

## Rayners Lane Residents Petition

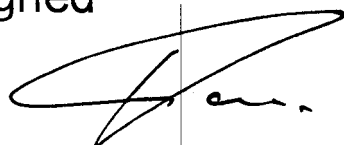
The attached petition was signed by residents of Rayners Lane and neighbouring streets situated close to the Rayners Lane Estate Development.

The residents would like answers from the Council of the London Borough of Harrow to a variety of questions relating to the lack of notification and consultation after planning applications were submitted to alter the originally approved scheme.

Secondly, they would like to notify the Council of their concerns relating to damage to property and the roads caused by the size and frequency of London Buses along Rayners Lane.

Finally they wish to draw attention to road safety issues, as this road is the subject of a weight restriction for heavy vehicles.

Signed

A handwritten signature in black ink, appearing to read 'John Evans', written over a vertical line.

John Evans

Resident  
220 Rayners Lane  
Harrow  
Middlesex  
HA2 9TZ

Dear Sir or Madam:

I write on behalf of a number of residents of Rayners lane and wish to draw your attention to the serious concerns we have regarding the housing development on the Rayners Lane estate. I am sure it would be fair to say that in principal all residents in the area welcomed the site being developed initially as the old estate has deteriorated and had numerous problems. However, we are worried about the new scheme for the following reasons:

**1) Planning.**

Has the scheme been altered since the planning stage? The construction differs very significantly from when it was first exhibited to local residents in 2003. Namely, the "green areas" have disappeared and there are now high rise dwellings where there were none previously planned. If this is the case and local residents have not had the opportunity to voice their concerns/ opinions, how can the council and the developers have been given the 'go ahead' to build? If this is not the case, then when and where were local residents given notice that the scheme had changed? Please provide dates.

**2) Safety**

There are grave concerns as to the safety of the corner of Rayners Lane (201) and the new development looks as if it is going to make this situation more acute. Previously, because the old buildings were set back from the road there was better visibility whereas now, buildings are brought as close to the boundary as possible and are much taller. Also, if cars park on Rayners Lane down the hill from 201, there is barely enough room for single lane traffic and congestion is inevitable.

On a related matter to this, the council seem to have exchanged all single deck buses on this route for double deckers, and the buses are driving faster and more aggressively on this blind corner. There have been a number of accidents already and we have no doubt there will be more.

**3) Privacy**

Obviously, buildings which are higher and closer to surrounding residents' homes are going to have an invasive vantage point into houses and gardens in the near vicinity. Again, on a related matter, passengers on the top deck of the double decker buses also have a view straight into the first floor bedrooms of 205, and 203 Rayners lane and this is very unpleasant for the residents of those properties in particular.

**4) Sympathy to the surroundings**

The development, particularly the high rise sections are visually very harsh, and no attempt has been made to blend into the housing already here since the 1930s. We were assured that the new development would be on a like for like basis but this is clearly not now the case and a cynical view would be that the developers have crammed in as much property onto the site to maximise profits rather than build something which will improve the quality of life in the community. I note on the contractors' hoarding 'Considerate contractors' with their logo being one of rolling hills, with a picturesque little village nestled in the middle. This seems to add a perverse irony to the development we are having imposed on us.

**5) Additional strain on services in the area**

You may remember the problems local residents had with water pressure delivery a short time ago. This is now largely resolved but the water board said that the new development would be a like for like build and therefore would cause no further strain on an already struggling service of water. Please will you confirm how many people the old scheme housed and how many will be housed when the new scheme is completed?

**6) Parking**

Please confirm what car parking provision there is to be for the residents of the new development that we may be assured that there will be adequate parking and that the congestion problem will not be exacerbated.

In conclusion if you could send your views and actions to be taken as a matter of some urgency.

Yours Sincerely,

Residents of Rayners Lane

\* JOHN EVANS 222  
BILLY CATHERT 201  
B. PATEL 210

\* 020 8866 1190

# Rayners Lane Estate Development

## Introduction

It is important to point out that although the local residents of Rayners Lane are voicing criticism of the housing development at the moment the community had initially welcomed the old estate being redeveloped. It would be fair to say that old estate had more than its fair share of problems both in terms of those living on it and near to it. The buildings had deteriorated badly, there were a lot of dwellings which had fire damage, vandalism and anti social behaviour was common as was the presence of the police and fire brigade. The general view was that a new development could be nothing other than an improvement. Now we are not so sure.

What the old estate had in its favour was that the buildings were 'low level' i.e. no higher than two stories, and the dwellings were spaced out to provide a feeling of space with grassy areas and lots of trees. It is clear from what has been built so far that there will be precious little in the way of 'green areas' and indeed the site has been planned to facilitate the densest possible provision of housing. The sense of betrayal felt by the residents that the borough could approve a scheme that does not improve but actually detracts to the quality of life from residents affected by this development is overwhelming. Particularly as the scheme does not appear to resemble what was initially proposed and put before the community to agree back in 2002 (?)

## Questions

1. Has the scheme been changed since it was put before local residents?
2. When were changes made (dates)?
3. Were the changes put before the local residents (dates)?
4. Where are the green areas to be situated? It looks like any greenery to be provided is not going to be visible by persons outside the new estate as;
  - you have built right up to the boundary,
  - the new buildings face inwards ( in other words no front gardens or grass verges to soften to look from the outside,
  - the new buildings are crammed on to the site so as to leave no space for anything other than access and, I assume, minimal parking for the new residents.
5. Will there be adequate parking for the residents of the new estate?
6. How many people did the old estate house?
7. How many people will the new estate house?
8. What happened to the assurance that there was going to be a "like for like" assurance we were given?
9. Will the, already stretched water supply cope with the increased population density of the new development? Refer to the long-standing dispute with Three Valleys Water where they said we are located at the furthest point away from the reservoir and they struggle to meet the minimum demands of the area as things are!
10. The fact that the buses used for the Rayners Lane route are now exclusively double deckers is a worry to the residents for the following reasons:
  - The top level passengers are on exactly on the same level as the first floor bedrooms, *at the rear* of the properties of the owners of the properties, this is an invasion of privacy and very unpleasant.
  - The weight of the buses causes the properties at No.'s 201 and 203 i.e. the corner to shake as the vehicles make their turn. What is the weight limit for public transport on Rayners Lane?
  - The buses very often mount the pavement to make their turns, which obviously is very dangerous for pedestrians.
  - The feeling of power enjoyed by bus drivers (in general) seems to promote a very aggressive driving style i.e. approaching a blind corner very fast, honking of horns, and intimidating other road users, etc.
11. What proposal is being put forward to make the corner (i.e. at No.201) safer for pedestrians, and driver's once the development is completed?
12. What does 'Warden Housing' mean?
13. What percentage of the scheme will be privately owned and how much will be Council rented?

Name	Address	Signature
W. CATHEART	201 RAYNERS LANE	W. Cathcart
K "	" " "	K. Cathcart
MRS MRS B. PATEL	210 RAYNERS LANE	B. Patel
MR & MRS R. PATEL	218A RAYNERS LANE	R. Patel
MR & MRS J. EVNS	220 RAYNERS LANE	J. Evans
MR & MRS. RAVINDRAN	205 Rayners Lane	J. Ravindr
MR & MRS E. WILCHER	203 RAYNERS LANE	E. Wilcher
MR & MRS A. PATEL	214 RAYNERS LANE	A. Patel
MR AJAY SALUJA	216A RAYNERS LANE	Ajay Saluja
MR & MRS SHANTHAKUMAR	216B RAYNERS LANE	R. Shanth
MR & MRS HASSAN	79 FAIRVIEW CR	M. Hassan
A. Schurty	77 Fairview CR	A. Schurty
MR HUB BUCKLEY	73 FAIRVIEW CR.	H. Buckley
MISS. E. LIDINGTON	71 FAIRVIEW CR	E. Lidington
ANDREW LEMAR	215 Rayners Lane	A. Lemar
MR S. ENGINEER	211 RAYNERS LANE	S. Engineer
NICOLA ROCHFORD	211 RAYNERS LANE	N. Rochford
Reshma Tanna	213 Rayners Lane	Reshma Tanna
J. Tobin	217, Rayners Lane	J. Tobin
J. Smith	234 Rayners Lane	J. Smith
Hemlata. Dattani	224 Rayners Lane.	H. Dattani
P. CHACKFIELD	227 Rayners Lane	P. Chackfield
C. Chackfield	227 Rayners Lane	C. Chackfield
A. RATHOD	229 RAYNERS LANE	A. Rathod
Neville de Silva	231 Rayners Lane	N. de Silva