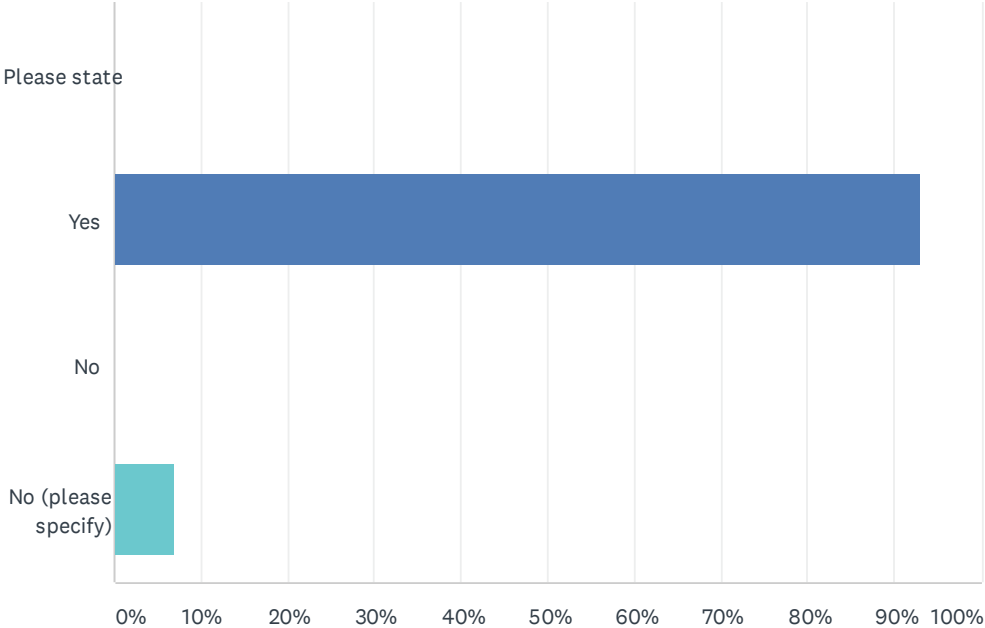


# Q1 Are you a Merton resident?

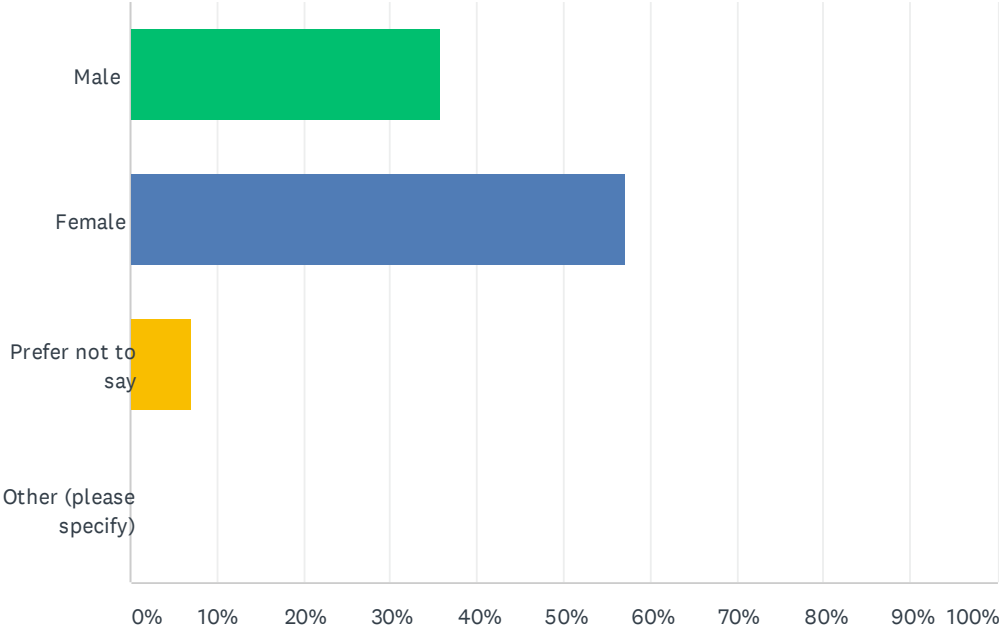
Answered: 29 Skipped: 0



ANSWER CHOICES	RESPONSES	
Please state	0.00%	0
Yes	93.10%	27
No	0.00%	0
No (please specify)	6.90%	2
<b>TOTAL</b>		<b>29</b>

## Q2 What is your gender?

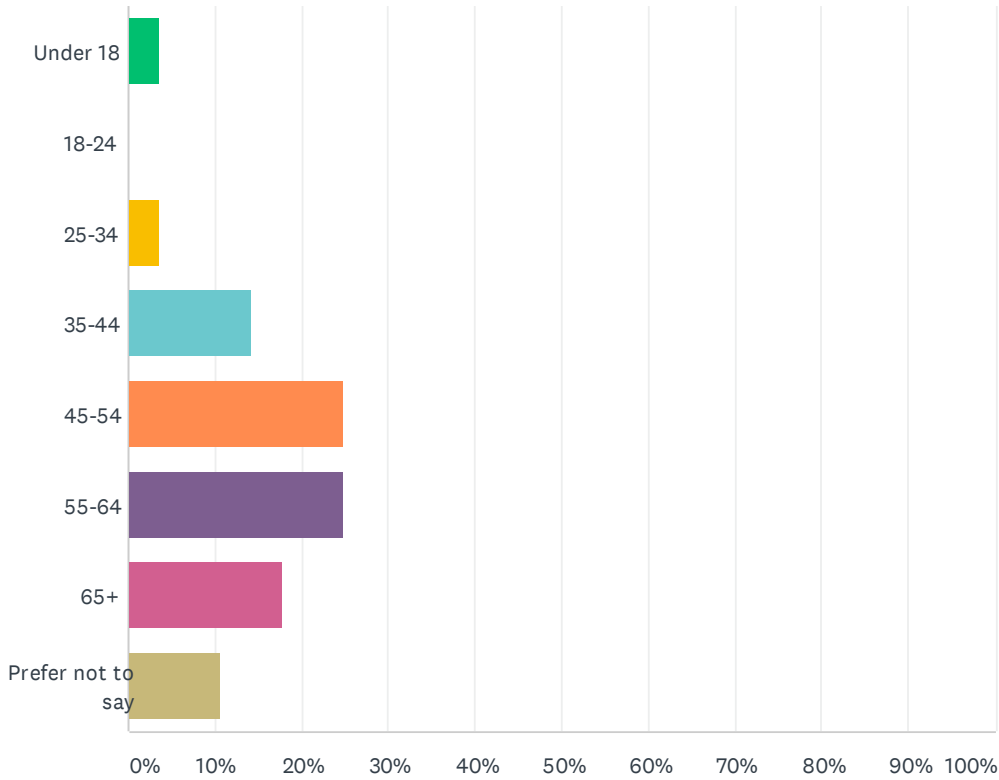
Answered: 28 Skipped: 1



ANSWER CHOICES	RESPONSES	
Male	35.71%	10
Female	57.14%	16
Prefer not to say	7.14%	2
Other (please specify)	0.00%	0
<b>TOTAL</b>		<b>28</b>

### Q3 What is your age group?

Answered: 28 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under 18	3.57%	1
18-24	0.00%	0
25-34	3.57%	1
35-44	14.29%	4
45-54	25.00%	7
55-64	25.00%	7
65+	17.86%	5
Prefer not to say	10.71%	3
<b>TOTAL</b>		<b>28</b>

### Q4 What is your ethnic group?

Answered: 28 Skipped: 1

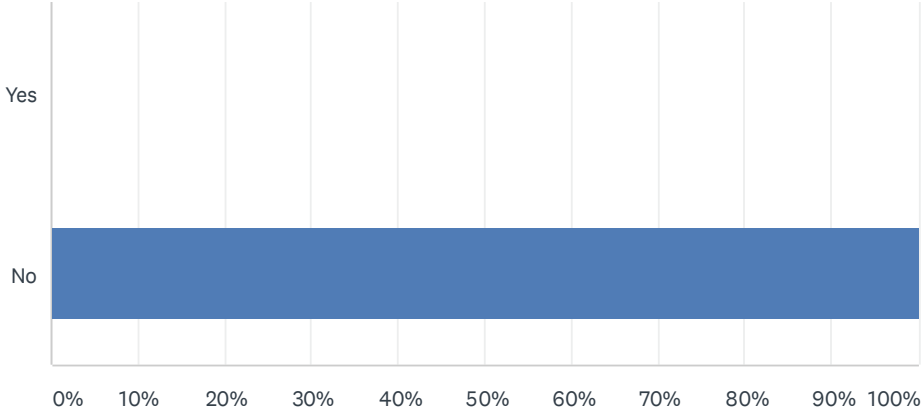


London Borough of Merton Draft Air Quality Supplementary Planning Document 2020.

ANSWER CHOICES	RESPONSES	
White British	57.14%	16
White Irish	7.14%	2
White other	17.86%	5
Black or Black British	3.57%	1
African	0.00%	0
Caribbean	0.00%	0
Black other	0.00%	0
Mixed: White and Black Caribbean	0.00%	0
Mixed: White and Black African	0.00%	0
Mixed: White and Asian	0.00%	0
Mixed: Other	3.57%	1
Indian	0.00%	0
Pakistani	0.00%	0
Bangladeshi	0.00%	0
Chinese	0.00%	0
Arab	0.00%	0
Other ethnic group (please specify)	10.71%	3
<b>TOTAL</b>		<b>28</b>

### Q5 Do you have a disability or learning difficulty?

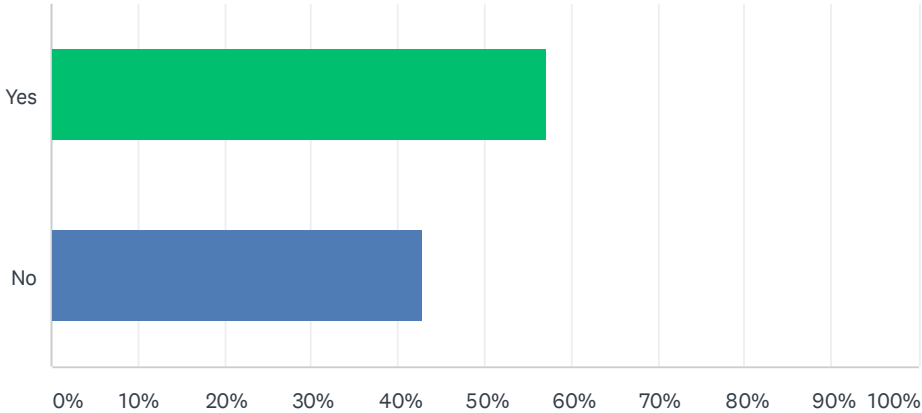
Answered: 28 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	28
TOTAL		28

### Q6 Would you like to be contacted by us about future planning document consultations?

Answered: 28 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	57.14%	16
No	42.86%	12
TOTAL		28

## Q7 If yes, please provide your email address

Answered: 17 Skipped: 12



Q8 By subscribing to the strategic planning contacts database, your name and email address will be held electronically by the council's Future Merton team for the sole purpose of being contacted about strategic planning. You can unsubscribe at any time by contacting the Future Merton team at [future.merton@merton.gov.uk](mailto:future.merton@merton.gov.uk) More details on the council's privacy notice can be found at: [www.merton.gov.uk/legal/privacy-and-cookies](http://www.merton.gov.uk/legal/privacy-and-cookies)

Answered: 7 Skipped: 22

**Q9 Sections 1 - 4: provides an understanding of air pollution and national legislation and national, regional, local planning polices and guidance.**

Answered: 9 Skipped: 20

## Q10 Section 5 Air quality Assessments: Do you have any comments on this section?

Answered: 7 Skipped: 22

**Q11 Section 6: Development and building design principles: Do you have any comments on this section?**

Answered: 10 Skipped: 19

## Q12 Section 7 Green infrastructure: Do you have any comments on this section?

Answered: 9 Skipped: 20

## Q13 Section 8 Construction: Do you have any comments on this section?

Answered: 7 Skipped: 22

## Q14 Section 9: Transport: Do you have any comments on this section?

Answered: 12 Skipped: 17

## Q9 Sections 1 - 4: provides an understanding of air pollution and national legislation and national, regional, local planning polices and guidance.

Answered: 9 Skipped: 20

#	RESPONSES	DATE
1	Yes, broadly speaking. Although, if the aim is "to help developers, decision makers, agents, residents and other interested parties to identify issues to be addressed in any development proposal" then we wonder if the initial sections could not be massively simplified? The first section could set out where the SPD applies: references to other documents should be broadly implicit; figure 1 is unclear; we would question whether 1.9-1.10 are necessary, and similarly Section 2 (all perfectly clear, but whether necessary in an SPD?). With regards to Section 4, the elements on local planning policies could set out in more detail the actual framework they apply to this SPD in relation to air quality (at the moment, the SPD summarises the broad scope of Merton's planning policies at a high level, and similar for Mayoral planning policies)	1/30/2021 9:13 PM
2	Ok, but Merton should be a leader not a blind follower of government and mayoral policies and tailor rules to its own situation e.g deliver lorries over a certain size banned during the day and waiting restrictions strongly enforced. There appears to be no assessment/enforcement on unattended (often completed)road works. Free traffic flow will immediately reduce NO2 count as these works are often in place for way longer than necessary	1/29/2021 4:23 PM
3	Good summary	1/13/2021 10:46 PM
4	Planning approval should have a much stronger focus on sustainable/green building and zero carbon homes. For example, the CIL should be charged at a lower rate for home that are built to a zero carbon standard. As well, given that the majority of the air pollution in Merton is from vehicles, there needs to be much more education about this - along with policies that will reduce traffic and increase electric car usage.	1/12/2021 8:35 PM
5	In regard to section 4 - Local planning policies, Merton regularly allows trees, shrubs & entire eco-systems to be removed for development in Wimbledon Village. With sites being filled with ever larger properties including basements, the amount of green space is constantly being reduced. The attitude of the PAC in this regard needs to change to prevent further climate change. Flooding as a result of basement excavation is commonplace and far more stringent policies are required with quick enforcement when rules are breached. S73 applications are just waved through - this should no longer be the case. 4.9 - Yes Merton - please do this! 4.15 Food Strategy - wonderful 4.18 Wish this had been in place when new houses were being built right next to us - please enforce along with 4.20. 4.22 - Imperative that Planning IS ACTUALLY REFUSED if AQN benchmarks cannot be met, including for residential developers. 4.30 - Most residential developments in Wimbledon Village result in an increase of over 100m2 so the CIL should be charged in all these instances. Not sure that this has happened thus far!	1/11/2021 7:56 PM
6	The Government has recently relaxed planning laws which does not improve air quality. Consent should not be given for parking places or paving front gardens.	1/6/2021 2:25 PM
7	Planning policies should include cycle storage provision including for tricycles, handcycles, tandems , cycle trailers and other cycle options which promote inclusivity and practicality for cycle use . Plans should include provision for charging e-bikes which are known to improve the numbers of people aged 50+ who cycle. Plans should give access to as many people as possible including those in wheel chairs, pushchairs and with shopping trolleys. Plans should be without physical barriers on paths which deny access routes for tricycles, handcycles, trailers etc.	12/31/2020 10:50 AM
8	Yes, but too complex for most readers. Should be aggregated and simolified.	12/31/2020 10:46 AM
9	If you say so	12/18/2020 12:25 PM



## Q10 Section 5 Air quality Assessments: Do you have any comments on this section?

Answered: 7 Skipped: 22

#	RESPONSES	DATE
1	Section 5 (et seq) seems to be the "operative part" of the SPD, and yet it's some 16 pages through the document.	1/30/2021 9:13 PM
2	I have never seen an air quality assessment being carried out. Would like to see the impact of inefficient road works on emissions where lights and barriers are left in place unnecessarily for days on end.	1/29/2021 4:23 PM
3	"Major" developments and their impact on air quality are addressed in this section. However, I think that there should be much more attention paid to smaller developments. For example, on Cottenham Park Road in West Wimbledon, developers are purchasing single family homes and replacing them with 4-7 units on what was a single dwelling site. Clearly this removes trees and the plant life that helps reduce pollution as gardens are filled in with more homes. As well, it brings more cars into these residential neighbourhoods - which exacerbates air pollution. If such dense developments are to be put into residential neighbourhoods the new units/homes going in should be required to not produce any more pollution than that produced by the previous single family home on the same site. This would likely require the building of zero carbon homes. It is a terrible practice to allow multiple units to be put on small plots of land. This only increases density and due to poor building standards (eg not being suitably energy efficient or zero carbon homes) this only serves to increase pollution - you go from having one gas boiler to 5-7 and having cars for 5-7 families instead of just one. As well, wood burning fireplaces and outdoor fire pits are increasing popular - and having 5-7 units burning wood rather than one family home adds even more to the pollution problem. I therefore think that much more scrutiny needs to be applied to these smaller developments in residential neighbourhoods.	1/12/2021 8:35 PM
4	5.12 Merton's AQA requirements - excellent list, please adopt and ensure that nothing is left out in each assessment.	1/11/2021 7:56 PM
5	We need more trees and a lot fewer cars.	1/6/2021 2:25 PM
6	look for the effect of building industry tools (circular saws cutting bricks and paving materials) in particular.	1/2/2021 10:41 AM
7	No comment	12/18/2020 12:25 PM

## Q11 Section 6: Development and building design principles: Do you have any comments on this section?

Answered: 10 Skipped: 19

#	RESPONSES	DATE
1	We feel there could be further guidance on when and how the development principles in para 6.2 and the requirements in the construction phase set out at 6.4 would be applied in practice. Poor air quality caused by construction is often raised by residents, but it is unclear how this could be controlled by the SPD at a grant of planning application stage - construction management and logistics plans usually being agreed by condition. Obviously the SPD could influence the officers charged with agreeing those plans, but residents are left largely powerless to challenge the actions of developers on these grounds. That said, we are pleased to see in para 6.4 the suggestion that contribution to any additional resources required for regulatory monitoring might be required.	1/30/2021 9:13 PM
2	relaxation of policy that slow down development times so that heavy machinery is in use for the minimum possible time during developments ( i.e allow a longer working day ), Deliveries outside of peak traffic hours	1/29/2021 4:23 PM
3	See my responses above to Section 5. As well, there is a real lack of understanding about the impact of wood burning on air quality and with so many people being at home through the winter months and wanting to feel "cosy", there are real issues with smoke pollution/particulate matter. I believe that Merton should look at restricting outdoor burning of garden waste and that wood burning stoves in homes should be eliminated in any new builds. There should also be more education about how burning wood contributes to particulate matter pollution in Merton.	1/12/2021 8:35 PM
4	Development Design -re non habitable rooms etc front facing the main road. Disagree to include Canteens in this list - they should be away from the road and hopefully have outdoor space as well (in line with good Covid practice). Outdoor space would make Canteens a far better place to eat, mix and socialise.	1/11/2021 7:56 PM
5	Please, no more paved front gardens.	1/6/2021 2:25 PM
6	provide safe, secure, preferably internal bike storage and other aids to journeys via active travel	1/2/2021 11:00 AM
7	Compulsory provision of proper secure cycle storage facilities, preferably within the building at ground level, A ground floor or basement with ramp lockup for each apartment with space for the expected occupancy of each flat (ie space for 4 bikes in a 3 bed flat)	1/2/2021 10:41 AM
8	Ban all basement extensions. The equipment used produces highly toxic particulate diesel fumes that pollutes the entire neighbourhood. (see prior multiple complaints regarding 24 the Grange, Wimbledon Village, which the Council never responded to nor actioned). Lack of action may have been because the owner of the house at 24 The Grange is an influential lawyer with connections. What hope to Merton residents have when the powerful and well connected are allowed to get away with polluting an entire neighbourhood, in cahoots with the Merton Planning/Building Permits department?	12/18/2020 2:40 PM
9	Harris Academy should not be on Merantun Way . When we rang to say about it when it first started they said they will not OPEN windows? So how do they get to the school? This is a stupid school location!	12/18/2020 1:26 PM
10	6.3 seems rather restrictive to put non-habitable rooms at front of building rather better to reduce outside sources of pollution or not build at all Biomass/biofuel should be discouraged. As should fossil fuels.	12/18/2020 12:25 PM

## Q12 Section 7 Green infrastructure: Do you have any comments on this section?

Answered: 9 Skipped: 20

#	RESPONSES	DATE
1	We agree with the importance of urban vegetation.	1/30/2021 9:13 PM
2	Co-ordinante with traffic plans - there is no point in having green infrastructure when traffic flow inefficiencies immediately negate their effect.	1/29/2021 4:23 PM
3	There should be more requirements for maintaining greenery in planning processes. Gardens should not just be paved over for cars. They should be required to maintain some level of plant life that can help reduce pollution. As well there should be a big educational campaign about the positive impact planted roofs, green walls, hedges and plants can have in trapping pollution. An easy "go to" list of top trees and plants for this purpose could be put together by the Planning Council. As well, the Borough of Merton should set some targets for increasing greenery that will help combat pollution. Many people are much more focussed on their homes and gardens given the COVID lockdown - it is an excellent time to education and support individuals to green their homes and communities.	1/12/2021 8:35 PM
4	7.3 & 7.4 The PAC need to fully understand this and refuse planning applications that require the total annihilation of gardens, with developments taking up the entire plot so there is no room for re-planting. Retain as much of the vegetation as possible to help the ecosystems and the planet.	1/11/2021 7:56 PM
5	We need more wild areas.	1/6/2021 2:25 PM
6	Street trees are needed, more low traffic neighbourhoods, safe cycle routes - there is no safe cycling route to my school for me.	1/2/2021 11:00 AM
7	Should include more street trees in existing streets	1/2/2021 10:41 AM
8	See comments above	12/31/2020 10:50 AM
9	Greenery is welcome. Should consider whether hard standings within developments (such as car parking) are truly necessary.	12/18/2020 12:25 PM

## Q13 Section 8 Construction: Do you have any comments on this section?

Answered: 7 Skipped: 22

#	RESPONSES	DATE
1	See our comments in relation to Section 6, which we feel are relevant to construction logistics plans. It gives limited scope to residents to understand or limit the impact of construction on them, because it is left to officer negotiation.	1/30/2021 9:13 PM
2	Speed up construction times by cutting red tape. Improved exhaust systems in restaurants, deliveries out of normal daytime hours to improve traffic flows and reduce NO2 buildup from waiting traffic	1/29/2021 4:23 PM
3	8.5 This is what I have been suggesting all along and would make a positive difference to the local access roads frequently used by lorries and skips. This should apply to all developments no matter how small, as they all use skips and lorries, scaffolding etc. School streets should be avoided at all times if possible.	1/11/2021 7:56 PM
4	There should be a limit on how far people can extend their houses.	1/6/2021 2:25 PM
5	There are no specifics here dust creating machines abound on construction sites and must be regulated - cutting machines, saws and grinders & sanders in particular should always be operated in airtight areas with filters.	1/2/2021 10:41 AM
6	Ban extensions and developments of homes that are already huge, such as the house on the corner of Chester Road and Westside Common. Merton Planning/Building Permit department has allowed a large extension and re-siting of the driveway, which will remove 2-3 public paying parking spaces from Chester road. This constitutes a removal of parking fees that go to the Council's public purse, for the benefit of one huge home owner.	12/18/2020 2:40 PM
7	Construction should not be discouraged from spilling onto the public highway. Where this is unavoidable road space should be prioritised for pedestrians taking special account of those with mobility issues. Circuitous diversions to maintain "traffic flow" should be avoided.	12/18/2020 12:25 PM

## Q14 Section 9: Transport: Do you have any comments on this section?

Answered: 12 Skipped: 17

#	RESPONSES	DATE
1	We feel that para 9.5 could be stronger in setting out the expectation that developments must demonstrate how they will result in an improvement in air quality (we are concerned that the reference to "must play their part in ensuring that air quality in these areas does not worsen" leaves open the door to developments that aim for the bare minimum). We are concerned by the implications of para 9.7 - the aim should be to improve these areas, not simply avoid certain development in these areas.	1/30/2021 9:13 PM
2	Traffic flow should be aimed at speeding the flow of traffic out of the borough (i.e longer phased lights at peak times for traffic heading out of the borough). Rigid enforcement of road works that block major arterial routes in the borough to avoid the situation where lights are erected on a Thursday Night /Friday, works begin (Hole dug) on Monday, repair Tuesday/Weds, hole filled in Thursday, road surface repaired on Friday, Lights taken down Monday/Tuesday. This farce is repeated regularly across the borough and regularly leads to long avoidable traffic delays and massively increased NO2 emissions. Work on major arteries should be 7 days a week as air quality is the most important factor	1/29/2021 4:23 PM
3	Again - the focus seems to be on major developments. Obviously these are important, but small 3-10 home developments should also be held to a higher standard. These smaller developments triple and quadruple the number of cars on small residential streets. The cumulative impact of many of these smaller 3-10 home developments can be quite significant. Again, as an example, please see planning approvals for multi-home developments on Cottenham Park Rd. - this is far too densely populated and will have a very negative environmental impact. The Transport section says "All developments proposed in or next to these areas must play their part in ensuring that air quality in these areas does not worsen and must contribute towards an overall improvement in air quality. Therefore, development within these areas need to robustly demonstrate that the impact of both direct and indirect emissions can be fully mitigated." But from what I have seen in our neighbourhood, these considerations are not coming into play.	1/12/2021 8:35 PM
4	Sensible and achievable initiatives	1/11/2021 7:56 PM
5	We should all walk, cycle and use public transport more. We should have more car hire schemes to discourage private ownership of cars.	1/6/2021 2:25 PM
6	Fewer cars on the road - reduce congestion, safe bike storage, good lighting and surfaces on bike/pedestrian paths - for example, Morden Hall Park is poorly lit and very muddy	1/2/2021 11:00 AM
7	Given 7.2 The Mayor's Transport Strategy includes the ambitious target that 80% of trips in London are made on foot, by cycle or using public transport by 2041 - We need VASTLY reduced motor traffic levels as this massively (overwhelmingly) prevents people from cycling. Vastly improved secure cycle parking facilities EVERYWHERE to reduce the enormous levels of bike theft. Facilitating EVs will not reduce traffic levels and given that the existing vehicles will be on our roads for 20 yrs, will not reduce pollution as congestion will remain VERY high. EVs are heavy and emit fine particles from tyres and brakes more than fossil fuel powered vehicles, Electric bikes/cargo bikes are HUGELY more efficient and should be MASSIVELY encouraged.	1/2/2021 10:41 AM
8	See comments above. Too much focus on EVs which have a high environmental build cost, add to congestion, deposit tyre and brake particles and use valuable pavement space with chargers. What is needed is massive provision for safe secure parking and charging of e-bikes and safe secure parking and storage of bikes in general.	12/31/2020 10:50 AM
9	Nothing on cycling infrastructure. Focus on electrical vehicles which are not reducing particle pollution. Very poorly covered topic. No real answers on how traffic will be reduced.	12/31/2020 10:46 AM
10	Don't allow your younger Council employees to come up with mad plans to encourage cycling by 60-95 year olds for their health, and charge these senior Merton residents huge parking permit fees for parking on the street outside their homes, just because they can't afford to buy a newer type car. Wealthier residents are not affected by higher street parking fees; they have the resources to buy electric cars/ newer petrol cars, they have been allowed/encouraged by the Council's Planning/Building Permit Dept. to pave over their driveways, for free parking (at the taxpayer's expense, since the parking revenue from street	12/18/2020 2:40 PM

parking is no longer payable). Use means testing (annual income from tax returns) to determine street parking permit fees on a sliding scale.

11	They have slowed traffic to 20 miles an hour, which causes more air pollution .	12/18/2020 1:26 PM
12	I don't think it goes far enough on private parking. High PTAL areas should aim to be car free. Some space for disabled/ shared ownership is ok but careful consideration is required to balance against greening requirements. Note PTAL can be inexact. It should be used as a guide with local knowledge of planners/committee members allowing discretion. Where there is doubt it should err on the side of caution as "all cars are bought to be driven" (as set out in 2019 parking consultation Q&A) and will contribute to congestion and particulate emissions.	12/18/2020 12:25 PM