

Q8 What are your thoughts on the South Wimbledon policy and Site Allocations?

Answered: 20 Skipped: 145

#	RESPONSES	DATE
1	The idea of a Local Centre is a sound one. The work carried out in the Collier's Wood area demonstrates when care and attention is focused on a locality the uplift in this impacted positively. (see Brown & Root building) The parameters on the council's idea needs to be redrawn as a portion of the High Path estate would be isolated and as such extending the border out (eastwards towards Abbey Road) would be more ideal.	1/28/2019 4:46 PM
2	Please see our earlier comments, submitted 6 January 2019	1/27/2019 6:35 PM
3	none	1/15/2019 5:28 PM
4	Could be more ambitious and look at how the parades could be enhanced and increased in density.	1/7/2019 2:54 PM
5	MCC support the Strategic Vision for South Wimbledon to be Merton's newest Local Centre and will be thriving thanks to increased footfall due to new homes and "improved Public Spaces along Merton High Street and Morden Road". In particular MCC welcome this desire to improve a junction that has the 11th worst air quality in London and is inhospitable to cyclists and pedestrians. If the commendable South Wimbledon proposals are to reduce the need to travel by vehicle and promote the commercial, health and pollution-free benefits of active transport then this can only happen if the Borough infrastructure is transformed to encourage people to choose to cycle. Clear policy direction should be incorporated to ensure that development in the area supports the creation of Healthy Streets and livable neighborhoods, promoting cycling and walking. MCC Support a secondary pedestrian entrance to the underground station off the busy main roads and would like to see this brought forward even without the overall re-development of South Wimbledon station, (which we also support). As the Sutton Link is still in the route appraisal stage, and South Wimbledon is one of three points of origin under consultation, it is strange that no mention is made of Merton's support for the link at h. which sets out support for improvements to the transport infrastructure that will help to reduce road congestion. 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 support 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
6	N/A	1/6/2019 9:36 PM
7	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. It's important to consider that the intensification will impact tube congestion further up the northern line. The tube line is already extremely congested by the time trains reach Clapham.	1/6/2019 7:56 PM
8	-	1/6/2019 4:36 PM
9	I don't seem much here to comment on. I support the development of High Path with the supposed public areas within the limited constraints however as ever my concern is that the highest quality products are used to ensure long term, high quality living, with eco considerations, low costs for heating and cooling as necessary and noise pollution well thought out.	1/5/2019 8:20 PM

Merton new Local Plan

10	If you are looking at the junction at South Wimbledon, please can you stop cars being directed down Cecil Road in order to make a right turn to Morden. We are a residential road which should not have through-traffic directed down it. The other four corners of the junction are all dead-ends and we should be too. Please could you also put more CCTV in around South Wimbledon. We have many people driving the wrong way up Balfour Road from Merton Road (they cannot see the badly placed no entry signs as they are set too far back and not angled correctly), although many people regularly do it as they know they will not get caught. This may also stop the fly-tipping at this end of Balfour Road.	1/4/2019 11:26 AM
11	the open space to the rear of 76 Kingston Road, SW19 should be designated for residential use. Bowling green has not existed for many years and a more useful planning use is residential in an accessible location.	1/3/2019 9:01 PM
12	Agree with recognizing S Wimbledon as a distinctive neighbourhood in its own right. a. would like more info on what a Local Centre will look like, and how it will impact on existing buildings. b. agree c. agree d. agree - shopfronts on the main roads need to be more attractive, and use of shutters discouraged. d. agree, especially more trees and plantings on Kingston Rd and Merton High Street, but will the council commit to funds to maintain them? f. agree with need for more green cover. Are electric cars viable unless residents can charge them outside their own homes? g. agree h. agree i. a local park or parklet would be welcome at High Path. j. South Wimbledon station is looking very tired and needs a facelift.	1/3/2019 5:40 PM
13	The housing is unique in the Battles area and should be preserved. The area should be closely identified with Nelson in street architecture. Traffic controls along Merton/Morden Road essential for plan to work.	1/2/2019 7:17 PM
14	Think again about your plans for tall buildings and how closely the building frontages will be to the main roads in South Wimbledon, it would be better if they were set back from the roads, with green spaces and wide pavements.	12/30/2018 10:57 PM
15	No comment	12/27/2018 4:32 PM
16	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	there should be a max of 8 storey buildings in Wimbledon	12/12/2018 6:26 AM
20	Great to recognise South Wimbledon as designated town area. The potential of this area with the high path regeneration, a tram link with Sutton, and general improvement is enormous. Vehicle traffic is the biggest challenge for South Wimbledon - how can you link the area together with so much traffic? The traffic flow and layout needs to be effective to allow much greater priority for pedestrians than is currently the case.	12/10/2018 3:04 PM