

Q3 What are your thoughts on Colliers Wood policy and Site Allocations?

Answered: 19 Skipped: 146

#	RESPONSES	DATE
1	Please see our earlier comments, submitted 6 January 2019	1/27/2019 6:35 PM
2	I support the intensification process which is currently happening however, more can be done to promote design of new buildings which is more relevant to the heritage.	1/24/2019 3:24 PM
3	Need to add residential parking on surrounding streets.	1/22/2019 6:46 AM
4	no	1/15/2019 5:28 PM
5	Site allocations are too few to make a transformational change to Colliers Wood.	1/7/2019 2:54 PM
6	Nothing to add	1/6/2019 11:05 PM
7	<p>Policy N3.1 Colliers Wood At (b) cyclists should be explicitly mentioned in the list of those that the environment in Town Centres should be made more attractive to, as it brings similar benefits and achieve the objective of creating a thriving and attractive District Centre at Colliers Wood. At (h) the improvements to reduce road congestion and improve the public realm particularly for pedestrians and cyclists, should specifically mention improving cycle routes across the borough to continental levels of quality, ideally prioritising the provision of grade-separated infrastructure for sustainable travel by people on foot or pedals, rather than just mentioning the Wandle Trail and a non-specific reference to 'transport infrastructure'. As the Sutton Link is still in the route appraisal stage, and Colliers Wood is one of the points of origin being considered and currently consulted on, mention should be made here of Merton's support for the link, in the same way as it is in the Mitcham Town Centre Section. MCC support the link but believe it should be designed as an integrated cycling route from the start, as a fully sustainable route and would like to see this aspiration reflected in the Local Plan. 3.1.7 and 3.1.8 – we agree with the comments regarding integrating the three large retail sites with better public transport access and improving walking and cycling access and the links between the sites. However, the policies set out in this section (and elsewhere in the Draft Plan) must go further in being explicit to respond to these comments and ensure that future development meets the aspiration. 3.1.20 – We welcome consideration of new (tall) buildings being designed and orientated to mitigate the potential for uncomfortable wind conditions at ground level which would particularly affect pedestrians and cyclists. 3.1.23 - better street layout to attract more office use would benefit from prioritisation of cycling and walking through the area. Employers also benefit from their staff walk or cycle to work - studies have shown that there is a 27% reduction in sick leave where staff commute by foot or pedal. Site id CW2: Brown and Root Phase 2 Mention is made of the recent significant investment that has recently been made in the public realm for walking and cycling in and around the site; would request that future plans encourage this to be enhanced further. Site id CW5 - Priory Retail Park – we welcome the suggestion to reduce car parking and improve air quality, However the policies set out in this section (and elsewhere in the Draft Plan) must go further in being explicit to respond to these comments and ensure that future development meets the aspiration.</p>	1/6/2019 10:12 PM
8	N/A	1/6/2019 9:36 PM
9	I feel it important that new buildings are not of a scale that dominate adjacent buildings. Also that traffic calming and pollution is considered an important factor. The tube line is already extremely congested by the time trains reach Clapham.	1/6/2019 7:56 PM

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10	-	1/6/2019 4:36 PM
11	Is it "Prince Georges' business area"? is it Colliers Wood or Collier's Wood? clearly Merton don't know – so they've used both just in case! The quality of spelling and punctuation throws the credibility of the whole Plan into doubt.	1/6/2019 4:34 PM
12	Britannia point is now an attractive building with low rise buildings surrounding it - my preference is that it remains the only high rise - look to Paris and Montparnasse as evidence for how this can work and leave all other buildings at 4-5 storeys max. The Savacentre and Tandem need to be less reliant on the car parking and serviced better by public transport. Links to Merton Abbey Mills are currently scruffy and low quality - up the game and give that area the recognition it deserves as an area of historic interest.	1/5/2019 8:20 PM
13	Not had time to consider, however, I think Colliers Wood is a district with great potential, particularly if bus transport links to Morden/Raynes Park improved.	1/5/2019 2:34 PM
14	The suggested policy is drafted to protect A1 retail space - small shops when the market conditions and costs suggest unviable units. The need for flexible is paramount if footfall is what needs to be maintained. The reality is that other Council and Government policies which promote a healthy lifestyle means fewer people will rely on alcohol/and unhealthy food based entertainment in the future - this will undermine any policy which tries to promote night time economy - we have seen that protection of pubs is a fruitless exercise and loss of unviable pubs continues at a pace.	1/3/2019 9:01 PM
15	n/a	12/30/2018 6:22 PM
16	It's ok	12/25/2018 11:54 PM
17	see section 20	12/20/2018 12:17 PM
18	N/A	12/13/2018 12:21 PM
19	-	12/10/2018 3:04 PM