



The Residents' Association of West Wimbledon

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Strategic Policy and Research
Future Merton
Environment and Regeneration
London Borough of Merton, SM4 5DX.

Dear Sir

RE: Sites and Policies DPD, Proposals Map and the draft supplementary planning document for Rainbow Industrial Estate, Raynes Park

Sites and Policies Development Plan Document

Site proposal 72, Wolfson Centre

The plan of the site is inaccurate. The site as already sold to a developer includes an area of Metropolitan Open Land to the west of the area shown. Strategic planning factors should include mention of this area of MOL and the restrictions that must apply. Use of MOL for residential development, including private gardens is not a permitted use of MOL. The Council's preferred use for residential cannot be applied to the MOL. The delivery timescale is now known as the developer is already drawing up plans and held an initial public consultation on these.

Proposals Map – Local Centres, Raynes Park

The proposed revision to the area included in the Raynes Park Local Centre is not appropriate.

- Policy CS4 in the Core strategy includes “improving the local environment and street scene, complementing initiatives started via the Raynes Park Local Centre Enhancement Plan. This enhancement plan is still being implemented and improvements still to be done include some south of the railway line i.e. the area proposed for removal from the local centre.
- Policy CS4 in the Core strategy includes “securing environmental and transport improvements for pedestrians and cyclists and improve public transport facilities”. The area to the south of the station plays a key role in contributing to Raynes Park as a transport hub (bus services, potential site for a station drop off)
- The shops on Kingston road form an important part of the retail provision in the Local Centre.

Rainbow Industrial Estate draft supplementary planning document

The site is designated as employment land, and the proposals are contrary to this designation. This site is landlocked with only one narrow and attenuated entrance. The entrance gives on to a right-angle bend with traffic lights, a pedestrian crossing and an entrance to Raynes Park station. This would make it unsuitable, in our view, for a residential development, but in addition the site is prone to drainage and flooding problems, because of its low-lying aspect at the foot of a railway embankment.

The site is too narrow for a truly mixed residential/commercial development. Such an attempt would be likely to segregate housing at one end and commercial/industrial units at the other. This would exacerbate the environmental disadvantages for residents on the site.

We therefore believe that the current designation of the site for employment use should be retained. It should continue to be for industrial/commercial use, and plans should contain adequate investment to upgrade it for modern mixed commercial use.

Yours sincerely

Jane Barnes
Vice Chair, RAWW