

Mephram S

To Merton Council Planning

re: stage 2a Mitcham —Proposed Northern Access Road (PNAR) - ref TN17 & policy T6.9

I submit my objections to the above proposals and request that they be removed from the Council's Local Plans for Mitcham.

We, the residents in this area, fought off a virtually identical plan in the Council's UDP in 1992, and to discover it is still on the Council's long-term plan is absolutely horrifying. This will have a devastating impact on myself & my family's quality of life and our physical and mental well being, as it will with many other residents. The amount of stress we have been experiencing since becoming aware of this proposal has been awful. My back garden is my sanctuary and this proposal will take that away from me. This PNAR will bring frequent transport, much of it heavy industrial, within a few metres of my garden wall. My husband and I worked hard to pay for our house. We bought it specifically because of its unique position and excellent public transport. We saved hard to have an extension built and more recently a patio. Sitting on my patio in the warmer days, having breakfast in relative peace, tranquillity and privacy, listening to and watching the birds and squirrels, is very special and very important to me, especially now as a semi retired NHS nurse. The noise and pollution will make my back garden unappealing and unusable. We have no front gardens to speak of in Aspen Gardens. When I look out my lounge or kitchen window I see trees and the occasional bobbing heads, as people walk down Tramway Path. To look out my windows and witness an endless stream of lorries and cars is heart breaking. This has been a unique and safe area in which my daughter grew up, surrounded by trees and nature, safely away from the noise, danger and pollution of urban traffic. Her friends loved to come and play because of this, and their parents felt happy and confident leaving them here for the day. I was looking forward to exploring the area again one day with grandchildren. Small as it is, to lose this would be a great loss for future generations

I have numerous other objections. This PNAR will:

- Destroy an area of Mitcham Common. Although this is a small piece of Mitcham Common, this PNAR will involve the destruction of trees (some oak) and other flora, the habitat of a wide range of wildlife and birds, including Wood Peckers and Jays. It will seriously increase air and noise pollution for those of us who live here, and blight the area. It is a tiny haven in a very busy part of South London. This section of the common has, literally, been cut off from the rest of the common by a series of roads over the years and we are completely surrounded by trains, trams, light industry and its traffic, and a major road. The trees on the common are the only buffer we have. We all feel lucky and privileged we have it. It is why we chose to live here. Our appreciation of the value of this has been intensified recently. Our area and our back gardens have been a haven of peace, tranquillity, and an escape, invaluable under the current national crisis and restrictions.

- Threaten the safety of the children in the immediate area. Children growing up on Carshalton Road, particularly the top end, have always been able to play safely in the trees and on the green/Common in front of their homes. This new road would open up direct access with the area the children play in. We should be looking to extend the hedges and trees along Carshalton Road to give them more of a buffer from the horrendous traffic, not destroy what is already there.

- Move Industrial traffic much closer to more homes, contrary to the council's claims that it will be moving industrial traffic away from residential areas. The current Willow Lane entrance is approx. 60 metres from Mitcham Garden Village. Wates Way is approx. 50.2 metres to the nearest residence, 25 Goat Road in one direction and approx. 141.7 metres in the opposite to Watermead Lane. In direct contrast this PNAR will virtually touch the front wall of no'2 Carshalton Rd, the back

fence of this house and the back garden of no' 1A Aspen Gardens, whilst passing through a gap between these 2 houses, which at its narrowest is approx. 33metres. It will travel down the length of Aspen Gardens behind the houses for approx. 135metres at only 18.7 metres approx. from our walls & fences. How can you make that claim?

- Replace/incorporate a considerable chunk of a public right of way, Tramway Path. Tramway Path is used frequently by walkers/ramblers, parents walking children to school and locals making their way into Mitcham, or over to the train/trams, avoiding the bulk of the traffic in this area. It has been in use for several hundreds of years. It is a safe pedestrian route avoiding the increasing pollution along Carshalton Road and further on, Cranmer Road. There are 3 primary schools and 2 nurseries around Mitcham Cricket Green that can be accessed using Tramway Path by crossing over the bridge at Willow Lane and continuing along Tramway path on the other side. My husband and I walked our daughter this route for eight years to Cranmer Primary, and I know parents still use it today as many others did before us. Had we been faced with this proposed road we would never have walked this route, nor its alternative, the very busy, very polluted Carshalton Road. We would have driven. How much more pleasant it is to hear young children chattering and laughing as they walk this route, than the sound of cars and heavy vehicles. The Wilson Hospital, at which the Council are planning to redevelop NHS services, is also accessible via this route. This PNAR will be dangerous for children and adults alike and will be heavily polluted.

Considering the council claim to be supporting

“the aims and objectives of the TFL Walking Action Plan” to “enable people to walk as part of their everyday lives”, and that it recognises “regular exercise can help reduce health disparities, especially life expectancy, adult & child obesity, respiratory illness and mental health’,

you seem to have conveniently forgotten this in this instance.” Potentially 135 m of Tramway Path will be swallowed up into this PNAR, and a potential further 56m if the left Spur, indicated on the 2004 map, behind Carshalton Road is developed.

- Threaten Safety on a very busy section of Carshalton Road which is already heavily congested. This PNAR will be situated in close proximity (perhaps 20m) to a pedestrian crossing at the entry to the London mainline platform and the Wimbledon-Croydon Tram stop. This is also used as a pickup/drop off point. Within a short distance (21.24m approx.) there is the entry into Aspen Gardens on the brow of the bridge, directly opposite the southbound bus stop. A second pedestrian crossing is a further 92.37m approx., also a northbound bus stop, a pedestrian and vehicular access to Mitcham Junction Station and Mitcham Golf Course, and a carwash/tyre company. All of these obstacles, within an area of less than 200 metres. This is a dangerous place to introduce yet another road junction for pedestrians, cyclists and vehicles to negotiate.

- Threaten the structure of our homes, with heavy traffic in such close proximity. We already have cracks in our house, as do many other residents, some having had underpinning and internal strapping. When the odd heavy train passes through we feel the effects in this house. When the road behind us within the industrial estate was in more regular use, we could feel the vibrations of the heavy stationary vehicles in our house. We are very concerned about the effect of many heavy lorries passing by in such close proximity every day, let alone the toll of any construction work required.

- FOUR Access Roads into the estate already exist, albeit some provide access to specific areas. However these areas make up considerable chunks of the estate. How many more does the council need? The left spur indicated on the 2004 map alludes to yet another access route that will be ripe for developing, given that new owners will be moving into the Byrne Bros' site. If so, this Spur

would take up more of Tramway Path, add further distress to the homes at the top end of Carshalton Road, completely enveloping them in heavy traffic. This would be cruel.

- Open up Tramway path to frequent fly tipping. The road will provide easy access to fly tippers who will simply dump their cargo and drive on through the estate and out the other side.

I do not believe that this PNAR will solve the problems the Council is identifying with the estate, there are other issues, which must have a very strong bearing on attracting new businesses.

- There is no apparent evidence to support the councils' claims that this PNAR will "support regeneration of the industrial estate". Nor is there any identification of what the personal safety concerns are and how this PNAR will solve them.

- I do not agree with the councils claim that there is poor connectivity, given there are train, tram and 2 bus routes in close proximity. What connectivity are they referring to?

- The whole of Mitcham is subject to heavy traffic and congestion. It seems as though we are the main access route for all of Surrey into Central and West London. In fact at peak times the traffic is at a standstill in both directions, and certainly as far a back as Figges Marsh in the evenings and up to Croydon both morning and evening. That alone would be a deterrent for many businesses to move to the area. This PNAR will not solve that problem.

- Conditions inside the Industrial Estate are disgusting. Our current 'throw away society' means we are subject to a tremendous amount of fly tipping in the area, and inside the industrial estate is particularly bad, including abandoned cars. If the estate were kept clean it would be far more inviting to new businesses. If you look at old pictures of the estate it was so much cleaner and tidier. The council needs to change its attitude/approach to a modern disease that is clearly here to stay. If the council spent more money on cleaning up the estate and installing numerous modern camera systems, it might see an improvement in business. Has it even thought about working with schools to start education on a social conscience at an early age? It also needs to step up its recycling facilities and costs, change the whole approach to waste to encourage more socially conscientious waste disposal.

- There are clearly internal structural/design issues within the estate causing problems and congestion. Large lorries and articulates trying to access businesses, negotiate parked cars and other vehicles, is clearly problematic.

This has been conveyed to me personally in conversation with a couple of current users of the estate. Anyone walking through the estate can witness this. Another access road is not going to solve this.

The council needs to address these internal problems, not blight our homes and destroy our lives for an unproven and very costly development, that they **hope** will attract new business to the estate...

I urge you to reject this proposal and remove it from the Council Plan

Yours Sincerely