

Q5 What are your thoughts on the Morden policy and Site Allocations?

Answered: 27 Skipped: 138

#	RESPONSES	DATE
1	Please see our earlier comments, submitted 6 January 2019	1/27/2019 6:35 PM
2	Make Morden nicer to visit, The parking of buses at Morden is unnecessary but we need to improve the public realm for businesses and people to want to move to the area.	1/24/2019 3:24 PM
3	no	1/15/2019 5:28 PM
4	n/a	1/7/2019 2:54 PM
5	Nothing to add	1/6/2019 11:05 PM
6	N3.3 Morden sets out a vision for the future of Morden which will have "healthier streets with better connectivity and permeability for pedestrians and cyclists;" and "reduce traffic dominance, improve walking, cycling and vehicle links into and around the town centre." However, it is impossible to see that "pedestrians and cyclists [are] the priority" while the gyratory remains. MCC supports the exploration of its potential removal at 2.3.35 but would ask that this is strengthened to a policy of pursuing and securing its removal. 2.3.39 talks of "routes that are realistic to walk or cycle" but misses the most important point. Permeability and connectivity are important, but road danger is the number one reason more people don't cycle: there must be a commitment to Continental-quality cycle routes for the aspiration to improve cycle routes to be credible. As the Sutton Link is still in the route appraisal stage, and Morden is one of the key interchange points for the route from South Wimbledon, it is strange that no mention is made of Merton's support for the link at I) which sets out examples for transport improvements that would be supported. It is particularly surprising as explicit support for the link is given in the Mitcham section, which is not a point of origin for the Link. Explicit mention should be made of Merton's support for the link in this section. MCC supports the principle of the Merton-Sutton Link, but believe it should be designed as an integrated cycling route from the start, as a fully sustainable route, and that this should be given weight in policy terms if it is to achieve the Local Plans vision.	1/6/2019 10:12 PM
7	Think developing the piazza and pedestrian ideas are great.	1/6/2019 9:36 PM
8	Mo4 I object to tall buildings in Morden Town Centre. Intensification should be limited to 5 floors tapering down towards existing housing (houses). It would be more cohesive to have lager area of town centre flats than impose another tall block. When Crown House comes down it would be better if the Council offices were replaced with a lower building with a larger footprint. Mo3 I object to building on Metropolitan land and continuing to nibble away at this. It should be retained for the strategic planning purpose long term.	1/6/2019 6:01 PM
9	-	1/6/2019 4:36 PM
10	The idea that there is anywhere in Morden that it could be considered appropriate to build more "taller buildings" beggars belief. The infrastructure is not sufficient to support any more development. This is supposed to be Merton's Plan for the next 20 years - but the bulk of this is all about the schemes taht have been talked about during the past 20 years and should, according to those schemes, be completed by now. There are no ideas recognising the increased rat-runninga nd how to reduce that.	1/6/2019 4:34 PM
11	I fully support and encourage the changes. I would hope to see the changes to be very brave and daring.	1/5/2019 10:27 PM

Merton new Local Plan

12	My concern is that again the plan for the immediate area around the tube is for taller buildings - Mo4. I do not support high rise buildings above 5 storeys in this area, I do realise the need for more residential but this needs to be sensitively done and in particular that development is done to a high quality, ecological standard, bearing in mind high density living and the need for noise reduction sensitivity. also this area is adjacent to the park but it's behind a wall - residents deserve greener living in amongst their property and this should be included in all plans, not just planters alongside buildings, but proper space allocated to this.	1/5/2019 8:20 PM
13	Although I live in Morden, I always shop and socialise in Wimbledon and Kingston. I only use green spaces locally. I am really keen for Morden/Merton to provide the type of shops and facilities that would appeal to all residents in the surrounding area and also to build on it's historic associations (a historic trail bringing together Liberty works; William Morris; Lord Nelson; Merton Priory; Wandle Industrial Heritage; Wimbledon tennis/Spencer family history etc) to make it a 'go to' destination for tourists - which would help businesses. Also to be proud of its Art Deco/1930s suburban architecture and make this 'desirable' and a beacon for this style of architecture in the high street (eg better uniformity of shop fronts).	1/5/2019 2:34 PM
14	Ensure the high street and especially the area around the tube station is accessible to young people with a visual impairment and the paths are wider and not so congested, ensure the paths are wider. Ensure rubbish and waste isn't around and builds up as a hazard. Since the recent change in refuse collection to fortnightly it has been very detrimental to our Close (Garth Close) and the collections are not regular enough resulting in the Close not being clean as the rubbish blows everywhere. Also often individual houses are missed for collection, even though the waste has been left correctly.	1/5/2019 1:35 PM
15	Policy 2.3.68 & MO4 We strongly support this as it promises to ensure "surrounding suburban areas are respected for their low density, local suburban character and green spaces" and to manage the transition between centre and suburb: "to be respectful of these sensitive edges to ensure neighbouring occupiers are not adversely affected". These are important to us. Mo5 Morden Road Clinic – We support the redevelopment of the site to include residential as well as healthcare uses, but would prefer the reprovision of a healthcare facility "with similar or greater capacity" within the town centre. Either way, an NHS primary healthcare facility is essential and a suitable site should be safeguarded from the outset. Mo6 York Close Car Park TfL propose the site be redeveloped for residential use. However there will always be a need for some long stay parking close to the town centre e.g. "essential user" staff based in the Civic Centre, and York Close may be best placed to provide it once other parking options in Morden have been redeveloped MO4 includes Peel House (Sainsburys) Car Park My experience is that Peel House (Sainsburys) Car Park is fully used and, when to be developed, underground parking should be required to be constructed before the surface car park is closed – as a planning condition. Please also see comments on Town Centre Masterplans under Wimbledon site below	1/5/2019 11:36 AM
16	Proposed buildings have become too high in efforts to attract a development partner. Morden is thriving at the moment, and the bus stops are convenient for shoppers and serve a good number of places. Don't try and mend what is not broken.	1/5/2019 10:26 AM
17	Not convinced by the idea of building tall buildings with 2000 new flats. Height should be limited to 4 Floors / building. Improvement of the tube station, tramlink to Sutton, pedestrian space on the high street as well as better access to Morden Hall Park seems a good idea. Green spaces what make Morden attractive. In my opinion, we should develop Morden with in mind the ideal of a village.	1/4/2019 2:02 AM
18	same as above	1/3/2019 9:01 PM
19	Policy N3.3 - Morden - I would support developments in the Morden Regeneration Area where there is at least 50% Affordable housing provision on public land and 35% on private land. In this mix of affordability the Council should recognise a need for 60% to be social housing with the remainder made up of London Living Rent and affordable home ownership linked to local incomes. The Council should also commit to including community land trusts as a recognised form of housing in Merton's Local plan.	1/2/2019 3:15 PM
20	The need for central morden regeneration is obvious. Carefully though out detailed plan is required. The footfall in Morden is huge due to the tube terminus -- it should be buzzing in the evenings !	12/30/2018 10:57 PM

Merton new Local Plan

21	I have read this, and again the primary concern is building height and parking. Also, there is no description of where, and in what form, the supposed 2000 residential units will be located.	12/30/2018 6:22 PM
22	Morden Regeneration Site Mo4 2.348/9 hight of new buildings must not exceed 6 stories otherwise Modern Town Centre will become a soulless, wind tunnel and no-one will enjoy the public piazza. Site 65 Kenley Road Car Park Height of new housing not more than 2 stories otherwise the new housing will overlook adjoining properties and gardens. 2.335 If the gyrator system goes where will the traffic go? 2.332 Relocate bus stand on TfL on the underground/shed depot away from the housing in Morden	12/28/2018 12:59 PM
23	Ok	12/25/2018 11:54 PM
24	Way too much development . Way too much poor quality accomodation.	12/24/2018 12:54 PM
25	see section 20	12/20/2018 12:17 PM
26	6200 new homes to be built in the whole of Merton by 2036, site Mo4 alone is proposed to provide circa. 2000 units. This is not including Mo1, 2, 6 and possibly Mo5. There are 20 wards in Merton but it seems like the plan is to let Morden take up a large proportion of the 6200 new home target in stead of sharing it out. Happy to remove York Close car park. There are plenty of residential parking spaces (outside houses) near morden south that people can rent out. Mo 1, 2, 4, 5, 6 are already adding a lot of homes in Morden, will there be further site selection in the future? Morden current population is 48000, 2000 extra home can add almost 10% to our population. We will need more public facilities.	12/13/2018 12:21 PM
27	-	12/10/2018 3:04 PM