail tracks;
- It is bounded on all sides by the railway, landlocked, so only one entrance/exit.
- Bridge headroom (3.9m quoted only) and no proposal to increase this. The entrance, on a bend, is beside the entrance to Raynes Park Station;
- The Proposal appears to have been written by the Council. Are others involved? It suggests a mix of employment and residential use, with most of the latter at the far end; no new connections under/over the railway seem to be proposed; although described as "employment led" it appears to be mainly housing led.

CONSIDERATIONS

Space for coach parking, scaffolders, etc etc is needed to service urban areas, and they are often found in places that are not attractive to housing etc, and are "tucked away"

- in noise sensitive areas; so we should not see this site lost to them.
- We should not be putting housing into long cul-de-sacs, surrounded by rail lines. Housing targets are already met in the Council plan and we do not need more. The present entrance to the site is very poor in traffic terms. It is beside the pedestrian entrance to the Station, which is an important crossing point. The Proposal will make this very confused situation worse and even more dangerous than it is at present. The low headroom of the present bridge will inhibit tall vehicles.
- Should not additional pedestrian/cycle/even vehicle connections be provided as part of the scheme, to link into the surrounding area?
- Should the new buildings be up to seven storeys high?
- What are the land use needs of the wider area – School? Employment?
- Better Station buildings are mandatory; Network Rail should be asked for their views.
- Will the deep TW ring main be affected?
- Will the additional children overload local schools – where would they go?

Our view is that this proposal needs to be rethought completely.

31 07 2012