

From: Colebourne. S

I am (REMOVED BY LBM), a Merton resident at (REMOVED BY LBM), and recently former resident at (REMOVED BY LBM).

Comments on the recent document with additional sites:

Site proposal 37 - Wimbledon Greyhound Track I favour this site retaining a primarily sporting use.

Any increased development must reserve space either at ground level or sub-surface for enhanced transport links. This might be a DLR style light railway, tram or Crossrail style main line service. (Extending Tramlink from Wimbledon to the Wandle Valley and then up to Earlsfield and Wandsworth would be one potential scheme)

Site proposal 64/70 - Ravensbury Terrace Any development must not restrict the main railway line, which may need to be widened from 4 tracks to 6 tracks. (An extra 2 tracks are definitely needed, however it may be cheaper to place them in tunnel than widen the surface railway).

Site proposal 65 - Kenley Road parking

I support intensification of residential development around all existing railway stations in Merton, including this one. I would support "encouragement" or compulsory purchase to enlarge the site to form a more unified development.

Site proposal 71 - Weir Road

As per comments on proposal 37 - the Wandle Valley must be served by tram, light rail or main line services before any further intensification can be considered. However, with such transport, there is huge opportunity for major residential development along the valley.

If this particular site is developed, other neighbouring sites must be "encouraged" to be developed as well.

Site proposal 72 - Wolfson centre

Site would appear to be suitable for residential development. Public transport access is a concern however.

Site proposal 74 - Bowls club

A small residential development would appear to be suitable on this site, of semi-detached or town houses, rather than flats.

Site proposal 75 - Mitcham gasworks

This major site would be suitable for residential development however it is too remote from good public transport access to key centres, including Wimbledon, Croydon and London. This site also represents a key potential route for Tramlink to access central Mitcham, via Hallowfield Way and Miles Road. A tram to this area would dramatically change the perception of Mitcham.

Site proposal 77 - Bushey Road

This site would appear to be too restrictive in size and shape for a residential development. If a significant section of the properties along Kingston Road were developed at the same time, then the site would have suitable size and integrity.

Site proposal 78 - Western Road

This site would be suitable for residential development, however it is relatively distant from Colliers Wood station and primarily served by bus.

Site proposal 81 - Moats Hill

This site is a long way from significant public transport, which devalues any development. Any masterplan should address improved transport access as a priority.

Comments from the earlier document *Stage 2 (*added by LBM)

Raynes Park town centre:

I strongly disagree with the removal of all of the area south of the railway line in Raynes Park town centre from designation as a local centre. Bear in mind that all rail services from London in the evening (the primary inward flow) arrive on the south side, thus some retail element here is desirable.

More broadly, Raynes Park town centre is undervalued by the plan and should be treated as being more significant than Motspur Park for example. There is a high density of local population due to the terraces plus a major railway station, yet the plan effectively encourages people to travel to Wimbledon or Colliers Wood. Similarly, people are encouraged to travel to Wimbledon Village for restaurants.

Instead of this negative thinking, Raynes Park town centre should be encouraged to grow, perhaps with Lambton Road as a pedestrian street and the removal of the one-way system.

As specific examples for Raynes Park, there should be sufficient demand for a fast food chain (McDonalds or Burger King), a much larger Boots or other pharmacy retailer, a larger newsagent, mobile phone shops and greater variety of restaurant. The designation of "local centre" with a reduced area categorizes Raynes Park into a lower band than is desirable and will continue to restrict the facilities available.

The document also overly stresses the importance of Morden, which is currently a very poor town centre. Morden would benefit greatly from the removal of the one-way system and comprehensive regeneration.

Colliers Wood town centre:

It would be better to focus efforts on creating a new "high street" by joining together the Tandem centre, Priory centre and Sainsburys.

Currently these are car-dominated and people tend to drive from one zone to the next.

Transport:

The plan entails an intensification of development, which will inevitably require an increase in demand for public transport. TfL suggest that a 14% rise in population in the next 20 years requires a 40-50% rise in rail capacity needed. As such, the proposed transport schemes are insufficient and Merton should be campaigning for much more.

Option 04TN suggests taking some District line services to obtain Crossrail 2. This is of limited value, as the journey times would not attract people from beyond Wimbledon. TfLs more recent proposals for a route via Tooting Broadway, while not ideal, would be better.

To support further expansion of the Wandle Valley, a tram, or DLR type solution, from Wandsworth to Mitcham Junction would be highly desirable.

A bus lane should be provided eastbound outside Colliers Wood station from the bus garage.

I also note that the closure of the pub opposite South Wimbledon station offers Merton the opportunity to purchase the building and redesign the junction, creating more of a piazza outside the station.

Other site proposals:

Site 12

The Queens Road car park site would probably be needed for any Tramlink extension taking over the service to Haydons Road and Tooting, and providing access to the Wandle Valley.

Site 19 - Nelson Hospital

I am broadly supportive of the redevelopment of Nelson Hospital providing that rail services from Wimbledon Chase station are improved and medical care can still be met.

Site 23 - Amity Grove

I would prefer to see this as solely residential.

Site 29 - Wimbledon theatre

Wimbledon town centre would benefit from developing this site to match the height and massing opposite. However, parking for the theatre, and Sainsburys, will be a problem.

Site 38 - Thames Water

This site would benefit from some residential development provided the existing infrastructure is not required.

Site 48 - Bushey Road

I do not believe that residential development is suitable for this site.

Site 49 - Delivery office

Suitable for residential, less so for office.

Site 59 - Baltic Close

This should definitely be regenerated together with the neighbouring shops. However, it would achieve the best result if Oslo Court was also replaced. The road would need access enhancements, including an eastbound bus lane.

Site 62/63 - YMCA/Broadway

Definitely should be redeveloped to continue this section of the Broadway. Building heights in line with other local buildings. Mixture of uses is acceptable here with perhaps sports on the ground floor.