



**London Borough of Merton**  
**Statement of Consultation February 2014**  
*Morden Station Planning Brief*

## 1 Introduction

- 1.1 This document sets out how the London Borough of Merton complied with the consultation requirements of Merton's Statement of Community Involvement (SCI) 2005 and the Regulations (The Town and Country Planning (Local Development) (England) (Amended) Regulations 2008) by engaging, involving and consulting with the local community, residents groups/organisation and stakeholders during the preparation of Morden Station Planning Brief.
- 1.2 Regulation 30(d) of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008 requires local authorities to prepare a Statement of Consultation setting out:
  - I. which bodies and persons the local planning authority were invited to make representations under regulation 25 or regulation 26,
  - II. how those bodies and persons were invited to make representations under either of those regulations,
  - III. a summary of the main issues raised by the representations made
  - IV. pursuant to either of those regulations, and
  - V. How any representations made pursuant to either of those regulations have been taken into account.

## 2 Merton's Statement of Consultation (SCI)

- 2.1 Merton's Statement of Community Involvement (SCI) was adopted in 2006 and describes how the community can be involved in preparing Merton's Local Plan and other planning documents and plans (including planning briefs and Supplementary Planning Briefs) .
- 2.2 The SCI sets out the Council's commitment to community involvement in planning. It explains how Merton's local communities, residents groups/organisation, stake holders and other interested parties can be involved in developing planning documents, by informing the Council what they thoughts are, provide additional information and suggest changes to planning plans/documents. .
- 2.3 Since the adoption of the SCI there has been some change in the way the council can consult with the publics for example the Council now has a Facebook and Twitter pages which are used as an additional method of alerting people to new press releases.
- 2.4 Another example is, the Council no longer has a dedicated community engagement officer for planning matters but uses all officers involved in plan making to conduct outreach consultations. The Council do not considered above to be significant changes to the principles of the Merton's SCI.
- 2.5 Table 1 below outlines the methods of consultation identified in the SCI and the methods of consultation the council utilised during the public consultation on the draft Morden Station Planning Brief between 30th September –11thNovember 2013.

## 3 Consultation

- 3.1 Since 2008, Merton council have been seeking the views of local residents, resident's groups/organisations, developers, land owners, key stakeholders and other interested

parties on the regeneration of Morden town centre, known as *'moreMorden'*. From the results of the moreMorden consultation the Council adopted a strategic vision for Morden town centre in 2009. This engagement has informed the Morden Station Planning Brief which focuses on four Local Plan site allocations in Morden town centre. There are:

- Site 57: Morden Station offices and retail units, 66a -82 London Road Morden
- Site 58: Sainsbury's (Peel House) decked car park, Morden
- Site 61: Morden Station surface car park, Kenley Road, SW19
- Site65: Kenley car park, Adj. Kendor Gardens, Kenley Road

## **4 How we consulted**

4.1 During the Morden Station planning brief consultation the council used different methods of public engagement to maximise public involvement and raise public awareness of the planning brief. These consultation methods included:

- Resident Groups/Organisation/Civic Groups/ meetings
- One-to-One Meetings with Selected Stakeholders
- Steering and Advisory Groups
- Access to the document(s) at Morden reference library and Civic Centre
- Formal written consultation notification letters and emails to all local residents and business within a 800 metre radius of the site
- Dedicated webpage on Merton Council website (updated at various intervals)
- Responses and comments submitted made available on the councils dedicated website.
- Notices and articles in trade publications
- Public notice in the borough's local Guardian newspaper

4.2 More details about the range of consultation methods used are set out below in Table 1.

**Table 1:** Consultation method used for the Morden Station Planning Brief

Consultation methods advised in Merton's adopted SCI 2006	Consultation methods used
Press release: local / trade press	<p>The council published a press notice in the local Morden and Mitcham Guardian on the 3<sup>rd</sup> October 2013.</p> <p><a href="http://www.yourlocalguardian.co.uk/news/10716350.Consultation_launches_on_major_revamp_for_Morden/">http://www.yourlocalguardian.co.uk/news/10716350.Consultation_launches_on_major_revamp_for_Morden/</a></p> <p>Furthermore, the local Morden and Mitcham Guardian ran articles on the Morden Station and Morden Town Centre redevelopment plan of the council. These can be view on the following links:</p> <p><a href="http://www.yourlocalguardian.co.uk/news/10666170.Massive_revamp_of_Morden_town_centre_to_be_discussed/">http://www.yourlocalguardian.co.uk/news/10666170.Massive_revamp_of_Morden_town_centre_to_be_discussed/</a></p> <p><a href="http://www.yourlocalguardian.co.uk/news/10666170.Massive_revamp_of_Morden_town_centre_to_be_discussed/">http://www.yourlocalguardian.co.uk/news/10666170.Massive_revamp_of_Morden_town_centre_to_be_discussed/</a></p> <p><a href="http://www.yourlocalguardian.co.uk/yoursay/letters/letters_to_the_editor/10724313.Public_must_have_say_over_Morden_masterplan/">http://www.yourlocalguardian.co.uk/yoursay/letters/letters_to_the_editor/10724313.Public_must_have_say_over_Morden_masterplan/</a></p>
Council website or associated / relevant websites.	<p>Details of the consultation was placed on the Council's public accessible 'Get involved' consultation portal iConsult explaining the purpose of the consultation, what the consultation was about, how to submit comments, contact email address and telephone number if there were any questions.</p> <p>In addition a dedicated Morden Station webpage was launched at the start of the consultation with information of the consultation and the documents available to download from the website.</p> <p><a href="http://www.merton.gov.uk/community-living/areas-wards/morden/moremorden.htm">http://www.merton.gov.uk/community-living/areas-wards/morden/moremorden.htm</a></p> <p>The Merton Park Ward Residents Association conducted an on-line survey for members and residents.</p>
Leaflets on specific Local Plan topics	This was not deemed necessary for this supplementary planning document.

Outreach	<p>Outreach was considered the most effective method during the consultation council officers meet with various community groups and organisations:</p> <ul style="list-style-type: none"> <li>• Merton Park Ward Residents Association Meeting (October 2013)</li> <li>• Numerous workshops with council staff at the annual Staff Roadshow (w/c 4 November 2013)</li> <li>• Workshop with resident regarding the Kenley Road Car Park site (4 December 2013)</li> </ul>
Direct mailing	<p>The Council sent out over 6000 notification of consultation (emails and letters) to local residents and business within an 800 metres radius of the site, key stake holders and Duty to Co-Operate partners were also notified of the consultation at the start.</p> <p>In addition, persons on the Local Plan consultation database (formerly the LDF consultation database) who live in Morden were included in the direct mailing also.</p> <p>Due to a surprisingly poor response rate from the residents of Windermere Avenue, which is adjacent to the site boundary, officers hand delivered letters to all the properties on the eastern side of Windermere Avenue.</p>
Dedicated phone and e-mail	<p>The Council publicised two telephone numbers for the public to call and a contact email address on all correspondences, dedicated website, publications and presentations; if they had any questions regarding the consultation or the document.</p>
Attending Area Forums	<p>Since Merton's Statement Community Involvement (SCI) was adopted in 2006, the council now supports one Area Forum per district per year (In Morden, the local Association host about 4 meetings per year).</p> <p>Council officers attended and held a presentation on the planning brief at the Morden Community Forum on the 8<sup>th</sup> October 2013. Details of this meeting can be viewed on the following link:  <a href="http://www.merton.gov.uk/community-living/communityforums/mordencommunityforum.htm">http://www.merton.gov.uk/community-living/communityforums/mordencommunityforum.htm</a></p>
Partnership meetings	<p>A dedicated space was available in Morden library to promote and allow time to consider the consultation documents and respond.</p> <p>The Council's partners were notified by either email or letter including the SW London NHS, Merton's Public Health, Metropolitan Police Service, the Greater London Authority (GLA) and other strategic partners.</p>

Councillor surgeries	<p>Merton Councillors were informed of the planning brief via the democratic process committee meetings and email notification at the start of the consultation</p> <p>In addition, all Councillors were invited to a briefing on 10 July 2013.</p>
Merton residents panel	<p>Not used; a direct mail out was used which included local residents, businesses and residents groups/organisations within an 800 metres radius.</p> <p>In addition persons on the Local Plan consultation database (formerly the LDF consultation database) who live in Morden were included in the direct mailing.</p>
Staffed exhibitions	<p>Were not undertaken due to the very wide range of issues being consulted on. Generally only effective for single sites.</p>
Merton council magazine: dedicated article in MyMerton	<p>This could not be used due to the publication schedule of 'My Merton', the publication is published quarterly (Spring, Summer, Autumn and Winter) and unfortunately the dates of the consultation was not compatible with the lead in times with 'My Merton'.</p>

## 5 Summary of key issues raised at consultation

5.1 The key issues raised at consultation included:

- building height, improvements to existing style and appearance
- support for a different retail offer
- open space: support for extending Kendor Gardens
- parking
- housing
- community facilities
- support for improving the public realm.

5.2 All consultation responses have been considered in drafting the final brief but some of the actions that have been taken as a result of the consultation feedback are set out below:

- Building heights** - In paragraph 2.3 of the final planning brief it is pointed out that the intensification proposed in Merton's Core Planning Strategy should "...be sensitive to the suburban character of the houses adjacent to the town centre" and in paragraph 6.45 it is pointed out that: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses." Furthermore, the Key Diagram now indicates the following relevant constraints: 'Scale of new development to respect that of adjoining residential development', 'New development to respect privacy of gardens adjoining site' and '21m distance from back of houses adjoining site'. The latter is the Mayor's Housing SPG's design guidance for separation distance between windows to habitable rooms.
- Parking** - Planning policies support low or car free development in places, such as Morden that are well served by public transport. It is however likely that some short term visitor parking to serve shoppers will be required. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.
- Building style and appearance** - There was much agreement that many of the existing buildings appear to be in a poor condition, that the art deco character should be strengthened and that the locally listed Morden Station building should be preserved and enhanced. In paragraphs 6.34 - 6.36 of the final planning brief, under the subheading 'Architectural Quality', numerous references are made to the art deco features within Morden and in paragraph 5.6 it is pointed out that: "Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced."
- Retail** - The majority of respondents were critical of the current retail offer in Morden and either wanted more major brand retail stores or predominantly independent stores; with the majority wanting more major brands. The purpose of this development brief is to set out a clear vision and to provide guidance on the type of development expected on this site. The council has very limited influence on the occupants of retail units. The following guidance in paragraph 6.51 of the final planning brief should ensure the provision of a mix of store sizes: "Bigger shops should not take up unduly large amounts of frontage to the detriment of vitality. This is particularly relevant for food stores which should, as far as

*possible, be located to the rear of a larger number of smaller units, with their entrance at one or two key locations. A larger number of smaller shops create a greater range of activity, people and visual richness – all of which increases vitality.”*

- (v) **Open space** - There was support for the extension of Kendor Gardens into the site, the provision of green infrastructure (e.g. trees and green roofs) and improved links to Morden Hall Park and Morden Park. The Key diagram shows a ‘Green Link from Kendor Gardens into Site’ and paragraph 6.31 in the final brief states that: *“Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity.”*
- (vi) **Housing** - There was mixed support for housing on the site, with a small majority supporting the provision of housing subject to a variety of concerns regarding tenure and size mix. Objections to the provision of housing were mainly on the grounds of the quantum of existing housing in the area and the additional pressures that will be placed on the provision of school places. The planning brief is a supplementary planning document which cannot contain new planning policies or contradict adopted planning policy such as Core Planning Strategy policy CS 9 which point out in paragraph 18.41 that it is anticipated for a large proportion (approximately 1,250) of the additional housing growth in the Morden sub-area is to come from the planned regeneration of Morden town centre. The final planning brief also points to planning policies that relate to the mix of dwelling sizes (DM H2) and tenure (DM H3), and the need for the developer to demonstrate that the projected child yield could be met in local schools (DM C2).
- (vii) **Community facilities** – 12 respondents were concerned about the need for additional school places, 8 were concerned about the likely increased pressure on GP surgeries, 5 would like a local gym/health centre and 4 suggested that public toilets should be provided. As pointed out above, the final planning brief states the planning policy requirement for the developer to demonstrate that the projected child yield could be met in local schools (DM C2) and that the impacts of this major development site on local health and wellbeing should be considered through the use of a Health Impact Assessment. In paragraph 6.33 the final planning brief points out that *“A mix of uses is critical for a vibrant town centre, as a good mix of uses attracts a variety of people for a long period during the day and the different uses will support each other commercially. Community and residential use in town centres maintains activity, providing natural surveillance and a sense of safety and attractiveness.”*
- (viii) **Public realm** – There was strong consensus that Morden’s public realm needs much improvement with many references to the existing bus interchange and poor pedestrian facilities. The final planning brief refers to the importance of the public realm on numerous actions throughout the document but in paragraph 5.2 points out that: *“There is an opportunity to make substantial improvements to the public realm at the entrance to Morden station”* if an appropriate alternative solution can be found for the provision of bus stands and in paragraph 6.49: *“All infrastructure in the public realm must be appropriate and functional. It must be well ordered to maximise space for pedestrians and facilitate easy movement for those with physical impairments (refer to TfL’s ‘Streetscape Guidance’).”*



## **Appendix 1: List of consultees**

### **Statutory/Duty to Co-operate bodies**

British Telecom Plc	London Energy
DEFRA	London Fire and Emergency Planning Authority (LFEPA)
EDF Energy Networks	London Underground
English Heritage - London Region	Metropolitan Police Service: Merton Crime Prevention Design Advisor
Environment Agency	Mobile Operators Association
Fire Brigade (Merton)	National Grid
Fire Brigade (South England)	Natural England
Greater London Authority and the Mayor of London (including offices held by the Mayor of London)	NHS London Healthy Urban Development Unit
Highways Agency	NHS South West London
Local Government Association (LGA)	Thames Water Utilities Ltd
London Ambulance Service (Headquarters)	Transport for London
London Ambulance Service (Merton)	Transport for London (Property team)
London Borough of Lambeth	Transport for London Road Safety Unit
London Borough of Wandsworth	Transport for London Head of Cycling, Walking and Accessibility
London Borough of Croydon	Wandle Valley Regional Park Trust
London Borough of Sutton	

### **Government Departments**

Department for Culture, Media and Sport (DCMS)	Department for Business Innovation and Skills (BIS)
Department for Transport (DfT)	Department for Energy and Climate Change
Department for Work and Pensions (DWP)	

### **Resident Groups/Organisations/friends of**

Friends of Cannon Hill Common	Merton Park East Residents Association
Friends of Ravensbury Park	Merton Park Ward Residents Association
Garth Road Residents Association	Morden Lodge Res Association
Grosvenor Court Residents Association	The John Innes Society
Hartfield Mead Residents Association	The Ravensbury Lanes and Avenues Residents Association

### **Other consultees**

6355 Morden business and residential properties within 800 metres radius of the site

Abbotsbury Primary School	Homes and Communities Agency
Ahmadiyya Muslim Association (EMC)	London Travel Watch
Ahmadiyya Muslim Women's Association	Malmesbury Primary School
Alliance Property Developments Ltd	Merton CAB
AMA UK	Merton College
Aragon Primary School	Merton College-Sixth Form Centre
Bishopsford Arts College (M)	Merton Cycling Campaign
Bishopsford Community	Merton Cycling Campaign/London Cycling Campaign
Boys' Brigade - 11th Kingston and Merton Company	Merton Governors Council
Breaking Free	Merton Neighbourhood Watch Association
British Gas Plc	Merton Park Primary School
British Motorcyclists Federation	Merton Pre-School Learning Alliance
British Muslim Association of Merton	Merton Youth Parliament
Farm Road Church	Merton Youth Service – (now Insight)
Hatfield Primary School	Morden Baptist Church
Hillcross Community Action	Morden Cricket Club
Hillcross Primary School	Morden Little League

Morden Park Baptist Church  
Morden Park Playing Fields Association  
(MPPFA)  
Morden Park Pool  
Morden Primary School  
Morden Town Centre Partnership  
Older People's Housing Forum  
Salvation Army Wimbledon Corp  
Secretary Merton Allotments and Gardens  
Association  
Smart Centre, Chaucer Centre

South London Freight Partnership  
South Thames College Merton Campus  
St Ann's (primary and secondary)  
St Helier Congregational Church  
St Helier Methodist Church  
St Teresa's (RC) (VA)  
Sustainable Merton  
Sutton and Merton Traveller Education  
Service  
SWBA Ltd Estate Co-ordinator

## Appendix 2a: Consultation responses to Council's public consultation exercise

Responder	Response	Officers' Comments/Actions
Ahmed, Shariff	The frontage of Crown House. Not an eyesore but somewhat tired. Could do with a fresh lick of paint.	Noted. Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.
Ahmed, Shariff	I've looked online at the planning brief and it all sounds incredibly sensible.	Noted with thanks
Ahmed, Shariff	Extending the cycle super highway route 7 down to Morden.	The council is working with its partners and TfL to promote improved cycling links to Morden in accordance with Core Planning Strategy Policy CS7
Ahmed, Shariff	Pedestrianising the area completely between Abbotsbury Road through to the Civic centre and how traffic will be routed accordingly.	The council is, independently from this Planning Brief, developing its ideas to civilise the public realm in particular improving permeability for pedestrians
Ahmed, Shariff	Creating a tram stop closer to the tube station.	The council is working with Sutton to promote a new tram route between Sutton and Wimbledon via Morden town centre
Faber, Max & Helen	If I have understood the plan it would seem that the development would build over most of the present car parking areas available near the shops in Morden. This would kill Morden as a shopping destination. I hope part of the plan ensures that other convenient parking is substituted.	Planning policy supports low or car free/permit free development on sites, such as in Morden that are well served by public transport. Some short term parking for shoppers will be provided. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.

<p>Hedhli, Jasmin &amp; Kenny</p>	<p>We are very excited to hear of the proposals to finally do something with the Morden station building. As a long-time professional member of the area this is great news. I would love to see any of the following: A shopping complex to include TK Max, Primark which I think would suit the demographics of the area. With a chain coffee shop too (Cafe Nero, for example). A cinema or a gym. We look forward to seeing Morden get the face lift it so badly needs, and to start it catching up with other areas on the Northern line which have become vibrant and bustling areas, for all the right reasons. Hopefully, it will also mean we won't have to always leave Morden to travel elsewhere for shopping, entertainment etc.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting national retail brands and other commercial businesses is a task for a later stage of the of the redevelopment of this site.</p>
<p>Park, Malcolm</p>	<p>Morden Underground Station at street level is an attractive art deco building, the later 60s monstrosity above is the problem. Morden Underground Station does have a clear design relationship with other local buildings - namely the art deco style buildings on the A24 London Road (at 1st floor level) and the flats in Morden Court behind London Road. The Underground station frontage is the only redeeming piece of outstanding architecture in Morden Town Centre.</p>	<p>The final planning brief states: "<i>Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence.</i>" The final planning brief also states: "<i>Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced...</i>"</p>

<p>Stevens, Christopher</p>	<p>I also feel that the huge space behind my home in 11 Kenley Rd is under used. I would like to see the present housing at the north end of Kenley Rd and the next road be demolished and replaced by a grand urban development of shops, offices and tower block housing. With pedestrian areas and parks with parking for the few remaining owners of personal transport. The rail link at the end of Mostyn rd/Martin way junction would be the transport hub and a rail guided public transport system would link up the whole development with itself and Morden station.</p> <p>I would like Merton to be a petrol free zone. And a rail guided network of freeways (trams on reserved track) connecting things together. The village centres need to be pedestrian precincts and each road served by a narrow gauge tramway down the road to take small tramcars as automated as is safe with an electric hailing system connected to the mobile network.</p> <p>No cars.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. The Council is also working with Sutton to promote a new tram route between Sutton and Wimbledon via Morden town centre</p>
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Carlton,  
Simon

Part of Morden's charm is that it is relatively low rise with mainly open views. I think the proposal as it stands will radically change the character of the town, making it feel more like Croydon and less like a reasonably stylish art deco development. This is not in my view progress.

The vision for Morden Town Centre was supported by 80% of respondents to the 2008 'moreMorden' consultation. The Morden station site was the most popular redevelopment site proposed in the 2008 moreMorden consultation. After further public consultation, the vision for Morden, based on improving the public realm and redeveloping key sites in the town centre, was incorporated in Merton's adopted (2011) Core Planning Strategy which states: *"To regenerate Morden through intensified development in and around the town centre, creating a distinctive and vibrant centre by making more of what Morden has to offer. A planned approach will increase development capacity and make more efficient use of land by incorporating higher density housing and commercial opportunities; exploiting Morden's excellent public transport links, while conserving and enhancing the character and distinctiveness of the adjacent suburban neighbourhoods."* and states that a large proportion of the 1450-1800 new homes in Morden will be provided as part of the town centre regeneration .  
The council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses.  
The purpose of this planning brief is to set out a more detailed vision and to provide design guidance for this site, in order to aid its delivery in accordance with the council's adopted planning policies.

Carlton, Simon	The Apollo and Athena buildings are ugly and the station should revert to its original facade to enhance the visual appeal of the centre.	The final planning brief also states: <i>"Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced..."</i>
Carlton, Simon	I agree that art deco accents should be retained.	The final planning brief states: <i>"Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</i>
Carlton, Simon	The draft is lengthy and for professional eyes. Many will not read it, I wonder if you had thought of having a condensed more accessible version possibly in foreign languages, for people to peruse.	This is a complex site with many features. The two page 'Part 1 Introduction' was drafted in a concise manner so as to provide a brief summary of the project. Contact details were clearly displayed at the front of the document, the dedicated webpage and letters of notification. The council has a translation service which is available upon request.
Carlton, Simon	Morden has too many fast food outlets, third world style grocers & pound and charity shops. If the tone of the area is to be raised the mix of shop fronts needs to be revised accordingly.	In accordance with national planning policies, the council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting national retail brands and other commercial businesses is a task for a later stage of the of the redevelopment of this site.



Carlton, Simon	I am in favour of more pedestrianised areas and greenery, together with local facilities for instance better cycle lanes.	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre which includes improved facilities for pedestrians and cyclists. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project.
Carlton, Simon	The pavements outside the station and further along are very crowded especially during the rush hour and this needs to be addressed within the development process.	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. This will include ideas for the space outside Morden Station
Bapu, Sharifuddin	I am happy to note of the efforts in kick starting the regeneration of Morden town centre. Since ease of movement is one of the objectives of urban design may I suggest a look and consideration of linking the tram service to Morden station. This will in my opinion boost the area and ease traffic congestion since it will encourage commuters to use public transport instead of their own mode of transportation. Lower or at least redecorate the facade of the Tube office buildings. The blue is depressingly faded.	The Council is working with Sutton to promote a new tram route between Sutton and Wimbledon via Morden town centre
Neale, Malcolm	First of all a suggestion re the e-mail address! It's "LDF" not "ldf" - v annoying to discover the error after a failed attempt to send...Why not alter it?	The final planning brief also states: <i>"Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced..."</i>
Neale, Malcolm		Checked the email address and it is 'LDF'.

<p>Neale, Malcolm</p>	<p>Create some /one easily "policed" public loo(s)</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Community uses are permitted by means of the site allocations, are sought through adopted planning policy and the final planning brief refers to the benefits of a mix of uses, including community uses, in town centres. Aside from the development on the Morden Station site, the council currently provides public toilets at Civic Centre and two other locations in Morden as part of our community toilet program.</p>
<p>Neale, Malcolm</p>	<p>Let the library be more evident by creating a library section on part of the patio/garden in front of the Crown House entrance: the library is excellent and needed but a bit "hidden" where it is.</p>	<p>Noted. Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.</p>
<p>Neale, Malcolm</p>	<p>open up the fouled alleyway from the shopping street to Sainsbury car park which is currently used as an unofficial urinal: this is of prime importance.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project.</p>

Neale, Malcolm	A good idea to seek responses and a good idea to improve Morden centre.	Noted with thanks
Neale, Malcolm	Move the bus exchange - to Abbotsbury road? - (and make the resultant space a garden/a cafe area/a seating area/a bookshop/ a (i.e. central) Post office/an AFC Wimbledon club shop/re-house the Abbotsbury Road shops if they want that.)	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. This will include ideas for the space outside Morden Station. This might include relocating bus services
Neale, Malcolm	Make all car parks double decker as far as is possible, with obvious anti-vandal features.	The council would seek to ensure that any future parking facilities meet the national 'Secured by Design' car park standards
Neale, Malcolm	create a dropping/picking up parking spot at the Tube area.	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. This will include ideas for the space outside Morden Station. There is an aspiration to provide a space where motorists can pick up and set down passengers nearby as part of this process.
Saad, Natalie	I feel that making Morden town centre more accessible is a priority. To do this the tram should stop at Morden station and the Tramlink network should extend into Morden (particularly to rosehill round about)	The Council is working with Sutton to promote a new tram route between Sutton and Wimbledon via Morden town centre
Aveson, John	Morden is let down by it's civic buildings, and to see this situation remedied is pleasing. It is particularly good to note that the art deco architectural influence in Morden in being taken into account.	The final planning brief states: " <i>Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence.</i> "

Aveson, John	I am keen to see that the developments value the diversity of the many independent businesses in the area and that the area does not become swamped with homogenous chain businesses.	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. As highlighted in the brief, it is envisaged for smaller sized shops, which due to their size and rents often attracts independent retailers, to be located on the high street to ensure that this development has an active frontage. The final brief also advises that:</p> <p><i>“Bigger shops should not take up unduly large amounts of frontage to the detriment of vitality. This is particularly relevant for food stores which should, as far as possible, be located to the rear of a larger number of smaller units, with their entrance at one or two key locations. A larger number of smaller shops create a greater range of activity, people and visual richness – all of which increases vitality.”</i></p> <p>Maintaining and attracting businesses such as more independent retailers or businesses is a task that will commence in the later stages of the development.</p>
Aveson, John	It is very pleasing to see that action is being taken to improve Morden Station.	Noted with thanks

Richards, Karen	<p><i>(with reference to para 4.8) I think it's essential that is recognised that whilst the south end of the site is "within a town centre" the northern end of the site very definitely is not - it is within the quiet, low density residential Merton Park area. The transition between any high density development and Merton Park needs to be sensitively managed by lower density and lower height buildings being located at the edges adjoining Merton Park. In particular the development of the Kenley Road Car Park needs to avoid detracting from the surrounding properties and Kendor Gardens, by ensuring it is not high rise (no more than 3 storeys) and not overly dense (houses would be preferable to flats in this area).</i></p> <p><i>Points 5.45 &amp; 5.46 talk about the boundaries with existing houses at the north of the site - these are very important points about how the transition from existing to new is managed at the boundaries with residential properties. I agree with the suggestion of locating housing on the north boundary, but would again re-emphasise the need for this housing not to be too tall - I would suggest only 3 storeys for properties closest to existing Merton Park properties, with a gradual increase in height as the buildings become further towards the station end of the site.</i></p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
Richards, Karen	<p><i>A few years ago some new buildings were constructed in Wimbledon Chase and at the time these were seen as part of the regeneration of the area. As such it was very disappointing to see the very low quality of the build that was allowed there - see in particular the building above the Tesco Express on the corner of Rothesay Avenue and Kingston Road. I hope that a much higher quality of build will be required in Morden.</i></p>	<p>The final planning brief states: "New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."</p>
Richards, Karen	<p>Overall I support the redevelopment of Morden town centre and would like to highlight a few points which I hope will be considered to ensure the development does not detract from the surrounding area.</p>	<p>Noted with thanks</p>

<p>Richards, Karen</p>	<p><i>In the document "Morden Station development brief presentation" at <a href="http://www.merton.gov.uk/community-living/communityforums/morden_station_community_forum_8_10_13.pdf">http://www.merton.gov.uk/community-living/communityforums/morden_station_community_forum_8_10_13.pdf</a> on slide 7 it states "No commuter car parking will be provided in the new development". Please can you clarify how this is a viable proposal given the study on slide 5 showed that the Morden Station Car Park (120 spaces) reached 93% occupancy and Peel House (350 spaces) reached 74% occupancy on a week day, a large proportion of which must be commuters? Where are these vehicles expected to park within the new development? It should be noted that surrounding roads are already very crowded with parked cars with the number of parked cars often causing traffic delays and confrontations on Kenley Road (at the end close to Circle Gardens). If surrounding streets were to choose to become part of the CPZ (as most other areas of Merton Park have done) then there would be even more commuter parking required.</i></p>	<p>The Morden Town Centre Car Park surveys referenced in the report were undertaken in Mid 2012 and were correct at the time of the survey. Since this time the Station CP has been taken over by NCP and reduced in size. As a result many more commuters are using Kenley Road Car Park. Planning policy supports low or car free development on sites, such as Morden that are well served by public transport. Some short term parking for shoppers will be provided. Where generally supported by residents the Council can implement additional parking controls to mitigate any displacement. Morden is already dominated by road traffic and providing more commuter parking would further increase these problems. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Richards, Karen</p>	<p><i>I support the plans to improve the environment within the town centre, particularly for pedestrians and cyclists. However please ensure that this is not done at the expense of the motorist. Please ensure that the traffic flow will work well so that Morden does not become a traffic bottleneck. (Supporting the use of public transport wherever possible does not have to mean being anti-motorist).</i></p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. It is about balancing the respective need of all road users within the space available. The planning brief points out that any proposals to redevelop the site would need to be supported by a Full Transport Assessment, which needs to consider all the relevant transport related impacts.</p>

Helm, Sarah	<p>The original features of the underground, such as the tiles, signage and art deco designs are in good condition and add to the charm of the station. Please consider this and include them in any new design features proposed, as it would be a shame to lose this historic landmark.</p>	<p>The final planning brief states: <i>"Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</i></p> <p>The final planning brief also states: <i>"Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced..."</i></p>
Helm, Sarah	<p>There is a vast amount of housing in close vicinity of the town centre, and Morden itself is predominantly a residential area. I do not feel that building further flats and houses in the small area that comprises of the town centre would be beneficial for Morden's regeneration, when this accommodation can be found within ten minutes walk of the site.</p>	<p>There is a need for new homes across England, and government is prioritising the construction of new homes to meet need. Merton's adopted (2011) Core Planning Strategy states that a large proportion of the 1450-1800 new homes in Morden will be provided as part of the town centre regeneration. The 1930's suburban streets around Morden are predominantly houses; there is a limited supply of apartments in the area, limiting the choice of homes. This site can provide apartments close to shops, parks and transport.</p>
Helm, Sarah	<p>There is a need for shops and businesses to attract people to the town centre, the way it has worked in Fulham or Hammersmith with their underground sites. It would also be an opportunity to build an arts/cultural centre to encourage more community cohesion and give people a focal point to meet and opportunities to socialise.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The final brief points out that: <i>"A mix of uses is critical for a vibrant town centre, as a good mix of uses attracts a variety of people for a long period during the day and the different uses will support each other commercially. Community and residential use in town centres maintains activity, providing natural surveillance and a sense of safety and attractiveness."</i></p>

Helm, Sarah	I agree that the development of the town centre is much needed and would be beneficial to local residents and potential investors. However, I feel the following needs to be considered.	Noted
Helm, Sarah	If the bus station were to be moved, it needs to be in easy access for users.	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. This will include ideas for the space outside Morden Station. This might include relocating bus services elsewhere in the town centre. The Council would work with London Buses to minimise any impacts on bus users
Helm, Sarah	Ideally the taxi rank would also eventually be moved to a more prominent and permanent single location.	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre. This might include ideas for the space outside Morden Station, relocating bus services elsewhere in the town centre, re-designating the way traffic uses the road system and junction typologies. As part of this work, the relocation of the taxi rank will also be considered.
Helm, Sarah	During the regeneration, it is important that the station remains open and safe for passenger use. Journeys should not be affected.	The Station would remain open through any regeneration although as with as any major construction project some temporary inconvenience should be expected.
van der Walt, G.T.	creating a green space on the site.	The Key diagram in the final planning brief shows an extension to Kendor Gardens to the south of Kenley Road as 'Proposed Open Space/Landscaping'.



van der Walt, G.T.	Pedestrianising the current bus terminus	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre which includes improved facilities for pedestrians and cyclists. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project. This might include relocating some bus services elsewhere in the town centre.</p>
van der Walt, G.T.	Moving the bus terminus to the road area behind the Civic Centre - also moving the bus stops directly in front of the Station	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. This will include ideas for the space outside Morden Station. This might include relocating bus services elsewhere in the town centre. The Council would work with London Buses to minimise any impacts on bus users</p>
van der Walt, G.T.	<p>Parking has to be retained so that customers can get to the local shops. Utilizing the existing parking areas to develop housing (flats) with underground (where feasible) parking facilities, plus allowing for generalized public parking in the design</p>	<p>Planning policy supports low or car free development on sites, such as in Morden that are well served by public transport. Short term parking is still intended to serve shoppers and other visitors. Underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>

<p>Tipler, Dudley &amp; Hilary</p>	<p>Our overarching conclusion is that there has been an attempt to re-vitalise the Morden area with greater pedestrian areas and upgraded shopping outlets but the cost of doing so is beyond Merton Council's allocated funds. Consequently the solution is to award contracts to property developers of sufficient magnitude that they are able to fund Merton Councils share of the project. This is evidenced by what appears to be proposed between six and ten storey blocks of flats in a very small and already congested area.</p> <p>During the 1960's concrete tower blocks were built for what was then known as council housing. Mainly due to the design on these properties tenants were unhappy, a gang culture developed and the level of crime in the area increased. This was prevalent all over London. Whilst we assume that a fair proportion of this new housing will be assisted we assume that Merton Council appears to be now repeating the mistakes of the 1960's.</p>	<p>The final planning brief now has a 2 dimensional Key diagram and states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>
<p>Tipler, Dudley &amp; Hilary</p>	<p>Morden is basically a relatively short road with a station in the middle. It is not the area for a major housing development. We suggest that the area should be revitalised as has been suggested for many years but not with a massive increase in housing since there is not the space.</p> <p>We are totally opposed to this scheme as in its present format and have not met a single person that is in agreement with the plans.</p>	<p>Merton's adopted (2011) Core Planning Strategy states that a large proportion of the 1450-1800 new homes in Morden will be provided as part of the town centre regeneration. Revitalisation of Morden will depend on more people using the shops and services in the town centre, and new homes will help to support revitalisation of the centre. The plans set out potential sites where new homes can be provided</p>

<p>Tipler, Dudley &amp; Hilary</p>	<p>The Northern Line has the highest number of trains during peak periods (ninety one) and Waterloo Station is the busiest station on the underground network with eighty two million passengers per year. According to Transport for London there are about twenty five thousand passengers using Morden Station per day. Many of these people park their cars in the neighbouring area as do many of the staff of Crown House causing serious congestion and making the local area very busy during the rush hours.</p> <p>With a significant increase in the local population it appears logical that those that the local congestion will get worse. If you add to that those riding bicycles on the walkways it is likely that it will become chaotic.</p>	<p>Planning policy supports low or car free/permit free development on sites, such as in Morden that are well served by public transport. Where generally supported by the residents, the council can implement parking controls to help mitigate potential adverse impacts. The planning brief points out that any proposals to redevelop the site would need to be supported by a Full Transport Assessment, which needs to consider all the relevant transport related impacts.</p>
<p>Croissant, Mr &amp; Mrs</p>	<p>The plans make reference to further construction of tall buildings. We feel strongly that Crown House has a very detrimental effect at street level with the high winds that swirl around its base. Any further construction of tall buildings at or around this location needs to take account of any further deterioration to the environment in this respect.</p>	<p>The final planning brief now has a 2 dimensional Key diagram and states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>

Croissant, Mr & Mrs	We hope that these plans do not include any notion to re-locate the bus stops and make a 'all-routes' stop as has been done at Wimbledon Town Hall. That example has had a disastrous effect on public behaviour as the concept of queuing is gradually going out of fashion. This results in the elderly and those with mobility problems not being able to cope with the 'scrum' that results from three buses being at the stop at the same time. In fact, the current location of the stops in Morden is the one thing the town centre has got right and does not need changing.	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. This will include ideas for the space outside Morden Station. This might include relocating bus services elsewhere in the town centre. Many of the existing stops already serve multiple services. The Council will continue to work with London Buses to minimise any impacts on bus users
Croissant, Mr & Mrs	Any plan should involve the re-location of the taxi rank. Its current location means that you have to cross the main road using two crossings and walking into Aberconway Road to hire a cab. Preferably, the taxis needs to be found space at the front of the station or very nearby. This would give direct access to the taxis which is especially important for those with mobility issues and others who feel vulnerable at night.	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre. This might include ideas for the space outside Morden Station, relocating bus services elsewhere in the town centre, re-designating the way traffic uses the road system and junction typologies. As part of this work, the relocation of the taxi rank will also be considered.

<p>Roe, Christine</p>	<p>I would accept the idea of some higher buildings - if they are well built, but do not want to feel 'caged in' in the high street, so there needs to be a good balance and currently I prefer the minimalist option.</p>	<p>The final planning brief now has a 2 dimensional Key diagram and states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>
<p>Roe, Christine</p>	<p>It is very important to have greenery and have more trees and some more external seating areas.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The final planning brief also states: "Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity."</p>
<p>Roe, Christine</p>	<p>Morden hall park is a lovely open area, but seems quite divorced from Morden Town Centre - could the National Trust be persuaded to replace some of the fencing with railings instead, so people can see into the park - at least around the entrance opposite Morden Hall GP surgery?</p>	<p>Noted. Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.</p>

Roe, Christine	Sirs, I am pleased that serious planning is now going into improving Morden Town Centre.	Noted
Roe, Christine	I am in favour of more residential properties being built in the Centre, but a key issue to consider is the impact on parking in local areas around the centre. Currently, Poplar Road South and Cranleigh Road do not have residents parking and I feel strongly this would be required - particularly with the current expansion of Poplar Primary School. I appreciate that the idea would be that people would use public transport rather than cars, but many will have cars too and will want to park them somewhere.	Planning policy supports low or car free/permit free development on sites, such as in Morden that are well served by public transport. Where generally supported by the residents, the council can implement parking controls to help mitigate potential adverse impacts. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.
Haugh, Jacqueline	Morden Library should be a destination for mothers with young babies / pre school age children. There are very limited activities run here for older children. There should be a baby singing group "Rhyme Time" here one or two days a week, with a coffee morning in the café above. This should be scheduled between the gaps left between local play groups and children's centre timetables.	Noted, these matters are however not of direct relevance to the planning brief site.
Haugh, Jacqueline	An adventure play ground like Acacia Centre, even if there was an entrance fee would be an advantage in a local playground, or a skate board track, or BMX track.	In accordance with national planning policies, the council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Community uses are permitted by means of the site allocations, are sought through adopted planning policy and the final planning brief refers to the benefits of a mix of uses, including community uses, in town centres.

<p>Haugh, Jacqueline</p>	<p><i>The town centre needs to be pedestrianized and needs to attract facilities beyond low income, fast food, second hand, pawn and disability aid shops. With house prices rising locally there is an influx of more affluent people. This provides a market that could attract some more established independent restaurants such as Franco Manco (Brixton market), Bertie and Boo Play Café (Balham) and perhaps eventually some higher end shops. Aiming to get a balance of local independent and start up businesses such as Tariro, maybe a carpenter's shop, a bike service or local crafts or foodies (think Brixton Village where rents were low for several years to get business off the ground) or the area by Honor Oak Park train Station could transform the feel of the high street.</i></p> <p>Supporting well establish locals to spruce themselves up would help. Bella Donna – great food, cosy interior hidden behind a horrible shop front and bus stop!</p> <p>A cinema with a bar for a quick drink or coffee to balance the many old style pubs locally and a gym would help the area have some life at night, that is not alcohol fuelled.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. As highlighted in the brief, it is envisaged for smaller sized shops, which due to their size and rents often attracts independent retailers, to be located on the high street to ensure that this development has an active frontage. The final brief also advises that: <i>"Bigger shops should not take up unduly large amounts of frontage to the detriment of vitality. This is particularly relevant for food stores which should, as far as possible, be located to the rear of a larger number of smaller units, with their entrance at one or two key locations. A larger number of smaller shops create a greater range of activity, people and visual richness – all of which increases vitality."</i> Maintaining and attracting businesses such as more independent retailers or businesses is a task that will commence in the later stages of the development.</p>
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<p>Haugh, Jacqueline</p>	<p>Morden Hall Park attracts visitors who leave the tube visit Morden Hall Park and go home again. This is because there is a café where people can meet after visiting the rose garden, play area, book shop, arts and crafts shops and various activities centred at the park.</p> <p>If some of the buildings in Morden Park and Ravensbury Park were rented out at an affordable rate to people wanting to run cafes the parks would be used more by local residents because there would be a central hub, toilets and being busier the parks would feel less isolated and safer. There is no shortage of beautiful parks in Morden, but nowhere for parents/ carers to meet with children and limited activities to attract young professionals to live in the area. Examples such as Teddies soft play and café at Dundonald Rec, the bandstand café in Clapham Common or the café at Brockwell Lido should be an inspiration.</p> <p>As well as cafes derelict buildings could be used as therapy rooms running yoga, and fitness classes and activities for children. Local mums tell me they want these activities locally rather than needing to travel to Wimbledon. As a yoga teacher myself I would start a class if I could hire a venue in a well lit park.</p> <p>Business who run "Fitness in the park" such as in Lambeth parks could be attracted more young people to the area.</p> <p>Dean City Farm needs resourcing or it will go down the pan. Its already looking dreary. It provides a destination for a walk or cycle between Colliers Wood and Morden. If it does not survive, Morden will be more cut off.</p> <p><b>The town centre needs to be pedestrianized and needs to attract facilities beyond low income, fast food, second hand, pawn and disability aid shops.</b></p>	<p>Noted, these matters are however not of direct relevance to the planning brief site.</p>
<p>Haugh, Jacqueline</p>	<p>Many of the main roads form part of the Strategic Road Network (Red Routes). However, the council is working with TfL and other partners to develop a comprehensive plan to civilise the public realm in Morden including improved facilities for pedestrians and cyclists.</p>	<p>Many of the main roads form part of the Strategic Road Network (Red Routes). However, the council is working with TfL and other partners to develop a comprehensive plan to civilise the public realm in Morden including improved facilities for pedestrians and cyclists.</p>



Convey, Claire	So delighted to see that there are now plans going ahead to improve Morden town centre. Re-generation of the town has been talked about in this area for years and we always seem to lose out to surrounding area's lets hope that this time real and positive changes happen.	Noted
Convey, Claire	<b>The horrible office block that surrounds Morden Tube station really needs a face lift. If it is viable to turn this into affordable housing units for younger people then please consider this.</b>	The final planning brief also states: " <i>Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced...</i> "
Convey, Claire	<i>The horrible office block that surrounds Morden Tube station really needs a face lift. If it is viable to turn this into affordable housing units for younger people then please consider this.</i>	The council and Transport for London actively considered future uses for the office block, given the very low demand for its use as an office. Unfortunately the way it is constructed means that it would not be suitable to be converted into a permanent homes.
Convey, Claire	I would urge the planners to spend some time in Sainsbury's supermarket on Saturdays and Sundays if you want to see how many younger people and families from all over the world are living and working in this area. However there is little else here to encourage them to shop on the high street. Get some retailers to look at the need for express shopping areas and national convenience stores around the station and proposed footfall routes. We also need a bigger supermarket - people want to shop locally not at a giant superstore along the road!	Once the development brief which provides information on the uses, scale, size and function of development to occur on this site is adopted by the council, the council and TFL will work together with implementing the designation. As highlighted in the brief, it is envisaged for smaller sized shops, which due to their size and rents often attracts independent retailers to be located on the high street to ensure that this development has an active frontage. It is also envisaged for larger sized stores to be located to the rear of the development, with access from the main high street. Maintaing and attracting businesses such as more independent retailers or businesses is a task that will commence in the later stages of the development.

Convey, Claire	I think moving the bus station to encourage foot fall in the high street is a good idea, this needs to be clearly sign-posted and thought out however to get maximum footfall down the main shopping area's and to respect the privacy of residents near the town centre.	The Council has aspirations to improve the public realm of the whole town centre and will explore opportunities for improved permeability and legibility. The planning brief clearly sets out the requirements for a high quality public realm to be delivered on this site.
Convey, Claire	I think whoever does the final re-design of the station area really needs to remember the Garden Suburb and Art Deco roots of this area and celebrate this. There are some really nice Art Deco style buildings around this area - shops and areas above these and Morden Court Parade which have been left to fall into disrepair - very sad!	The final planning brief states: " <i>Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence.</i> "
Convey, Claire	Also I think the stripping out of Art Deco lamps etc. from Morden station a few years ago was very sad, please encourage London transport think about this if they are looking at there involvement in this project.	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre which includes improved street infrastructure such as street lamps. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project.

Convey, Claire	<p>We have lovely green area's around here, you only have to see how many families there are in the local parks at the weekend to realize how many people appreciate these but then do not come into the town centre - incorporate this green and family friendly feel into the centre - a bit more urban gardening please. The station area could accommodate some trees and more flower beds and more imaginative use of the area outside Crown House and the waste ground; which I believe belongs to London Transport, near the walkway between Iceland and the main road. If this is a cost too far for the council then invite local schools, colleges and community projects to become involved with this.</p>	<p>The Key diagram in the final planning brief shows an extension to Kendor Gardens to the south of Kenley Road as 'Proposed Open Space/Landscaping'. The final planning brief also states: "<i>Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity.</i>"</p>
Convey, Claire	<p>Finally please celebrate that this is a family friendly area with the potential for a proper high street, that is convenient for London. It is the start of peoples journey into London, not just the end of the Northern Line!</p>	<p>The final planning brief is in accordance with Merton's adopted (2011) Core Planning Strategy which has similar aims on Policy CS 3.</p>
Chinneck, Andrew	<p>The key is ease of movement. The current situation is congested with a messy confluence of travellers accessing or egressing the underground, passengers embarking or disembarking from busses and people/shoppers using the walkways/pavements to traverse the site for other purposes.</p>	<p>Many of the main roads form part of the Strategic Road Network (Red Routes). However, the council is working with TfL and other partners to develop a comprehensive plan to civilise the public realm in Morden including improved facilities for pedestrians and cyclists.</p>
Chinneck, Andrew	<p>The vision appears to be an upgrade and refurbishment of existing facilities. It does not appear to have a clear vision of what the purpose of the site is. It is not a retail destination (and is unlikely to be in the foreseeable future) , and the main purpose of using the site is transport.</p>	<p>The vision for this site is in accordance with Merton's adopted (2011) Core Planning Strategy i.e. a mixed-use scheme with higher density housing, modern commercial space and excellent access to public transport.</p>
Chinneck, Andrew	<p>Dwell time is a problem as increasing retail will conflict with ease of movement given the site's architecture and layout/space unless radical solutions are found.</p>	<p>Many of the main roads form part of the Strategic Road Network (Red Routes). However, the council is working with TfL and other partners to develop a comprehensive plan to civilise the public realm in Morden town centre including improved facilities for pedestrians and cyclists. The planning brief advises that the public realm must be well designed to maximise space for pedestrians and facilitate easy movement for those with physical impairments.</p>

Chinneck, Andrew	<p>The key capability of the site is its location vis a vis access to London. However this is not unique and competitive advantage must be a consideration for attracting investment in something like a hotel. Given the distribution of wealth in the borough and the relative divergence between some parts and the other, the strategy maybe needs to be aimed at low cost rather than high quality. Whatever it needs to be clear.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation.</p>
Greenwood, Caitlin & Gareth	<p>We are excited at the prospects of having Morden Town Centre redeveloped and improving the prospects for businesses and creating green space. The plans to change the face of Morden, making it more vibrant and welcoming, will improve the general economy and liveliness of Morden and Merton Park residents.</p>	<p>Noted</p>
Greenwood, Caitlin & Gareth	<p>We are surprised to learn about the plans to build blocks of flats on Kenley Park car park and surrounding areas. We thought that Merton Council would have chosen to build housing in keeping with the Merton Park area and John Innes's vision for our garden suburb.</p> <p>The plans for the car park depict a large block of flats that will directly impact on our family home. The block of flats will overshadow our back garden and increase the noise in our area. It will block out light in our back garden, reduce our privacy and the value of our home as well as adversely affect our view.</p> <p>...</p> <p>The plans to build a block of flats in the Kenley Road car park will change our neighbourhood. A block of flats of the bulk, style and scale planned is completely undesirable and would adversely affect the landscape of our neighbourhood indefinitely.</p> <p>We are requesting that Kenley Road car park remains as it is and the quiet, green, family neighbourhood of Merton Park is respected.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>

<p>Greenwood, Caitlin &amp; Gareth</p>	<p>The development is based on people living in flats and not in family homes. It does not allow for the people living in the flats to have a quality family life. The flats do not have gardens or space for their children in play. It would be more suitable for affordable family homes to be built which would blend in with the area and provide a higher standard of living for the residents.</p>	<p>The 1930's "metroland" streets surrounding Morden are largely of houses and there are a limited number of apartments in the Morden area. With excellent access to tube, bus, rail and tram, shops and parks, sites within Morden town centre are considered a good location for apartments, to improve the housing mix of the area and give additional choice, especially for first time buyers and people who might be interested in "downsizing". The final planning brief refers to the Mayor's Housing SPG which sets out the housing design standards.</p>
<p>Greenwood, Caitlin &amp; Gareth</p>	<p>Kenley Road car park is currently being used daily by on average 90 motorists. By developing the car park in to flats precious parking space in the area will also be lost. There are many people who commute in and out of the area every day and it will be increasingly more difficult for them to find parking. It will also be difficult for people in the surrounding area to find parking when they come in to Morden to shop. It will be especially difficult for more elderly residents who are more likely to need to drive.</p>	<p>Planning policy supports low or car free/permit free development on sites, such as in Morden that are well served by public transport. Some short term parking for shoppers will be provided. Council can also implement additional parking controls to mitigate against any displacement. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>

Beasant, Ben	One thing that seems to be universally effective in improving an area and making it a better place to live is a large public square without traffic, where people can meet, walk and relax. I would like to see this happen in what I consider to be one of the ugliest parts of London.	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre which includes improved facilities for pedestrians and cyclists. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project. The bus interchange area at the front of the station and the open space area south of Kendor Gardens, as shown on the Key diagram in the final planning brief, could potentially become public squares.
Deakin, Simon	My only comment is very substantial – the only way to effect real change in Morden town centre is to divert through traffic. It may well be that this is fairly easily done by routing A24 traffic down Aberconway Road and then left into Morden Hall Road. There may be an issue with southbound traffic turning right into Aberconway Road, but the roads are all two lane, and there is little constriction on space at this junction.  This could then free up space to remodel the bus station and stops on London Road – the improvement would be massive.	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. This will include ideas for the space outside Morden Station. This might include relocating bus services elsewhere in the town centre or redesignation the way traffic uses the road system.
Zielinski, Krystyna	I am completely opposed to the proposal allowing houses to be build in the Station Car Park on Kenley Road. As a resident of Daybrook Road, whose property backs onto the Car Park, I find the size of the development too big, too high and too close to my existing property. The development would significantly devalue my own property, and would reduce privacy and light to my garden to an extreme extent.	The final planning brief states: <i>"New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses"</i> . The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.

Zielinski,  
Krystyna

Furthermore, as was evident on the 28/10/13, following the storm, many commuters chose to come to Morden to take the tube as their trains had been cancelled. As a result, the Car Park in Kenley Road was "packed solid" and on that day I found myself offering my own driveway to friends who could not park, and I had to advise three drivers whilst walking around Morden that day where to park in the absence of adequate parking spaces. I would alert Merton Council that there is still inadequate parking space near the town centre/station and they should in no way reduce this, and reject any proposals that diminish the number of existing car spaces.

Planning policy supports low or car free development in places, such as Morden that are well served by public transport. Some short term parking for shoppers will be provided. Also, where generally supported by residents, the Council can implement additional parking controls to mitigate any displacement. Morden is already dominated by road traffic and providing more commuter parking would exacerbate these problems.  
The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.

Zielinski,  
Krystyna

Lastly, an influx of hundreds of families in the area would put extortionate pressure on the local schools and GP clinics, which are already struggling to cope with the current demand.

The final planning brief refers to the policy requirement that any proposals on this large site will be expected to:

- incorporate an appropriately sited and sized area for the provision of a new school or
- demonstrate why the site cannot accommodate a new school and that the child yield from the proposal could be met in local schools.

The council has delivered more than 600 additional primary school places since 2007 and has recently conducted two comprehensive studies towards identifying sites for new primary and secondary school places. Merton's Sites and Policies Plan allocates several sites for education purposes which will help to meet future needs.

The final planning brief points out that: "The impacts of this major development site on local health and wellbeing should be considered through the use of a Health Impact Assessment."

The developer is likely to have to pay the Community Infrastructure Levy (CIL). CIL funding could contribute towards improvements to education and/or local health facilities.



<p>Zaidi, Ali</p>	<p>I am shocked at the draft plans for construction of 3 storey flats in the existing Morden Station Car park.</p> <p>Having reviewed the design options I am somewhat dismayed that none of these options seem to consider the impact on local residents (Daybrook, Kenley, Windermere, Dorset Road).</p> <ul style="list-style-type: none"> <li>- The building of three storey flats will impact our skyline – I will no doubt lose privacy and my right to light.</li> <li>- It will certainly have a negative impact on the adjacent property values– which is a cause for concern.</li> <li>- The look and feel of the block will not fit in at all with the local character – if it was period style housing of the same appearance that would be possible (and if our garden would back onto a neighbour’s garden that would be fine). But a large block of flats towering over my garden is not acceptable.</li> </ul> <p>...</p> <p>The properties in the Merton Park have a strong sense of character and community and I feel the proposed plan will only introduce overcrowdedness into the immediate area and impact what is otherwise an area of unique beauty in Merton.</p> <p>I am surprised sites in Lower Morden towards Abbotsbury or London road are not included in any proposals – if they are this should preclude development in the Kenley Road car park.</p> <p>I like many local residents strongly oppose any plans to build on this carp ark in Kenley Road and would note this site already has a 3 storey block of flats and new housing developed on the old Dairy site.</p>	<p>The final planning brief states: <i>“New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses”</i>. The Key diagram also has symbols indicating where new development has to ‘respect and relate’ to the existing houses.</p>
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Zaidi, Ali	I can see this car park from my rear study clearly – I see on average this car park to be quite full most weekdays by 10 AM – so where will these cars park instead? Your presentation suggesting 42 parking events across 3 days is not indicative to me.	The Morden Town Centre Car Park surveys referenced in the report were undertaken in Mid 2012 and were correct at the time of the survey. Since this time the Station CP has been taken over by NCP and reduced in size. As a result many more commuters are using Kenley Road Car Park. Planning policy supports low or car free development on sites, such as Morden that are well served by public transport. Some short term parking for shoppers will be provided. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.
Zaidi, Ali	How do you intend to have infrastructure that supports the residents of this block – car parking spaces? Sewage? School places?	It would be feasible to provide housing on the Kenley Road Car Park but the final planning brief points out that the developer would have to demonstrate as part of any planning application that the proposed quantum of development and design would have no undue impacts on parking and infrastructure.
Green, Chris	<p>Firstly, as a resident of Daybrook Road, may I say I broadly welcome the proposal as it is clear that Morden Town Centre does need a lift with some kind of planning led regeneration.</p> <p>I think the vast majority of Merton Park residents will agree that improvements need to be made and adding vibrancy and commercial life to the town centre would be good for all concerned.</p>	Noted

Green, Chris	<p>However the scale of the redevelopment is really where the most thought needs to be given.</p> <p>The Kenley Road Car Park</p> <p>This is clearly under used (although more recently more heavily used) and residential redevelopment would seem to be a sensible use of the land and meet housing needs. I am sure you would have this in mind, but the attractive elevation is that overlooking Kendor Gardens and this should be the principal elevation for living spaces and balconies to make the accommodation as attractive as possible and to reduce over looking of resident gardens on Daybrook Road to a minimum.</p> <p>The height of the development of G + 2 floors is fine but would strongly suggest the top floor is incorporated into the roof space with dormer style features overlooking the park and velux type windows on the rear. The roof should be sloping red tile to reflect the adjacent houses in Daybrook Road and Sandbourne Ave. Use of obscured windows should be incorporated so inconvenience and overlooking issues are kept to a minimum.</p> <p>The illustrative block as drawn is an unhelpful shape as it suggests developing to the rear boundary of the gardens and no access for residents parking. Provision of some on site car parking should be considered as well as a car club arrangement. Proposals for landscaping and tree screening should be put forward.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". and the new 2D Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
Green, Chris	<p>The Kenley Road Car Park</p> <p>The illustrative block as drawn is an unhelpful shape as it suggests developing to the rear boundary of the gardens and no access for residents parking. Provision of some on site car parking should be considered as well as a car club arrangement. Proposals for landscaping and tree screening should be put forward.</p>	<p>Any future proposals for the sites will need to respect policy guidance on parking provision. The council supports the expansion of car clubs in the borough and where appropriate within new development sites</p>
Green, Chris	<p>Extending Kendor Gardens</p> <p>This is an excellent proposal which will meet with high approval amongst local residents I would imagine.</p>	<p>Noted with thanks</p>

Green, Chris	The Commercial proposals fronting London Road Again these are broadly acceptable and certainly a degree of taller buildings here are appropriate.	Agreed
Green, Chris	I notice that in the draft Morden planning brief dated 30th September 2013 there appears to be no new supermarket identified which is contrary to the Morden Station Community Forum document. Surely a major driver of the commercial viability of this scheme is an anchor supermarket paying for a new store and multi storey car park alterations? Has a demand for this been established with Sainsbury's or one of its competitors?	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Although it is likely that a large convenience food store (supermarket) might want to be on this site, to ensure an appropriate level of flexibility, the Key diagram in the final planning brief does not indicate an area specifically for a supermarket, it does indicate an area for commercial and leisure use along London Road. In accordance with planning policies, the final planning brief encourages mixed uses in town centre locations where homes could be above commercial units.</p> <p>To date, the council has not had detailed discussions with Sainsbury's regarding the redevelopment of the site (refer to the consultation responses on the council's website for their response). The developer of the site is likely to enter into detailed discussions with all interested parties.</p>

<p>Green, Chris</p>	<p>If 46-64 London Road is in private ownership how would a developer assemble a viable site in a viable timescale at a viable cost without Council assistance? Would the Council be willing to support a Compulsory Purchase Scheme to enable the redevelopment to proceed?  Maximum Option  I can only see this proceeding with the benefit and full support of LBM with a Compulsory Purchase Order. An anchor supermarket would be crucial to the redevelopment and they would need to relocate to 46-64 London Road.  Intermediate Option 2  This again would require a CPO to deal with the multiple ownership on London Road. The question then would be is there enough commercial value in the site to regenerate the car park and commercial areas and flats without the new supermarket involvement?  Intermediate Option 1  This proposal makes Sainsbury's pivotal to the scheme. Are they willing to redevelop their site with their loss of revenues for the benefit of a new store, underground link to the car park and flats above?  Conclusions  Are LBM willing to sponsor a compulsory purchase order?  Have Sainsbury's indicated a willingness to engage with the proposal?</p>	<p>The Council does have an enabling role which does include the use of CPO powers however the council is not currently considering compulsory purchase procedures. The final planning brief does however state that "The council will assist developers, when deemed appropriate, in working with landowners to find suitable solutions to develop parts of the site that are in multiple ownerships."  To date, the council has not had detailed discussions with Sainsbury's or the freeholder regarding the redevelopment of the site (refer to the consultation responses on the council's website for both parties' responses). The developer of the site is likely to enter into detailed discussions with all parties with an interest in the land within the site boundary.</p>
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Green, Chris	<p>Maximum Option</p> <p>The residential development along the new access road on the NE boundary overlooking Kenley Road seems too intensive and creates a narrow tunnel through the development which is undesirable. I would suggest this too be open space so that new flats adjacent to the car park look out over Kenley Road and beyond.</p> <p>Intermediate Option 1</p> <p>The 'green' block looks too intensive and congests the site creating a tunnel effect along the road. Consider building single/two storey sheltered or disability homes here the same height as the houses in Kenley Road.</p>	<p>The final planning brief now states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>
Green, Chris	<p>Intermediate Option 1</p> <p>Developing residential units right alongside a multi storey car park provides a design and development challenge but not insurmountable.</p>	<p>Agreed. As part of the preparatory work for this planning brief, the feasibility and viability of such development and the design issues were explored.</p>
Green, Chris	<p>Minimum Option</p> <p>This is the easiest to implement as it requires no supermarket involvement nor acquisition of private commercial properties on London Road. It does not give immediate regeneration of the commercial frontage (which is desirable) but it does solve the issue of ugly backland at the rear of the station.</p>	<p>Noted. The final planning brief will however only have a two dimensional Key diagram.</p>
Green, Chris	<p>Conclusions</p> <p>My preference as a local resident would be to see the Minimum Option implemented but with the proviso that there would be an intention to get to Intermediate Option 2 or the Maximum Option ( both with scaling down of the 'green blocks) as Phase II if resources and conditions allowed.</p>	<p>Noted. The final planning brief will however only have a two dimensional Key diagram.</p>

<p>Hawkins, S</p>	<p>I have serious concerns regarding the height, bulk and positioning of the proposed developments, in particular in Kenley Road Car Park. The buildings will block out the late afternoon and evening sunlight causing the properties to become colder. This will require more heating and additional cost to the affected Daybrook Road residents. There will be a loss of the privacy that the residents and their families have hitherto enjoyed as a result of not being overlooked and a loss in value to the owners properties.</p> <p>Owners of Daybrook Road properties would expect redress from LBM for their loss in value.</p> <p>The people in the proposed flats would suffer noise and vibration from the tube line. They would not stay long and would be selling at reduced rates. Eventually the flats would fall into disrepair leading to a sink estate. Should the development go ahead we would require a 9 inch brick wall to be built in the same place and same height as the featherboard partition at present between the two properties.</p> <p>My comments regarding the height and bulk of the proposed development are the same as the ones bordering Kenley Road and Windermere Avenue.</p>	<p>The final planning brief states: <i>"New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses"</i>. The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
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<p>Beedle, E</p>	<p>The development of Kenley Road car park as shown in the proposals is much too high and too close to existing houses. It will badly overlook houses in Daybrook Road and spoil the area. Family houses which are the same size as existing homes would be the best option for the site.</p> <p>This comment is the same for developments bordering Windermere Avenue and Kenley Road.</p> <p>I feel the overall development is too high. High buildings will cause difficulty getting about in high winds as happens in the area around the Civic Centre. Being elderly, on occasions I have had problems walking near the Civic Centre and do not wish this to happen in the centre of Morden as well.</p> <p>Commercial development should be along London Road and no higher than at present. Morden is a community and a friendly village, it is a lovely place. A large development would spoil it for people and cause them to move further out of the area. It is really a country area and so high buildings would be out of place.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p> <p>The final planning brief also states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>
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Beedle, E	Along London Road I would like to see supermarkets and department stores. It is hard to see small independent shops surviving as people don't shop that way anymore.	In accordance with national planning policies, the council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting national retail brands and other commercial businesses is a task for a later stage of the of the redevelopment of this site.
Beedle, E	There is not enough provision for car parking. Although Morden has good public transport links most of it is by bus. People who are older or wanting to do a big shopping trip will want to drive in to Morden. Therefore it would be best to retain the Kenley Road Car park site as a car park.	Planning policy supports low or car free development in places, such as Morden that are well served by public transport. Some short term parking for shoppers will be provided. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.
Simpson, Lee	First off, I am in general sympathy with the idea that a redevelopment of the Morden town centre. It's patently necessary and is probably well overdue. It suffers badly when compared with nearby town centres, failing as it does to provide local residents with a location they would wish to visit and enjoy.	Noted

Simpson, Lee	<p>I still think, however, that there is not a desperate need for a large scale upgrade. Some addition of better outlets and a modest range of new amenities and services would suffice - for instance, a bigger GP practise would be a boon. The proximity to other larger town centres (Wimbledon, Kingston, Sutton, Croydon) shouldn't be lost when deciding how big Morden needs to be. I am curious to hear your thoughts on what the commercial demand from the area is and what the necessary capacity should be to satisfy this.</p> <p>Many of us wish to Balance a drive for re-development with more intangible local needs such as family space, clean environment, natural tracts, and community services. I'm sure you can appreciate that as residents we are concerned that good quality living may be lost to a still vague idea of what we should "transform" Morden town centre into.</p> <p>For me, I think we need just a relative upgrade to the current, meagre provision of high street outlets. Something that can bring a bit more vibrancy to the place and a little less "let's get out of here". Again, quality and vibrancy trumps any unnecessary size. But re-development, yes, I agree it's needed.</p> <p>Morden town centre lies at the end of a tube line. It's not a major node on a network - it's more a terminus, a station that abuts quiet residential suburban spaces such as Merton Park, Morden Park and Cannon Hill. These areas have over the years attracted families looking for a good quality of life close to decent transport links and with reasonable amenities. Space and privacy for growing families make for happy, healthy people and a strong sense of community; regeneration needs to put this at the centre of its focus not just a chance to maximise the use of space for new buildings.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, offices, retail, hotel and a wide range of other commercial uses. Merton's adopted (2011) Core Planning Strategy states that a large proportion of the 1450-1800 new homes in Morden will be provided as part of the town centre regeneration. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The final brief points out that: "A mix of uses is critical for a vibrant town centre, as a good mix of uses attracts a variety of people for a long period during the day and the different uses will support each other commercially. Community and residential use in town centres maintains activity, providing natural surveillance and a sense of safety and attractiveness."</p>
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Simpson, Lee	<p>This quality of life in Merton Park revolves around these factors (space, privacy, community) and helps breed a fantastic neighbourly rapport. These are the area's strong assets and any potential developments in close proximity to existing residential areas should respect these qualities and look to preserve the family nature of Merton Park. As such, I firmly believe that:</p> <ol style="list-style-type: none"> <li>1. No buildings should be bigger than the existing homes (in order to preserve privacy),</li> <li>2. The original garden suburb ethos of Merton Park, or the vision of which John Innes had in mind should be respected (in order to preserve a reasonable sense of space) and</li> <li>3. Construction in the nearby car park should mirror the family-centric attitude of the local occupancy. This is particularly pertinent in the zone overlooking Daybrook road. New homes should be built with families in mind.</li> </ol> <p>I strongly recommend that the height of any buildings close to residential areas (e.g. In Kenley road car park where it overlooks homes in Daybrook Road) be kept to a minimum; one-storied or maybe two-storied buildings as max. This is in order to preserve the look and layout of the surrounding residential areas. Anything more is frankly an unliveable solution for me and my young family. I feel very strongly about this; Merton Park is a green, residential, suburban tract of unique character and attraction to young families. All efforts must be pursued, exhaustively if necessary, to preserve this fundamental character. All in, I feel work should be concentrated towards the town centre side of the development.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
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Simpson, Lee

Aside this, I expect there will be a need for more amenities should we see the addition of more residential stock. The area is already in need of more primary schooling or a larger GP practise. Such amenities are most likely to be further stretched with the addition of new homes. I'd be keen to hear whatever happened to plans for a new primary on the Kenley Road car park site - the size of the area appears equivalent to the existing Merton Park primary.

The final planning brief refers to the policy requirement that any proposals on this large site will be expected to:

- incorporate an appropriately sited and sized area for the provision of a new school or
- demonstrate why the site cannot accommodate a new school and that the child yield from the proposal could be met in local schools.

The council has delivered more than 600 additional primary school places since 2007 and has recently conducted two comprehensive studies towards identifying sites for new primary and secondary school places. Merton's Sites and Policies Plan allocates several sites for education purposes which will help to meet future needs.

The final planning brief points out that: "The impacts of this major development site on local health and wellbeing should be considered through the use of a Health Impact Assessment."

The developer is likely to have to pay the Community Infrastructure Levy (CIL). CIL funding could contribute towards improvements to education and/or local health facilities.

<p>Simpson, Lee</p>	<p>On the point of low usage, the car park looks to have become more popular since the capacity in the one nearer the tube station was reduced. Then there are also the occasions of peak usage such as during a recent episode of stormy weather which forced many off the overground network and onto the underground system.</p> <p>Overall, I believe that any new car parking should be appropriate to needs - existing and newly created - but with minimal impact on current parking in nearby streets. This is already a fast growing problem on streets such as Daybrook Road. Could underground car parking be considered where possible in the town centre?</p>	<p>The Morden Town Centre Car Park surveys referenced in the report were undertaken in Mid 2012 and were correct at the time of the survey. Since this time the Station CP has been taken over by NCP and reduced in size. As a result many more commuters are using Kenley Road Car Park. Planning policy supports low or car free development on sites, such as Morden that are well served by public transport. Short term parking is still intended to serve shoppers but underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Newby, Sarah</p>	<p>I have seen the prospective plans for the town centre. I live behind Sainsbury's and I do not like the look of the tall buildings which are on the plans. It looks so industrial!! This will not only obstruct our daylight in our back garden but it would be unsightly and the level of noise created whilst building takes place would, I imagine, be unbearable. This would certainly devalue our house. We are already suffering with the noise of Sainsbury's deliveries in the early mornings which I am sure is against regulations...? </p> <p>Is there any way the plans can differ? I'm sure you've had my neighbours already complain about this? Still not my preference, but the Minimum Option I would be able to approve to if anything.</p>	<p>The final planning brief states: <i>"New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses"</i>. The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
<p>Stride-Darnley, Jane</p>	<p>Key information e.g. 4 proposed options for the new development is not included in the 54 page consultation document provided. This poor communication reduces the public's understanding of the proposed new development and their engagement in the consultation process.</p>	<p>For the avoidance of confusion, the final draft of the planning brief only has a 2 dimensional key diagram</p>

<p>Stride-Darnley, Jane</p>	<p>Size and density Para 5.22, 5.56 and 5.44. The size and density should be in keeping with surrounding residential roads e.g. Daybrook Road, Kenley Road and Windermere Road. It would be in keeping for all the proposed new development is a maximum of two stories high. Building profiles should not exceed 2 stories in the Kendor Gardens car park/backing onto Daybrook Road.  Higher density development e.g. commercial should be limited to London Rd Morden.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
<p>Stride-Darnley, Jane</p>	<p>Traffic Morden Town Centre Para 5.43 What are the plans for traffic flow in and around Morden Town Centre? What will be the impact of abolishing the gyratory system on the Morden/ Merton park areas?</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. This will include ideas for the space outside Morden Station. This might include relocating bus services elsewhere in the town centre or redesignation the way traffic uses the road system. Ideas will be worked up over the next 18 months. The planning brief points out that any proposals to redevelop the site would need to be supported by a Full Transport Assessment, which needs to consider all the relevant transport related impacts.</p>
<p>Stride-Darnley, Jane</p>	<p>The new development should reflect the residential community needs and interests and that of the surrounding area. There are large pockets of low income as well as wealth in the Morden area. Is such a proposed large density and size development viable, will property developers willingly commit large capital amounts in the expectation of a return? For example the large pub/conference/hospitality building in Morden Hall Park has remained unused for many years.</p>	<p>As part of the preparatory work for this planning brief, design and viability work was carried out. The final planning brief highlights development opportunities and constraints, provides detailed design guidance and highlights the most relevant aspects of adopted and emerging planning policies; thereby reducing planning uncertainty for potential investors.</p>

<p>Stride-Darnley, Jane</p>	<p>Enjoyable, safe and secure environment. Morden has been identified as experiencing a 'change of character' after 8pm e.g. getting rough at night. This reduction in amenity does not attract business nor those wishing to have an enjoyable night out. Use of shutters on shop windows. Para 5.52 5.53 Business owners will want to use shutters to protect their business in the evenings and overnight. Oxford Street uses shutters so why not Morden Town Centre? This issue could impact on the number of retailers willing to locate in Morden.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project. The final planning brief does not preclude the use of shop front shutter; it provides the following guidance for shop owners that wish to install them: "<i>For the retail areas, no solid external security shutters will be permitted. Internal shutters should be avoided; however any internal shutters must provide clear views into shops.</i>"</p>
<p>Stride-Darnley, Jane</p>	<p>Ease of movement a new 'proper street'. Para 5.14 The proposed building of a new 'proper street' would have to be very carefully planned as it could become a 'rat run' route through the proposed new residential housing and business area into London Road. Currently, for example, many vehicles of all sizes use the slip road during rush hour and throughout the day between Kenley Road and London Road Morden as a 'short cut'.</p>	<p>As new street would be considered in context to the wider public realm aspirations, including any changes to the wider road layout. The planning brief points out that any proposals to redevelop the site would need to be supported by a Full Transport Assessment, which needs to consider all the relevant transport related impacts.</p>
<p>Stride-Darnley, Jane</p>	<p>Kendor Gardens extended into Kenley Road Car Park. Para 5.25 It is unclear what this proposal really involves. <b>Consideration would have to be given concerning security for the proposed new housing development in Kenley Road Car Park as Kendor Park is not secured at night. How would the proposal affect Kenley road and its traffic?</b></p>	<p>The final planning brief refers to the guidance in 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.</p>

<p>Stride-Darnley, Jane</p>	<p>Kendor Gardens extended into Kenley Road Car Park. Para 5.25 It is unclear what this proposal really involves. <i>Consideration would have to be given concerning security for the proposed new housing development in Kenley Road Car Park as Kendor Park is not secured at night. How would the proposal affect Kenley road and its traffic?</i></p>	<p>These type of issues would need to be considered as part of broader ideas for the town centre including the public realm. The planning brief points out that any proposals to redevelop the site would need to be supported by a Full Transport Assessment, which needs to consider all the relevant transport related impacts.</p>
<p>Stride-Darnley, Jane</p>	<p>A proposed new multi-storey car park para 5.56. Having an eight storey high multi-story car park would be out of keeping in the local environment. There would be a need for a car park to be built. Could it be built underground for Morden town centre users?</p>	<p>The scale, design and type of any parking would be dependant on many different factors. The outcome will be dependant on the mix of the uses that eventually come forward at part of a future planning application. Underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>



Environment Agency

The Morden Station area is located in Flood Zone 1 on the Flood Map, meaning it has a low risk of flooding from rivers (less than 0.1% or a 1 in 1,000 annual chance). Morden town centre is heavily developed, however, and regeneration at this strategic scale offers opportunities to incorporate sustainable drainage techniques on an increased scale compared to individual application sites.

The Planning Brief includes an Appendix B, which lists relevant London Plan policies and makes reference to the need for Sustainable Drainage Systems (Suds) to reduce flood risk and the inclusion of Green Roofs. It also mentions the risk of surface water flooding shown on existing mapping products.

However, the main document could itself make explicit reference to sustainable drainage in Section 5. Consideration of how SUDS measures may be incorporated into regeneration at strategic/masterplan scales would be beneficial to ensure that individual developments are able to meet with the requirements for reductions in runoff set out in the London Plan (Policy 5.13) and provides a benefit to Morden town centre and surrounding areas by reducing flood risk.

The final draft of the planning brief is approximately 40 pages long and in the interest of brevity some matters could only be referred to in the list of key policy requirements. The planning brief also points out that Appendix B is not an exhaustive list of all the relevant planning policies. All the relevant matters will be considered at pre-application and planning application stage.

<p>Environment Agency</p>	<p>Areas Susceptible to Surface Water Flooding</p> <p>Environment Agency maps currently show that the Kenley Road Car Park site, the rail tracks and areas adjacent to the southern corner of the of the Morden Station site are susceptible to surface water flooding. Proposals will need to incorporate suitable mitigation measures to address this matter in these areas. Developments should have regard to the following criteria:</p> <ul style="list-style-type: none"> <li>- Determination of potential overland flow paths and proposals for appropriate solutions to minimise the impact of development on surface water flooding. Road and building configuration should be considered to preserve existing flow paths and improve flood routing, whilst ensuring that flows are not diverted towards other properties elsewhere;</li> <li>- In the areas outlined in the Surface Water Management Plan as areas with increased risk of surface water flooding, a FRA should mitigate off site surface water flooding by aiming to achieve greenfield run off rates or better. SUDS techniques should be applied with regard to the London Plan Sustainable Drainage Hierarchy.</li> <li>- Incorporation of soft landscaping and permeable surfaces into all new residential and non-residential developments. Retention of soft landscaping and permeable surfaces in front gardens and other means of reducing, or at least not increasing, the amount of hard standing associated with existing homes is encouraged. New driveways or parking areas associated with non-residential developments and those located in front gardens should be made of permeable material.</li> <li>- Application of a site wide sequential approach to development by locating buildings within the areas of lowest flood risk on a site in accordance with the areas set out within the Surface Water Management Plan as areas with increased risk of surface water flooding.</li> </ul>	<p>The final planning brief does point out that the "Environment Agency maps currently show that the Kenley Road Car Park site, the rail tracks and areas adjacent to the southern corner of the of the Morden Station site are susceptible to surface water flooding. Proposals will need to incorporate suitable mitigation measures to address this matter in these areas."</p> <p>The brief also refers to all the relevant planning policies in Merton's Development Plan and states that: "Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible."</p> <p>For the sake of brevity, the other details referred to have not been included but could be pointed out during pre-application discussions.</p>
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<p>Environment Agency</p>	<p>Public Realm We would recommend new developments to incorporate green roofs. ... The council should require development proposals to include landscaping and other ecological features that contribute towards protecting, managing and enhancing local biodiversity. Information on these measures must be submitted with an application. Applicants proposing major Developments should appoint a suitably qualified ecologist to prepare appraisal of the proposals and, if appropriate a biodiversity action plan for the site.</p>	<p>The Key diagram in the final planning brief shows an extension to Kendor Gardens to the south of Kenley Road as 'Proposed Open Space/Landscaping'. The final planning brief also states: "<i>Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity.</i>"</p>
<p>Environment Agency</p>	<p>Sustainability and Biodiversity Paragraphs 5.29-5.30- Sustainability and Biodiversity only addresses the issues of energy efficiency and waste and there is no mention of biodiversity although it appears on the sub-headline</p>	<p>Thank you for pointing this out. A new paragraph has been inserted which addresses the need to enhance local biodiversity.</p>
<p>Environment Agency</p>	<p>Waste Management We would support recycling of waste generated by construction and demolition of development in Morden. In accordance with Section 34 of the Environmental Protection Act and the Duty of Care in respect of waste, any waste generated on site is to be stored in a safe and secure manner in order to prevent its escape or its handling by unauthorised persons. Details should be made available of where waste is going to be taken as soon as an agreement is made with disposal sites, especially exempt sites ...</p>	<p>In Appendix B it is pointed out that: "The generation and off-site transport of construction waste should be minimised through maximising reuse or recycling." These matters are often secured by means of appropriately worded planning conditions.</p>

Environment Agency

We would recommend inclusion of the following in chapter 6.0 as informative:

-Planning and permitting decisions are separate but complementary. Planning permission determines if land may be used for a particular development and focuses on land use issues, whereas permitting is about the control of processes and emissions to the environment. Early consideration of permitting issues reduces risk of material changes being needed during planning application process. Parallel tracking provides opportunity to resolve issues and aids faster decision making.

-We advise developers and planning authorities at the pre-planning application stage to allow early consideration of all the fundamental issues relating to whether a particular development will be acceptable in principle. We encourage developers to contact us as early as possible in the process. We are also consulted when applicants request scoping opinions for Environmental Impact Assessments.

-The Environment Agency regulates many potentially polluting activities under the Environmental Permitting Regulations for England and Wales. We must also be consulted by Local Planning Authorities before they grant planning permission on a range of types of development. We are consulted for advice on the environmental considerations for those types of development in our External Consultation Checklists. Our Planning Liaison Teams, advised by our technical experts, respond to these consultations. Planning Authorities must take our response into account when they determine a planning application. For more detail on External Consultation Checklists please visit: <http://www.environment-agency.gov.uk/research/planning/33368.aspx>

- We've developed guidelines to help Local Planning Authorities, the Planning Inspectorate and developers with planning and permitting issues. The guidelines should help to reduce costs and burdens on developers, operators, planning decision-makers and us by increasing certainty over planning and permitting decisions.

Although relevant, in the interest of brevity, this information could be conveyed at pre-application stage.

Rees, Juliet	<p>I have great concerns with the plans to potentially build high car parks or houses / flats on the Kenley road, car parks. Are we at risk of losing the quiet but rather lovely Kendor gardens? Will the buildings overlook our back gardens intruding on our privacy?</p> <p>...</p> <p>Will the buildings stand out from our very characteristic area in Merton park? I'm all for improving Morden town centre as it is horrendous but do we need to spill over into the surrounding areas?</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
Rees, Juliet	<p>Will traffic increase down our road as people start to use the car parks more frequently? We already have to put up people using our road as a shortcut at rush hours not observing the speed restrictions.</p>	<p>Planning policy supports low or car/permit free development in places, such as Morden that are well served by public transport. The planning brief points out that any proposals to redevelop the site would need to be supported by a Full Transport Assessment, which needs to consider all the relevant transport related impacts.</p>
Bamber, Janet E.	<p>There is a general agreement among local residents that the area around Morden station and the town centre itself is in urgent need of regeneration. Having lived in the area for over 30 years I think that Morden has become less attractive, apart from a few highlights such as the library, Sainsbury's and one or two of the coffee shops.</p>	<p>Noted</p>
Bamber, Janet E.	<p>Paragraph 4.3. – improvements to the public realm at the entrance to Morden underground</p> <p>The need to maintain existing capacity outside the station for bus stops and stands is mentioned but no mention is made of moving some bus stops, particularly for the 93 and 164 buses, further away from the station entrance to ease congestion on the pavement. At some times of the day, after coming out of the tube station it is almost impossible to walk along the pavement to the right or left of the station as the numbers of people waiting for the 93 or 164 bus completely block the pavement. This is extremely intimidating for older pedestrians and particularly difficult for those with mobility problems. What about extending the canopy of the station further out so that people exiting the station can walk right or left freely, whilst those queuing for busses stand further away from the station forecourt?</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre which includes improved facilities for pedestrians and cyclists. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project. This might include relocating some bus services elsewhere in the town centre.</p>

<p>Bamber, Janet E.</p>	<p>Paragraph 4.9 – car parking &amp; 5.56 &amp; 5.57  The point is made in 4.9. that any proposal on existing car parks would have to demonstrate that it would not have a detrimental impact on long stay commuter parking or short stay visitor parking. A multi storey car park is cited as the only possible car park option. However, not everyone wants to park in a multi-storey car park, where spaces are generally quite narrow; some of the multi-storey car parks in nearby Sutton have incredibly narrow bays and are difficult to negotiate. Also, at busy times there may be a queue of cars waiting to enter the multi-storey that extends back to the entrance of the new 'street'; this will add to congestion in London Road and worsen air quality, as few drivers turn off their engines whilst queuing. Given the ageing population, many drivers who currently use Peel House car park mainly on the ground floor may opt to do their shopping at the shopping centre at Colliers Wood, formerly the Sava Centre, where they can park at ground floor level and, more importantly, at no cost! Morden shops could suffer as a result of people preferring to shop in Colliers Wood.  I think Kenley Road car park should be retained and am not in favour of any residential development there. Whilst the point is made that this car park is underutilised, usage has increased since the amount of car parking spaces behind the station has been cut.</p>	<p>The Morden Town Centre Car Park surveys referenced in the report were undertaken in Mid 2012 and were correct at the time of the survey. Since this time the Station CP has been taken over by NCP and reduced in size. As a result many more commuters are using Kenley Road Car Park. Planning policy supports low or car /permit free development on sites, such as Morden that are well served by public transport. Some short term parking for shoppers will be provided. Any developer will need to demonstrate how their proposals impact on the public highway and set out proposals to mitigate impacts.</p>
<p>Bamber, Janet E.</p>	<p>Paragraph 5.25 – extension of Kendor Gardens into the site  I am in favour of extending Kendor Gardens into the area immediately behind the station; perhaps this will encourage a greater footfall into the current Kendor Gardens and thereby improve security. Possibly TfL would then agree to install some playground equipment and a proper cycle track through the existing gardens? Despite the ban on cycling in Kendor Gardens this is completely ignored by cyclists and walkers are occasionally put at risk by inconsiderate cyclists using the paths.</p>	<p>Noted</p>

Bamber,  
Janet E.

Paragraph 5.39 – the Council’s policy on tall buildings I think with regard to tall buildings the Civic Centre should be the exception rather than the rule in Morden; the idea of smaller tall buildings being clustered around the Civic centre is most unattractive – I do not want Morden to become a mini-Croydon. For this reason I would not be in favour of a tall building on London Road either to the east or west of Morden station.

Paragraph 5.46 refers to the likelihood of new residential development being flats rather than houses and ‘of a greater scale than surrounding houses’. I think that the height of any buildings adjacent to the station should be no greater than 4 storeys, with shops on the ground floor and a maximum of three storeys of flats. I am definitely not in favour of 5 or 6 storey blocks of flats to the east of the station or in place of Sainsbury’s.

If there has to be residential development to the north of the station the height should be restricted to 3 storeys, ground floor plus 2 storeys. Whilst mention is made in 5.44 of the ‘generous long gardens’ of houses surrounding the site there will definitely be a loss of amenity for those residents of Windermere Avenue and those on Kenley Road that back on to the site. If the new housing is higher than two storeys the residents of Windermere and Kenley will feel ‘overlooked’ and experience a loss of privacy; I would not want to be a resident of those two roads.

The final planning brief states: “New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses”. The Key diagram also has symbols indicating where new development has to ‘respect and relate’ to the existing houses.

The final planning brief also states: “Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts.”

<p>Bamber, Janet E.</p>	<p>Finally, whilst the retention of small, independent shops is important, Morden's attractiveness would be enhanced by the presence of a larger department store and possibly a cinema, both of which were present in the town centre in the past.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting national retail brands and other commercial businesses is a task for a later stage of the of the redevelopment of this site.</p>
<p>Hill, Lorraine</p>	<p>1. Car Park in a poor state The one and only card park in the centre of town is like some forgotten underground bunker from WWII. It's run down, dark and dirty. When I visited Nice in France over 15 years ago, their car parks were freshly painted, and had some kind of rubber levelling compound on the floor that was cleaned every night. It was fantastic.</p>	<p>The council would seek to ensure that any future parking facilities meet the national 'Secured by Design' car park standards.</p>
<p>Hill, Lorraine</p>	<p>2. No areas to sit down and relax I find a lot of shopping malls are the same. Huge complexes of shops but you have to walk and walk and there is nowhere to stop to take a call, check your diary or eat a quick sandwich, without paying to go into a bar or restaurant. Italy is marvellous because they design piazzas for people. Not cars or shops. 3. Generally grubby The pavements and other public areas are generally grubby, and I want to get home ASAP!</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre which includes improved facilities for pedestrians and cyclists. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project.</p>



<p>Hill, Lorraine</p>	<p>4. Poor choice of shops This seems a catch 22 - people don't go to Morden as there are few shops, more shops won't come to Morden because of few customers. I think if you address my points 1,2,3 above then 4 will happen naturally.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting national retail brands and other commercial businesses is a task for a later stage of the of the redevelopment of this site.</p>
<p>Hill, Lorraine</p>	<p>5. Developers only want profit Yes we need some redevelopment too, but developers only want profit and are not interested in what residents want. Please consider this when choosing a developer and their plans!</p>	<p>The purpose of this planning brief is to set out a more detailed vision and to provide design guidance for this site, in order to aid its delivery in accordance with the council's adopted planning policies. The Council will ensure the most effective method of delivering development on the site is used to meet our regeneration objectives.</p>
<p>The Metropolitan Police</p>	<p>In reading the draft documentation it is clear that there is, correctly an emphasis on appearance and the aesthetics and the potential influence on criminality-in points 5.4 reference the shop fronts in reference to shuttering or grilles- but as such it is essential that there are other security measures in place. I would recommend the implementation of a Data Protection Act compliant CCTV system which will not only covers the entirety of the development encompassing the alleyways, demarcation area/s/ (where privacy is not infringed)-linked into a monitoring station and, for example, these devices could also be linked into a vocal capacity which would further enhance the regulation of the area.</p>	<p>The final planning brief refers to the guidance in 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. These detailed matters could be addressed at the pre-application stage.</p>

<p>The Metropolitan Police</p>	<p>1.1 Access Control/ Security Mechanisms:</p> <ul style="list-style-type: none"> <li>• I would ensure that the developments all have the requisite security grades for the access control points into the buildings, I would invite you to review the Secured by Design web site.</li> <li>• If magnetic locks are being considered ensure that they are calibrated to a higher than the usual 1500 lb-these devices are frequently targeted by criminals targeting the armature plates- consideration for 2,000 LBS.</li> <li>• Alarms such as break glass detectors or other similar devices in the absence of external or internal shutters</li> </ul> <p>...</p> <p>1.2 Laminated glass- Summarily, I would recommend laminated glass for ground floor and accessible locations taking into account building and accessibility. If there were additional concerns you could always explore stronger gradients such as Hammer-glass or Tiger Glass.</p>	<p>The final planning brief refers to the guidance in 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. These detailed matters could be addressed at the pre-application stage or as planning conditions.</p>
<p>The Metropolitan Police</p>	<p>Note-Lighting: The area/s/ should all be well lit BS- 5489-2013 refers. Lighting can deter criminals and reduce the fear of crime.</p>	<p>The final planning brief refers to the guidance in 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. These detailed matters could be addressed at the pre-application stage.</p>
<p>The Metropolitan Police</p>	<p>1.3 Demarcation area/s/ and fencing/ walls have the requisite security standards and are well lit. I would also recommend, taking into account regulations and the privacy of adjoining residences- CCTV covering these area/s/.</p>	<p>The final planning brief refers to the guidance in 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. These detailed matters could be addressed at the pre-application stage.</p>

The Metropolitan Police	1.4 Car Park- In point 5.57 of the document there is a proposal for a multi storey car park. I would invite you to review the Safer Car Parks document which covers an expansive range of anti theft anti theft strategies, lighting, vehicle circulations, access control and design recommendations to safeguard these arteries.	The final planning brief refers to the guidance in 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.
The Metropolitan Police	<p>2.2 Alleyways</p> <p>These area/s/ can often be targeted by criminals and anti social behaviour as such it is essential that where possible there is both regulation and surveillance. I would also recommend the following points:</p> <ul style="list-style-type: none"> <li>• Ensure that the alley is straight as possible</li> <li>• It is wide</li> <li>• Well lit</li> <li>• Devoid of potential hiding places</li> <li>• From a surveillance perspective, it is overlooked and I would recommend Data Protection Compliant CCTV</li> </ul>	The final planning brief refers to the guidance in 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. The final planning brief states that: " <i>Streets and spaces must feel safe and welcoming, inclusive and public.</i> "
The Metropolitan Police	In reference to points 5.51 and 5.52: I would dually endorse the strategy and ethos documented in points 5.51 for the Modern station development but I would strongly recommend that in the absence of such overt physical installations-that there is Data Protection Compliant CCTV preferably linked into Merton Council Civic Centre-CCTV is an effective surveillance aide but it needs to be linked into a fast time reactive strategy.	The final planning brief refers to the guidance in 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. These detailed matters could be addressed at the pre-application stage.
The Metropolitan Police	Formal Surveillance: As documented, I would recommend that there is Data Protection Compliant CCTV covering the entirety of the sites with emphasis not only on the main facades of the building but on the demarcation area/s/, alleys and car parks- noting that in section 'Right to light' there are lighting restrictions on the apartments above the parade of shops on 46-64 London Road.	The final planning brief refers to the guidance in 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.

<p>Nowak, Jolanta</p>	<p>While I Understand that there is no money I do not understand how money is supposed to be found by allowing other corporate bodies (e.g. London Transport) to build on corporate bodies sites. They will sell land to developer with assured planning permission and the developer will develop and take all the profits.</p> <p>The only financial gain for us-residents will be a fee for planning permission which will go to Council coffers. These sums are negligent.</p>	<p>The purpose of this planning brief is to set out a more detailed vision and to provide design guidance for this site, in order to aid its delivery in accordance with the council's adopted planning policies. The Council will ensure the most effective method of delivering development on the site is used to meet our regeneration objectives.</p>
<p>Nowak, Jolanta</p>	<p>The density of proposed building is not acceptable, neither is the height, especially in relation to all surrounding buildings. Max height should be no more than 2 story.</p>	<p>The final planning brief states: <i>"New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses"</i>. The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
<p>Nowak, Jolanta</p>	<p>As it was pointed out in previous finding Tube station and buses network and terminus dictate need for more car parking spaces, as people drive here to buses and Tube and together with growing number of Council workers , are desperately looking for parking spaces in Merton Park streets. Recent accidents in Merton Park illustrate this problem.</p>	<p>Planning policy supports low or car free development in places, such as Morden that are well served by public transport. Some short term parking for shoppers will be provided. Also, where generally supported by residents, the Council can implement additional parking controls to mitigate any displacement. Morden is already dominated by road traffic and providing more commuter parking would exacerbate these problems.</p>

<p>Nowak, Jolanta</p>	<p>In my opinion the developer should come from car park building business with some kind of local amenities provider building on top e.g. cinema, gym, community centre to attract more already resident population to use the tube area for other reason than transport.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. Merton's adopted (2011) Core Planning Strategy states that a large proportion of the 1450-1800 new homes in Morden will be provided as part of the town centre regeneration. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting commercial businesses is a task for a later stage of the of the redevelopment of this site.</p>
<p>Nowak, Jolanta</p>	<p><b>Extension of Kendor gds is a good idea, building more residential units to attract more population to this already overpopulated area is not.</b></p>	<p>Noted with thanks</p>
<p>Nowak, Jolanta</p>	<p><b>Extension of Kendor gds is a good idea, building more residential units to attract more population to this already overpopulated area is not.</b></p>	<p>There is a need for new homes across England, and government is prioritising the construction of new homes to meet need. Merton's adopted (2011) Core Planning Strategy states that a large proportion of the 1450-1800 new homes in Morden will be provided as part of the town centre regeneration. The 1930's suburban streets around Morden are predominantly houses; there is a limited supply of apartments in the area, limiting the choice of homes. This site can provide apartments close to shops, parks and transport.</p>

Slade, Mr & Mrs	<p>Since 1974 we have seen a steady decline, both in the quality of shops and the variety. Something as simple as a book or greetings card now necessitates a trip into Wimbledon. Yes, the supermarkets are in many ways responsible for the decline of the independent shops, but please, look at the quality of our existing three supermarkets! I have no problem with the independent Asian greengrocers (one of them has been there for years) and much of their produce is very good, but we do not all eat Halal meat, nor require root ginger, chillies, okra, etc. on a daily basis. How do Asian greengrocers, in particular, survive in Morden when English traders have long given up the battle?</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting national retail brands and other commercial businesses is a task for a later stage of the of the redevelopment of this site.</p>
Slade, Mr & Mrs	Visually, Morden has become an eyesore, ...	Agreed
Slade, Mr & Mrs	<p>..., and the majority are compelled to journey further afield, often to make the simplest purchases. Where are the restaurants? Apart from Superfish (which is excellent) there is nothing of any appeal. Sadly, we feel that Morden has become little more than a connecting point to get from A to B. We doubt there are many who actually see our town centre any more, other than the traffic or the bus they are about to catch. Surely there are thousands of reasons for creating an attractive town centre where not only residents will want to shop but where those passing through may want to spend some time and money</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The final brief points out that: "A mix of uses is critical for a vibrant town centre, as a good mix of uses attracts a variety of people for a long period during the day and the different uses will support each other commercially. Community and residential use in town centres maintains activity, providing natural surveillance and a sense of safety and attractiveness."</p>

Fenton, Gill	<p>1. You are living in cloud cuckoo land if you think that because lack of 100% occupation at the Kendor Garden car park and the one at the back of Sainsbury's this indicates that there is over supply of parking in the area (re 3.16). Those of us in local streets with no CPZ suffer inconvenient commuter/school parking daily - because it is free - unlike the 2 car parks which are charged. This will worsen if the large development proposed is without sufficient car parking facilities. Given the multi-car ownership in most accommodation places these days the cars will spread onto the local streets without CPZ designation during the working day if insufficient provision is made in the residential/commercial development.</p>	<p>Planning policy supports low or car free development in places, such as Morden that are well served by public transport. Some short term parking for shoppers will be provided. Also, where generally supported by residents, the Council can implement additional parking controls to mitigate any displacement. Morden is already dominated by road traffic and providing more commuter parking would exacerbate these problems.</p> <p>The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
Fenton, Gill	<p>2. There is little mention of cycling in the brief (and even less re motorcycle parking capacity):</p> <ul style="list-style-type: none"> <li>• Morden is woefully short of cycling facilities and parking is currently insufficient/not at the correct trip generator locations.</li> <li>• There should be secure parking both for the station and in the town centre and also for socialising in the area available beyond 6pm.</li> <li>• There should be a safer route between Kenley Road and London Road by the station precluding having to use the roundabout at the intersection of Kenley Road/London Road.</li> <li>• The new accommodation and business facilities should also have extensive cycle storage facilities to encourage non car use and perhaps a hub for shared car usage for those times when we all need to collect something that cannot be delivered.</li> <li>• Perhaps a secure cycle/motorbike parking area included in the commuter parking section would also be useful to encourage people to not use other means to get to the station/town centre.</li> </ul> <p>[See Nottingham City Council's city centre facilities as an example for how to do several of the above.]</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. This will include ideas for the space outside Morden Station. This might include relocating bus services elsewhere in the town centre or re-designation the way traffic uses the road system. The council is actively promoting improved facilities for cycling. Development will also be required to make adequate provision for cycle parking in accordance with London Plan standards. The planning brief requires new car parks and cycle storage to meet 'Secured by Design' standards.</p> <p>'Appendix B - Key Policy Requirements' has been amended to include a requirement to provide an appropriate level of motorcycle parking.</p>

Fenton, Gill	3. The flats proposed for the side of Kendor Gardens are too obtrusive and should be not so high so as to blend in with the area better. Little point in having a garden if the sun is removed by an over high block of flats!	The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.
Fenton, Gill	4. The height and finish of the proposed development above and around the station should be of high quality so as to not overpower the centre of Morden, bearing in mind that the other side of the road facing the station will not be developed in the same way (at least not at present). Please do encourage the developers to expand the Art Deco themes. Anything (almost) to get rid of the appalling office building over Morden station would be welcome.	The final planning brief states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence." The final planning brief also states: "Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced..."
Fenton, Gill	5. The proposed (but certain) expansion of the local Poplar primary/junior school - upon which I have already submitted the same comments - will lead to increased car traffic causing congestion and parking problems in the area again over-spilling onto local streets with no CPZ restrictions. Given the requirement for additional school places now even without the proposed Morden development it begs the question of where the school age children will be accommodated if family accommodation is built. Perhaps the new school should be sited on the Kenley Road car park site instead of accommodation?	Planning policy supports low or car/permit free development in places, such as Morden that are well served by public transport. Also, where generally supported by residents, the Council can implement additional parking controls to mitigate any displacement. Any developer will be required to mitigate potential transport impacts. The planning brief highlights the policy requirement that any proposals on this large site will be expected to: <ul style="list-style-type: none"> <li>• incorporate an appropriately sited and sized area for the provision of a new school or</li> <li>• demonstrate why the site cannot accommodate a new school and that the child yield from the proposal could be met in local schools.</li> </ul>



Fenton, Gill

6. The retail development/occupation should be carefully handled to keep independent shops - we do not want an identi-kit high street as per every other in the UK.

In accordance with national planning policies, the council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. As highlighted in the brief, it is envisaged for smaller sized shops, which due to their size and rents often attracts independent retailers, to be located on the high street to ensure that this development has an active frontage. The final brief also advises that:  
*“Bigger shops should not take up unduly large amounts of frontage to the detriment of vitality. This is particularly relevant for food stores which should, as far as possible, be located to the rear of a larger number of smaller units, with their entrance at one or two key locations. A larger number of smaller shops create a greater range of activity, people and visual richness – all of which increases vitality.”*  
Maintaining and attracting businesses such as more independent retailers or businesses is a task that will commence in the later stages of the development.

<p>Fenton, Gill</p>	<p>7. I would welcome a cinema facility in the town. Also a decent pub. 8. Meeting place and leisure provision should be made for both the elderly and the young.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The final brief points out that: <i>"A mix of uses is critical for a vibrant town centre, as a good mix of uses attracts a variety of people for a long period during the day and the different uses will support each other commercially. Community and residential use in town centres maintains activity, providing natural surveillance and a sense of safety and attractiveness."</i></p>
<p>Fenton, Gill</p>	<p>9. There is a screaming need for proper public toilets in the town centre, especially in the evening, since it is a transport hub. This has not been addressed. Please do not do as per the Fulham Broadway station redevelopment and put them in a basement facility with limited opening hours and poor lift access - they need to be at street level for many categories of users, and at least available until after the tube has finished for the evening.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Community uses are permitted by means of the site allocations, are sought through adopted planning policy and the final planning brief refers to the benefits of a mix of uses, including community uses, in town centres. Aside from the development on the Morden Station site, the council currently provides public toilets at Civic Centre and two other locations in Morden as part of our community toilet program.</p>

Fenton, Gill	10. I can think of no good community reason as to why we should need to waste the limited redevelopment space on a hotel facility in town.	In accordance with national planning policies, the council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. As part of the preparatory work for this planning brief, the feasibility and viability of a hotel were explored and it was deemed to be feasible and viable.
Fenton, Gill	11. Please do improve the bus stand facilities - it is often difficult to walk along the pavement by the station when the peak pedestrian traffic for buses going to/from the station is in full flow.	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden. This will include ideas for the space outside Morden Station. This might include relocating some bus services elsewhere in the town centre.
Doyle, Fiona	This is a really exciting proposal. The biggest concern I have is whether building new retail outlets would damage another part of the town or vicinity. It's very common particularly in the challenging trading environment of the past few years to see large empty buildings falling into disrepair and becoming an eyesore. Consideration needs to be given to the wider impact of creating new units to evaluate and minimise this risk.	Merton completed a borough-wide retail study in 2011 which analysed impact of new retail development in the borough, including the development of a hypothetical significant new retail development in Morden on existing retailers. This study indicated that due to an expected rise in population and increase in household expenditure, that this could be accommodated.

<p>Armstrong, Claire</p>	<p>I have been reading much of your proposal and it pleases me that there is a Modern Morden (moreMorden) in development, as I have been disappointed that some of the town centre is of a poor showing. Some properties need a good re-render and paint job, although some additional basic maintenance would help the whole areas appeal.</p> <p>...</p> <p>Generally I am pleased that improvements are in operation and assume that the listed Tube Station will be properly and carefully preserved. I see many tube stations have re-designed many of the 60's designs and Morden ought to be following this trend as it would be a lot more attractive.</p> <p>...</p> <p>Especially improving the A24 1960's (I think) properties with a full render and paint to make that road look a lot more maintained would be really good as it looks somewhat shabby! Perhaps a small grant to help the stores and residential properties to smarten up their property appearance ?</p>	<p>The final planning brief also states: "<i>Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced...</i>"</p> <p>The final planning brief states: "<i>New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality.</i>"</p>
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<p>Armstrong, Claire</p>	<p>Some of the roads are of good quality and are attractive with the odd bench or two but more could be provided to help provide the friendly and inviting appearance.</p> <p>...</p> <p>A concrete labyrinth in the pavement just out the front of the tube station would be a great simple feature and simple and quick to apply and extremely long lasting with next to no maintenance. In fact one could also be placed near the Council bench too!</p> <p>...</p> <p>Perhaps even extending roof lines to allow for full weather protection on the pavements below ? Tree protection will help too but not in winter.</p> <p>...</p> <p>I don't like the feel that the 'town centre is a bus park, as it dominates the whole central section. This makes even noisier than it could be, and cluttered plus excludes people !</p> <p>...</p> <p>The Junction is a wonderful opportunity to collate the town and to encourage a modern sculpture /water feature, with wonderful and unique night lighting that would help to put Modern Morden on the map! The</p> <p>(too) few benches are really nice but seem very limited both in appearance and facility. Some central feature would help to focus the attention to it and help to provide a 'central piece' to the town.</p> <p>Perhaps a modern time piece in water and coloured at night?</p> <p>A roundabout would make much more sense of the current traffic lights and underground walk way for pedestrians to traverse the many routes that they need to take would make sense as well as perhaps looking to join the proposed buildings with the Council Building. This helping to provide a fully covered and easy access from the car park above the tube would be perfect and in bad weather make the facilities still most accessible !</p> <p>I can propose many, many wonderful and creative concepts for a Central Feature for Modern Morden.</p> <p>...</p> <p>The Council Property could be properly and creatively lit at night and thus make a little more of it central position in the town and provide a proud statement of it's standing in the local community. These lights could be from LEDS etc. and ensure a cheap but functional most pleasing feature perhaps even solar too ! Done properly it could appear to change as you circumvent the property too to add to the</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre which includes improved facilities for pedestrians and cyclists. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project. This might include relocating some bus services elsewhere in the town centre.</p>
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Armstrong, Claire	However, the proposal for residential increase is understandable, but more business premises are required too.	In accordance with national planning policies, the council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site.
Armstrong, Claire	<p>Although pleased that parking is high on your agenda I think it needs a much greater determination to ensure that cars do continue to play a crucial part as it is a 'through town' and that brings custom that must not be ignored nor prevented from that vital economic trade.</p> <p>Adding parking to the high street always brings extra custom to local stores, as well as allow drop-offs to the Tube and other Stations, currently an almost impossible task unless it's early Sunday morning!</p> <p>The parking along the High Street is almost impossible to achieve, so one ends up parking in Lidl/Iceland just to be able to shop in the town! That is bad, and needs much easier and FREE parking facilities.</p> <p>I was appalled at the charges of the car park by Sainsbury's and just avoid parking there altogether!</p> <p>...</p> <p>There could be much more made of the shop facilities around the central section but parking is difficult and nearby parking too far. I agree that this is very hard with such a heavy weight of traffic passing through, but it can be aided by better parking and a huge tidy-up.</p> <p>More cycling parking areas would be good too! Even a manned 'cycle parking' or those new very secure one's would be excellent, especially if they were 'under shelter' too!</p>	<p>The council recognises the need for short stay parking to support local business. However, this needs to be balanced against the needs of other road users including pedestrians, bus passengers. This is supported by market research which suggest a higher retail spend in town centres by non-car users.</p> <p>The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
Armstrong, Claire		The council is keen to improve cycle access and facilities both within any future development and as part of the wider public realm. The planning brief refers to the policy requirement to provide for secure cycle parking in accordance with London Plan standards.

<p>Armstrong, Claire</p>	<p>I appreciate TfL will have a major say in the public transport aspect, but it is essential to reduce some of the space currently given over to the bus parking area. I have thought about this and although it would need more knowledge for me to make it more viable, I wonder if the surrounding roads cannot provide additional facilities for 'those' routes, e.g. London Road just North of the Station, AND the cut through parking road (?no name) for a few of the routes going North, bring a few bus stops to the Crown Road triangle too and especially the south side of that triangle and the A24 heading south too for those appropriate routes? This way the bus areas are better defined for the appropriate routes and the people spread around and helping to increase the store spend.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. This will include ideas for the space outside Morden Station. This might include relocating bus services elsewhere in the town centre or redesignation the way traffic uses the road system.</p>
<p>Armstrong, Claire</p>	<p>If the parking area for the Council was also a multi storey, then the lower section/s could be used also for general public bus / cycle facilities and even be 'brought indoors' to a degree?</p>	<p>As part of the preparatory work for this planning brief, the feasibility and viability of an on-site bus interchange was explored but it was rejected due to a variety of reasons.</p>
<p>Armstrong, Claire</p>	<p>Foot traffic is forced (pretty much) to just use the two main crossings and that is not really very ideal and encourages 'chancing it' by many. Although you hint at barrier &amp; road furnishing removal (which is good), it's unclear what you are actually thinking. So, a much more open, far less segregated approach is needed here, which will then of course make it much more inviting, and a place to visit than only pass through. Whilst it is 'trying' to be welcoming because some aspect work like the lovely corner cafe and the wide pavements the tube road side is far less accommodating. ... With a central feature and access for the public with zebra crossings / part time lighting I think this would help to improve matters including the inviting appeal.</p>	<p>The council is independently developing its ideas to civilise the public realm in particular improving permeability for pedestrians. This work will include ideas for the area outside the Station.</p>

Armstrong, Claire	<p>The major route through to Aberconway Road would be greatly helped with a mini roundabout, along with an under or over-pass for pedestrians as it is a hive of activity that too frequently stops traffic. The zebra crossing works well, and I would hate to see a traffic light there (would make flow much worse) but it has no mention. Although you hint at the through traffic it seems to be fairly disregarded, but I feel it must be considered as it is a hub and needs to be a smooth operation but with better pedestrian (etc.) interaction. A roundabout at the B286 (Aberconway Rd) and the A297 (Morden Hall Road) also as a roundabout would help the flow of traffic improve too. Even removing the lights at there and at the Morden Hall Roundabout (or whatever it is known as) with the A239 etc. ought to be strongly considered! Clear yellow boxes added to instruct traffic to leave gaps would help also.</p> <p>Hence my idea for a main roundabout and allow traffic to better flow as well as provide a central focal facility in doing so.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. This might include ideas for the space outside Morden Station, relocating bus services elsewhere in the town centre or redesignation the way traffic uses the road system and junction typologies.</p>
Armstrong, Claire	<p>A mini shopping centre above the tube area would help to bring in trade as well as still provide 'wings' of residential areas, perhaps parking then above and below ground?</p>	<p>As part of the preparatory work for this planning brief, the feasibility and viability of development above the station was explored but it was not viable.</p>
Armstrong, Claire	<p>Making the top floors of the Council Building a restaurant would yield a very great return as the views must be wonderful, and yet only a few very privileged people can actually enjoy it - why ? It's a massively missed opportunity for the town and seems selfish that the Council keeps it to itself?</p>	<p>Noted. Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.</p>
Armstrong, Claire	<p>The shut Metropolitan Police Station does nothing for the Community spirit and feels like the police are 'shut' so that needs to be moved or opened up!</p>	<p>The council has very limited influence on the Metropolitan Police and the way it manages its estate, which is not part of this development site.</p>
Smith, Peter	<p>At its very conception the plan is flawed in that its interpretation of the areas around Morden centre in the document titled "moreMorden - Make more of Morden... - Draft vision booklet" describe St. Helier as "Garden Suburb" and Merton Park as "1930's suburbia".</p> <p>Any plan without a near accurate understanding of the basics is destined to be flawed at its conclusion.</p>	<p>Local planning policies (DM D1 &amp; D2) requires development in town centres to respect local character and to relate positively and appropriately to the features of the urban layout and landscape features of the surrounding area.</p>



<p>Smith, Peter</p>	<p>Improvement of the town centre is indeed necessary and overdue, but the bindweed of high rise into the Kenley Road area, while providing the opportunity for a decent sized project for a developer, is not an improvement of Morden town centre and certainly not an improvement of the Garden Suburb. Its there a view, for instance, that building on car-parks will improve car-parking for the centre? Your letter identifies LBM's "belief" that development of the Morden Station site as "the catalyst for wider change in Morden town centre, improving . . . the high street". How will development of the land north of the station contribute in any way to "improving the look and feel of the high street"? indeed, what do LBM perceive to be the high street? Surely the conclusion of your work so far should produce something more than "belief".</p> <p>Morden centre's contemporary situation is the result of decades of inattention. Those decades cannot be undone "at a stroke". But while the reports look at all the stuff that is wrong, there is a lot that is right – but that needs, and has needed for years, careful management. The absence over the years of any attention has left a vacuum that has resulted in Morden slipping into the doldrums. So, rather than conceiving an ill-planned property development that, in making the area a huge building site (without any evidence that the infrastructure can support such development), attempts to, at a stroke, reverse those decades of inattention, the plan should be more careful and subtle.</p> <p>Arguably, the root of Morden centre's problem is the ridiculous traffic solutions adopted in the past. It is good to see that some attention is being given to this. I urge you to really scratch your heads over this and over the vexed situation that Morden gets thousands of footfalls via the TfL termini, but the great majority of that footfall passes through – hence any development must make it attractive to "stop and stare". Why not think outside of the box and rather than trying to move traffic through the town centre and rather than watching commuters travel through the TfL termini - think about how to make it more attractive to come to the town centre. How? I hear you exasperatedly exclaim – but if the how? cannot be worked out, all that your construction works will do is create a few hundred more commuters travelling through the town centre – and we'll be back where we started – standing and staring at gridlocked traffic crawling through the town centre and commuters flocking through the TfL termini and Morden centre declining. So this scheme needs - not huge sledgehammers - but some really clever, careful and subtle</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p> <p>The vision for Morden Town Centre was supported by 80% of respondents to the 2008 'moreMorden' consultation. The Morden station site was the most popular redevelopment site proposed in the 2008 moreMorden consultation. After further public consultation, the vision for Morden, based on improving the public realm and redeveloping key sites in the town centre, was incorporated in Merton's adopted (2011) Core Planning Strategy which states: "To regenerate Morden through intensified development in and around the town centre, creating a distinctive and vibrant centre by making more of what Morden has to offer. A planned approach will increase development capacity and make more efficient use of land by incorporating higher density housing and commercial opportunities; exploiting Morden's excellent public transport links, while conserving and enhancing the character and distinctiveness of the adjacent suburban neighbourhoods." and states that a large proportion of the 1450-1800 new homes in Morden will be provided as part of the town centre regeneration .</p> <p>The council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses.</p> <p>The purpose of this planning brief is to set out a more detailed vision and to provide design guidance for this site, in order to aid its delivery in accordance with the council's adopted planning policies.</p> <p>The council intends to start work on a masterplan</p>
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Zaidi, Iram	<p>I am dismayed and shocked at your draft proposals to develop the Morden Station Long Stay Car Park in Kenley Road which seem to show total disregard for the current residents of the adjoining roads i.e. Kenley Windermere Erridge Daybrook to name but a few</p> <p>I have several concerns about your proposals and wish to register my strong opposition</p> <p>I have a right to light in my property at 34 and whilst I would be quite happy if there were houses built of 2 storeys with similar character to the existing period properties, with their gardens adjoining ours, 3 storey blocks of modern flats with no gardens would block my light and no doubt my privacy also. The property price would also be adversely affected</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
Zaidi, Iram	<p>I am also concerned where the additional new residents would park their cars.</p> <p>and what of the people who use the long stay car park? they would be fighting for less spaces</p> <p>We already have problems when the function hall above the old "Woolworths" site has an event. You should come and see when the people attending these events park on both sides of an already narrow Daybrook Road at the Kenley Road end; this sometimes happens and may prevent any emergency vehicles from entering.</p> <p>Once your proposals go through this would only add to parking chaos and affect access for emergency vehicles to the surrounding roads.</p> <p>When Morden town centre is developed and the tram line is extended there will be further need for long term parking and your "42" parking events seems ill-founded and perhaps measured on the quietest few days of the car park's history.</p>	<p>The Morden Town Centre Car Park surveys referenced in the report were undertaken in Mid 2012 and were correct at the time of the survey.</p> <p>Since this time the Station CP has been taken over by NCP and reduced in size. As a result many more commuters are using Kenley Road Car Park.</p> <p>Planning policy supports low or car /permit free development on sites, such as Morden that are well served by public transport. Some short term parking for shoppers will be provided. Also, where generally supported by residents, the Council can implement additional parking controls to mitigate any displacement. Morden is already dominated by road traffic and providing more commuter parking would exacerbate these problems. Any developer will need to demonstrate how their proposals impact on the public highway and set out proposals to mitigate impacts.</p>
Merriman, David	<p>Subject to later observations, in principle I agree with the overall objective of the brief.</p>	<p>Noted</p>

Merriman, David	I would also wish to see such development as the key to facilitating wider enhancements elsewhere in the town, but especially realignment/redesign of the road system to enable further public realm improvements.	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. This will include ideas for the space outside Morden Station wider road system.
Merriman, David	I am especially keen to see that within the present proposal, the opportunity is not lost to eliminate the current conflict of pedestrian/commuter/shopper movement in London Road which makes it a very "user-unfriendly" place to be especially at peak hours.	Many of the main roads form part of the Strategic Road Network (Red Routes). However, the council is working with TfL and other partners to develop a comprehensive plan to civilise the public realm in Morden town centre including improved facilities for pedestrians and cyclists. The planning brief advises that the public realm must be well designed to maximise space for pedestrians and facilitate easy movement for those with physical impairments.
Merriman, David	The allocation of the proposed "mixed use" status seems right.	Noted with thanks.

Merriman,  
David

In very broad outline terms, a scheme along the lines of Intermediate Scheme B would seem appropriate, however I believe that great care is needed as regards the density and massing of the residential elements that back on to Kenley Road. I know the schemes are simply indicative, but I consider that the brief should include mandatory provision to ensure that there is a mix of building heights – certainly no more than 3 storey where these about the backs of houses/gardens in neighbouring roads.

Morden is not Central London. 6 storeys on the London Road frontage is too high. Morden needs to retain its suburban “local feel” and identity and I believe 4 storeys on London Road should be the maximum.

I am particularly concerned regarding the proposed redevelopment of Kenley Road car park site. The indicative scale/massing of residential units here is entirely at odds with the low rise scale of established neighbouring housing. Although it is accepted that the immediate need is for 1-2 bedroomed units, these can readily be accommodated within the main site. The Kenley Road site within Merton Park is ideally located for the development of conventional low rise family houses. Indeed it might well be that the site value for housing would be significantly greater than for flats. I believe this area should be designated as a site for houses not flats.

The final planning brief states: *“New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses”*. The Key diagram also has symbols indicating where new development has to ‘respect and relate’ to the existing houses.

The final planning brief also states: *“Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts.”*

Merriman, David	There is a great need for community meeting space within Morden town centre. I would like to see not only D1 use as one of the “mixed uses” but more particularly provision for Public Community Meeting Space – flexible space suitable for 50>250 people for meetings, small concerts, public meetings called by LBM, local voluntary groups, etc.	In accordance with national planning policies, the council’s emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Community uses are permitted by means of the site allocations, are sought through adopted planning policy and the final planning brief refers to the benefits of a mix of uses, including community uses, in town centres.
Merriman, David	I am pleased to see the possibility of extending Kendor Gardens into the scheme – a good idea – but only if it is maintained effectively, unlike the current Kendor Gardens!	Noted
Merriman, David	I believe that care needs to be taken in the design of the “new road” to avoid the risk of generating new “rat runs” to and from Kenley Road/London Road. The present “no exit” to Kenley Road at least prevents some of this movement.	Agree - The council will work with developers and other partners to reduce the attractiveness of the internal layout as a cut through. The planning brief points out that any proposals to redevelop the site would need to be supported by a Full Transport Assessment, which needs to consider all the relevant transport related impacts.

<p>Spokes, Lucy</p>	<p>I live a 10 minute walk from Morden town centre and use the Underground station every day. In the 12 years I have lived in Morden, there have been no improvements to the area. Morden could be a thriving social hub that could have a range of independent shops and services to serve the whole community. Not only is the Main Street a mass of bus stops and queuing people, we have a restricted range of retail outlets: shops that sell plastic buckets, pubs, pawnbrokers and 5 butchers/grocers in one street, none of which look very inviting. There are small positive signs of decent retail outlets - the Tariro coffee shop, Khanage curry house, an independent bakery by York Close (too far from the town centre). It's nice to have a couple of stalwarts such as Boots and Superdrug, but Boots can't even be bothered to open on a Sunday. The Morden newsagents in the underground station is a good example of how we can improve a retail outlet while still keeping to the traditional look of the area. The Gregg's Bakery is popular but far too small - if this had a seating area, Gregg's would probably have double their customers and would be a popular social meeting area.</p> <p>Morden has so much potential. I would love to walk to the town centre to do my shopping instead of driving to the local Tesco. We don't necessarily need a market - just a decent butchers which is dedicated to selling meat and related produce (like in Rosehill), a varied delicatessen, a grocers that looks exciting and sells fresh produce, even a fishmongers would be popular. We have too many shops selling, quite frankly, rubbish at the moment. We don't have to let Morden turn into a town of Chain stores like Sutton - look at Tooting, it's a thriving multicultural area that serves the whole community and we could have this in Morden if the effort was put in. This could be just the opportunity to turn Morden around. Please don't let it slip through our fingers!</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. As highlighted in the brief, it is envisaged for smaller sized shops, which due to their size and rents often attracts independent retailers, to be located on the high street to ensure that this development has an active frontage. The final brief also advises that: <i>"Bigger shops should not take up unduly large amounts of frontage to the detriment of vitality. This is particularly relevant for food stores which should, as far as possible, be located to the rear of a larger number of smaller units, with their entrance at one or two key locations. A larger number of smaller shops create a greater range of activity, people and visual richness – all of which increases vitality."</i> Maintaining and attracting businesses such as more independent retailers or businesses is a task that will commence in the later stages of the development.</p>
<p>Hussey, Linda</p>	<p>I am O.K. with your plans, if a hotel appears what about parking in Morden?</p>	<p>The main attraction of Morden is its accessibility by public transport. This would support low levels of parking for a future hotel.</p>

Hussey, Linda	I think you should apply for Lottery funding for a project called "Men in Sheds", which is a mans project for retired men to make e.g.: plant planters and the customer only has to pay for the products used, this keeping men busy, as all men don't attend clubs as women do. This is company set up with Lottery funding and we have a lot of experience/skills in our community mainly for men on their own.	Noted, these matters are however not of direct relevance to the planning brief site.
Hussey, Linda	Morden used to have a lot of pubs which had Dart teams, which are slowly declining over the years. Please find a use for the old Beef Eater in Morden Hall Park which is currently standing empty, with lovely grounds surely this could have a use for something. I am not sure if the National Trust own this or the grounds.	Noted. Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.
Stutt, Chris	I am concerned about the height of the blocks allowed that are close to existing housing. These blocks should not be any higher than the existing housing. ... Please do not turn Morden into Croydon. Some sensitive development of the town centre only, not the easy undeveloped land round the tracks. Please do not blight the existing residential area.	The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.
Stutt, Chris	I am concerned that housing is being built on ground that was left undeveloped for a good reason. The ground shakes near the Tube line. Who will give mortgages for properties built on this ground? I suspect that no one will give a mortgage for a flat in a huge block on shaky ground - hence developers will not be able to sell the dwellings.	Any development above or near the Northern line will need to be informed by structural engineers. Although more costly, these legitimate concerns are surmountable.

<p>Stutt, Chris</p>	<p>These new dwellings will bring many more people in to the area and there is no provision for more schools and doctors etc. These services will be required by the new inhabitants and the section 106/CIL money will NOT provide enough for them.</p>	<p>The final planning brief refers to the policy requirement that any proposals on this large site will be expected to:</p> <ul style="list-style-type: none"> <li>• incorporate an appropriately sited and sized area for the provision of a new school or</li> <li>• demonstrate why the site cannot accommodate a new school and that the child yield from the proposal could be met in local schools.</li> </ul> <p>The council has delivered more than 600 additional primary school places since 2007 and has recently conducted two comprehensive studies towards identifying sites for new primary and secondary school places. Merton's Sites and Policies Plan allocates several sites for education purposes which will help to meet future needs.</p> <p>The final planning brief points out that: "The impacts of this major development site on local health and wellbeing should be considered through the use of a Health Impact Assessment."</p> <p>The developer is likely to have to pay the Community Infrastructure Levy (CIL). CIL funding could contribute towards improvements to education and/or local health facilities.</p>
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<p>ING, Saroeun</p>	<p>I am the Landlord for 1,5 and 7 Windermere avenue Merton Park SW19 3EP. I am writing to object the big development proposed that may over look the resident of Windermere Avenue. I would preferred to see better access to Morden than developments of flats, as Merton Park is in need of family home rather than flat and those in flat will soon need to have a home.</p> <p>I fear the development would reduce the light to the gardens of Windermere avenue and increases in shopper will lead to increase in noise pollution.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p> <p>The final planning brief also states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>
<p>Siddiqui, Mr &amp; Mrs</p>	<p>Our view on the above proposal for the Kenley Road Car Park Redevelopment is that we are very much against to go ahead with this proposal as it will destroy the peaceful and beautiful view and surroundings of our area. I hope our view will be favourably considered by the authorities concerned.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>

Whitfield, Robert	<p>However, it is intended to introduce a suggestion, widely accepted by the vast majority, including locally elected representatives, including Cabinet Members, to improve and enhance the public realm environment for the enjoyment of all. Although it is widely recognised the above-mentioned representatives could substantiate this suggestion, the necessity for this contribution is due to past and current inactivity while 'in office' -the infliction of spitting/vomiting in public places-public realm.</p>	<p>The council would work with developers, its Safer Merton Team and the Metropolitan Police to reduce the opportunity for public misbehaviour through design and management.</p>
Powell, Darren	<p>We bought our purpose built property, from new, in 2008 and I am extremely concerned about the redevelopment plans. The boundary for the new development is shown beginning at our fence line, and this is the entrance to our front door. I cannot believe how planning was granted just a few years back if the plan was eventually to build a multi story property less than 4 meters from my front door and bedroom window.</p> <p>The proposal to build in such close proximity is going to have such a negative impact on the quality of life for 125, 125A, 125B and 125C. I therefore, urgently request for these plans to be revised in order to give us quality access to our properties and new building to be at a fair distance from our boundaries.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p> <p>The final planning brief also states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>

<p>GLA</p>	<p>The GLA welcomes the production of the draft planning brief for Morden Station, in accordance with London Plan Policy 2.15 Town Centres. The station sits at the heart of Morden town centre, which is identified as a District Centre in Annex 2 of the Plan. Based on an officer-level assessment, the Draft Morden Station Planning Brief provides a coherent set of guidance that will help enhance vitality and viability of the town centre and reflects the broad strategic aims of the London Plan. The draft document does not raise any strategic planning issues, other than those set out below regarding transport. However, the document should make clear reference to the Revised Early Minor Alterations (REMA) to the London Plan which were published in October 2013.</p>	<p>Noted. At pre-application stage officers will refer the developer to the content of the REMA document, if at that time it has not been replaced by a fully revised London Plan.</p>
<p>GLA</p>	<p>Merton Council has been working in close collaboration with Transport for London (TfL) Property team regarding TfL's landholdings in the area in its capacity as a landowner only. The detailed comments below are made by the TfL Borough Planning team and represent the views of TfL in its role as transport operator and in respect of land use planning/ transport issues in accordance with guidance found in the London Plan.</p> <p>As discussed in the Draft Morden Station Planning Brief ("Brief"), TfL currently stand a substantial number of buses in front of Morden Station. Section 4.3 states that the existing capacity needs to be maintained and ideally standing spaces should be increased. This is welcomed, however any proposals to alter this area will require equivalent provision of bus facilities and should be discussed with TfL to ensure London Buses requirements are met.</p>	<p>The council will work with the various TfL surface/transport teams to develop concepts for the wider public realm including opportunities for the space outside Morden Station. The council also recognises the importance of retaining the current bus stop/stand capacity and desire for improved taxi and picking up/set down arrangements. Ideas for the public realm will be worked up over the next 18 months.</p>

GLA	<p>TfL acknowledges that the images provided in pages 34 and 35 are for illustrative purposes only, however is it unclear whether the bus area in front of the station is retained in its current form. Therefore, clarification is sought regarding current and future provision to confirm the bus arrangements are not compromised.</p>	<p>The planning brief document has been amended to exclude the 3D models that were in the consultation draft and now only has a Key Diagram which clearly shows that the bus area in front of the station is within the site boundary, but it is now labelled as an area for 'Public Realm Enhancements (separate project)'. The council will work with the various TfL surface/transport teams to develop concepts for the wider public realm, including opportunities for the space outside Morden Station. The council also recognises the importance of retaining the current bus stop/stand capacity and desire for improved taxi and picking up/set down arrangements. Ideas for the public realm will be worked up over the next 18 months.</p>
GLA	<p>The Brief should make reference to the provision of a taxi or private hire area, this is currently an on-going problem at Morden Station. As part of the redevelopment within Morden, TfL requests a taxi rank is provided and this should be located in an appropriate position with a clear sight line for passengers exiting the station. Specific details of the rank and facilities should be discussed with TfL.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre. This might include ideas for the space outside Morden Station, relocating bus services elsewhere in the town centre, re-designating the way traffic uses the road system and junction typologies. As part of this work, the relocation of the taxi rank will also be considered.</p>
GLA	<p>The site is located on the A24, London Road, which makes up part of the Transport for London Road Network. This section of the road network is currently experiencing congestion issues and this should be acknowledged in the brief. TfL would also expect any developments on this road to follow TfL Streetscape Guidance and therefore suggests 5.47 - 5.48 refer to this guidance document.</p>	<p>A reference to Streetscape Guidance has been included.</p>
GLA	<p>Given the site is in a highly accessible location, with an excellent Public Transport Accessibility Level (PTAL) ranging from 5-6a across the site, low level car parking or car free development should be encouraged.</p>	<p>Agree</p>

GLA	<p>Section 5.15 — 5.16 discusses pedestrian and cycle links as well as legibility throughout the site and area. TfL recommends this includes a direct link to the Legible London scheme to be introduced as part of the planned improvements in the area. The development should also promote and encourage cycling facilities and cycle safety in accordance with the Mayors Cycling Vision.</p>	<p>Appendix B - Key Policy Requirements' has been amended to include a reference to Legible London. Policy support for active travel including cycling in included within the councils emerging Sites and Policies document. In developing its public realm proposals the council will have regard for the Mayor's Cycle Vision and Roads Task Force Vision for London's streets and roads.</p>
GLA	<p>TfL would expect all planning applications to be accompanied by a Transport Assessment in accordance with TfL Best Practice Guidance and applicants a strongly encouraged to use TfL's pre application advice service. For some developments a Construction Logistics Plan, Delivery and Servicing Plan and Travel Plan would also be required. Considering the existing congestion on the surrounding network, TfL requests all servicing facilities for the development is within the site boundary and therefore do not impact on the highway.</p>	<p>This approach is contained within the council's draft Sites and Policies Plan.</p>
TfL	<p>The following comments represent the views of officers in Transport for London's Commercial Development Property Team (TfL Property), in its capacity as a significant landowner only and does not form part of the TfL corporate response. This Representation should not be taken to represent an indication of any subsequent Mayoral decision in relation to the emerging policy document.</p> <p>TfL supports the regeneration of Morden and welcomes the publication of the Morden Station Planning Brief (Brief). The delivery of lasting regeneration will require a viable and deliverable scheme to be brought forward on the site. Therefore, whilst we welcome the illustration of indicative proposals, it is worth noting that these are indicative and are likely to change subject to a viable scheme coming forward.</p>	<p>For the avoidance of confusion, the final draft of the planning brief only has a 2 dimensional key diagram</p>
TfL	<p>We note the contents of paragraph 4.2 iv. of the Brief and the requirement to maintain the LUL staff car park. We believe that this is an operational decision that could require some flexibility in the future, and should not be Council policy.</p>	<p>The councils transport and parking infrastructure policies will guide the council's overall approach in partnership with TfL to achieve the right balance of parking provision across the site. The wording in the paragraph has been amended accordingly.</p>

Merton Conservative Group	<p>Everyone agrees that Morden looks tired and needs to be re-generated. It is the Town Centre with the greatest potential for change in the short term as land ownership is in few hands – including the Council's. In fact it is important that the Council leverages its freehold interest to influence a high quality outcome in the area.</p> <p>Although this consultation is only about a small part of the whole project, we think that it is important to consider the opportunities afforded by the wider area and do nothing that would limit them at this stage. We hope that this consultation represents a determination to re-engage with both local businesses and local residents but consider that there should be an on-going role for a 'Morden Town Centre Committee' as a matter of course.</p>	<p>The Morden station site is a catalyst for regeneration in Morden. Following the adoption of this brief the Council will embark on refreshing the more Morden vision and undertaking additional development viability assessment to redefine the regeneration potential of the rest of Morden town centre. The Council is committed to preparing a master plan for Morden once the station development is underway.</p>
Merton Conservative Group	<p>We think that decisions about the road layout in general and the gyratory system in particular need to be resolved at this stage. We are of the opinion that the gyratory system should be removed as a part of the regeneration.</p>	<p>The council will be working up its ideas for the highway network over the next 18 months taking into account the Mayor's cycle vision, road task force response and Vision. This will include options for the gyratory.</p>
Merton Conservative Group	<p>We also believe that the 'green way' between Morden Hall Park and Morden Park is to play a significant part in establishing the place as special.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The final planning brief also states: "<i>Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity.</i>"</p> <p>The link between the parks will be considered as part of the forthcoming (wider) Morden town centre masterplan work.</p>

Merton Conservative Group	We also think that some pedestrianisation will complement changes to the thoroughfares and help both the retail and 'café community' to thrive in an harmonious community.	The councils emerging proposals will seek to achieve a better balance in the way road space is used. The planning brief advises that the public realm must be well designed to maximise space for pedestrians and facilitate easy movement for those with physical impairments.
Merton Conservative Group	The re-siting or even the mere moving of the bus terminal must also be resolved at this time.	Resolving the issues with the bus interchange at the front of the station will be key to unlocking the town centre's potential. The council will work with the various TfL surface/transport teams to develop concepts for the wider public realm, including opportunities for the space outside Morden Station. The council also recognises the importance of retaining the current bus stop/stand capacity and desire for improved taxi and picking up/set down arrangements. Ideas for the public realm will be worked up over the next 18 months.
Merton Conservative Group	The 'big picture' is vital. We must not micro design any small part of the area without an awareness of the desired outcome for the wider area. This may also be the moment to consider the future of the Civic Centre building and its own impact on our tall buildings policy. This might be a prime redevelopment site?	The council intends to start work on a masterplan plan for the whole town centre in 2014.
Merton Conservative Group	We believe that it is essential that all development accords with an overarching ethos of 'high quality'. We assume that everyone wants the buildings that are over the station removed. However, we recognise that it will be necessary to replace them with 'enabling development'. This has to relate well to the cherished art-deco building that will host it. We would not automatically oppose a building that is slightly taller than the one that currently exists as long as it respects the 'brief' for the wider area.	The final planning brief also states: "Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced..." The final planning brief states: "New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."
Merton Conservative Group	The area has an exceptional PTAL and can support more intensive development.	Agreed

Merton Conservative Group	Apartments of high quality can play a part and should enable family homes with gardens to be provided as part of the 'good mix' required by the community.	The 1930's "metroland" streets surrounding Morden are largely of houses and there are a limited number of apartments in the Morden area. With excellent access to tube, bus, rail and tram, shops and parks, sites within Morden town centre are considered a good location for apartments, to improve the housing mix of the area.
Merton Conservative Group	The regeneration will require its own infrastructure (schools, GP surgeries etc.) and this needs to be considered at this stage.	<p>The final planning brief refers to the policy requirement that any proposals on this large site will be expected to:</p> <ul style="list-style-type: none"> <li>• incorporate an appropriately sited and sized area for the provision of a new school or</li> <li>• demonstrate why the site cannot accommodate a new school and that the child yield from the proposal could be met in local schools.</li> </ul> <p>The council has delivered more than 600 additional primary school places since 2007 and has recently conducted two comprehensive studies towards identifying sites for new primary and secondary school places. Merton's Sites and Policies Plan allocates several sites for education purposes which will help to meet future needs.</p> <p>The final planning brief points out that: "The impacts of this major development site on local health and wellbeing should be considered through the use of a Health Impact Assessment."</p> <p>The developer is likely to have to pay the Community Infrastructure Levy (CIL). CIL funding could contribute towards improvements to education and/or local health facilities.</p>



Merton Conservative Group	We will propose and support high quality development that is sensitive to the 'big ideas' for the area that must be established at this time. We believe that quality of life issues need to be at the heart of regeneration. In this respect it would be really good to encourage the National Trust to in some way better integrate the park into the big picture of Morden. An impressive new entrance at 'the roundabout' might be the start of the green link that surely they would support.	Noted. Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.
Natural England	Having checked the screening document that has been provided it is clear that there are potential impacts from the developments which are planned for the Morden area however Natural England would agree that further assessment under the Conservation of Habitats and Species Regulations 2010 (As amended) in this instance would not be required.	Noted
Kaunang, Jovita	I am not a driver and regularly travel on buses from Morden town centre. I would like to see an increase where possible of the amount of bus stops, because there is so much congestion with so many buses concentrated in one small area. For example, the 93 bus stops outside Morden underground, which is great, but then there isn't another stop until nearly Dorset Road. If there could be a new 93 stop somewhere between these two stops, perhaps near the old library in Morden Road, then perhaps this would take the pressure off the stop outside the underground? North Cheam, on the Sainsbury's side has two 93 stops close together.	Resolving bus issues will be key to unlocking the town centre's potential. The council is currently exploring with London Buses a potential new stop o/s Morden Medical Centre.
Kaunang, Jovita	People are also naturally going to use the currently vehicle-only one-way access at Sainsbury's in Morden - this always feels dangerous so a new designated footpath/bike route alongside would be helpful.  Also to encourage cycling, there could be more bike stands, perhaps on Crown Lane because the current ones are often full. Also the pavement on Crown Lane is big enough to introduce a separate two-way cycle path.	The new Key Diagram shows a pedestrian/cycle/vehicle road in a similar location to the existing road through the site.  The suggested cycle path and storage can be considered in conjunction with wider public realm and cycling proposals for the area currently being developed. Policy support for active travel including cycling is included within the council's emerging Sites and Policies document.

<p>Kaunang, Jovita</p>	<p>Lastly, there are no bookshops in Morden so to invite Waterstone's, for example, into the Morden station complex.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting national retail brands and other commercial businesses is a task for a later stage of the of the redevelopment of this site.</p>
<p>Taylor, Ryan</p>	<p>You need to make provision for a more convenient taxi drop off near the station. Currently taxi's can not go into the bus station and try to pull in to the loading bays further down the road. These are often full and the taxi's double park in the road. This is awkward and unsafe, especially when you have young children and lots of suitcases.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre. This might include ideas for the space outside Morden Station, relocating bus services elsewhere in the town centre, re-designating the way traffic uses the road system and junction typologies. As part of this work, the relocation of the taxi rank will also be considered.</p>

Taylor, Ryan	<p>The bus station is wasted public space and results in very annoying pedestrian crowding along the pavement outside the station. I have to walk along the pavement twice a day with a buggy to take my son to the child-minders and it is a severe impediment to free flow movement. Removing the bus station would enable you to space the bus stands out more and widen the space - there is no problem on the other side of the road. You could also use the bus station as a more useful public space. It may be helpful if you could lobby Transport for London to run bus routes through Morden to create cross town connectivity rather than most terminating in the centre of town. Here are some suggested alternative terminating points:</p> <ul style="list-style-type: none"> <li>- Colliers Wood via Jubilee Way / Windsor Av (currently no public transport to this industrial estate) - Maybe the 413 could do this.</li> <li>- St Helier Hospital (if it stays open) - Maybe the 163 could do this and the route down St Helier Av is currently very congested and needs more capacity.</li> <li>- Raynes Park / New Maldon via Martin Way - maybe the 201 or 157 could do this (currently cross Morden connectivity is not good to St Helier Hospital or Mitcham)</li> <li>- Garth Road via Hillcross Avenue - either the 201 or 157 not used above. This would also give extra capacity down Hillcross Av to Morden, the buses on which are full in the am peak and people can not get on.</li> </ul>	<p>The council is independently developing its ideas to civilise the public realm in particular improving permeability for pedestrians. This work will include ideas for the area outside the Station. The council continues to lobby TfL to extend terminating routes from Morden.</p>
Taylor, Ryan	<p>Incorporate lots of Cycle parking into the design at the station. We are on the verge of a cycling revolution and it would not take much to get people cycling to the station.</p>	<p>This can be considered in conjunction with wider public realm and cycling proposals for the area currently being developed. Policy support for active travel including cycling is included within the council's emerging Sites and Policies document.</p>

Taylor, Ryan	<p>Ensure no cut to long term or short term parking. Ensure near new supermarket and accessible to the tube. Keep council controlled so that you can run it in the public interest (town centre vibrancy, decongestion etc.) rather than revenue maximisation. This is essential not to cut spaces or increase prices heavily. Some people will always want to drive and some people already park as far away as Arundel Avenue (off Hillcross Av) to walk to the tube to avoid the car park fees and this action will continue to push costs onto the local residents if more people do this as the eventual reaction will to make it into a controlled parking zone.</p>	<p>Planning policy supports low or car/permit free development in places, such as Morden that are well served by public transport. Although short term parking is still intended to serve shoppers/visitors. Also, where generally supported by residents, the Council can implement additional parking controls to mitigate any displacement. Morden is already dominated by road traffic and providing more commuter parking would exacerbate these problems.</p>
Licensed Taxi Drivers Association	<p>I would like to comment regarding the provision for taxis at Morden station.  At present there is a taxi rank in Aberconway Road for 6 taxis and another in London Road for 4 taxis which operates from 19.00 to 07.00.  Both of these ranks are poorly sited. The rank in Abercrombie Road can hardly be seen by people leaving the station and they have to cross a busy main road in order to get to it. The rank in London Road was recently appointed to improve accessibility at night, unfortunately, this also has a poor sight line from the station, particularly as the taxis face away from the station and their For Hire lights cannot be seen. We therefore request that the planning brief should seek to provide improved facilities for taxis.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre. This might include ideas for the space outside Morden Station, relocating bus services elsewhere in the town centre, re-designating the way traffic uses the road system and junction typologies. As part of this work, the relocation of the taxi rank will also be considered.</p>

Whichelow,  
Clive

While I believe the town centre itself would benefit from improved shopping facilities I don't think that it is appropriate to erect high-rise buildings within the areas which are purely residential and consisting of small houses - e.g. Daybrook Road and Windermere Avenue. Apart from the negative and unwelcome impact on the residents of those roads the construction of larger buildings would adversely affect the existing ambience and character of the area as a whole.

The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.

The final planning brief also states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."

<p>Whichelow, Clive</p>	<p>Although this next point may not be in the scope of the planning brief I believe thought must be given to the impact on local infrastructure of large numbers of new dwellings. There is already a shortage of school places and health services are overstretched without adding to these problems.</p>	<p>The final planning brief refers to the policy requirement that any proposals on this large site will be expected to:</p> <ul style="list-style-type: none"> <li>• incorporate an appropriately sited and sized area for the provision of a new school or</li> <li>• demonstrate why the site cannot accommodate a new school and that the child yield from the proposal could be met in local schools.</li> </ul> <p>The council has delivered more than 600 additional primary school places since 2007 and has recently conducted two comprehensive studies towards identifying sites for new primary and secondary school places. Merton's Sites and Policies Plan allocates several sites for education purposes which will help to meet future needs.</p> <p>The final planning brief points out that: "The impacts of this major development site on local health and wellbeing should be considered through the use of a Health Impact Assessment."</p> <p>The developer is likely to have to pay the Community Infrastructure Levy (CIL). CIL funding could contribute towards improvements to education and/or local health facilities.</p>
<p>Whichelow, Clive</p>	<p>Finally, I do not believe the local community has been properly informed about these proposals. I found it extremely difficult to obtain a copy of the planning brief and even more difficult to obtain a copy of the more revealing planning brief subtitled 'Morden Community Forum'. Any proposals as far-reaching and potentially radical as these need to be widely available.</p>	<p>Copies of all documents have been available on the council's website and hard copies were available to view in Morden library.</p>
<p>Rayner, Fred &amp; Megan</p>	<p>We are delighted there are plans to regenerate Morden and make it greener.</p>	<p>Noted</p>

<p>Rayner, Fred &amp; Megan</p>	<p>At the moment access to Morden from Merton Park is via a dangerous service road behind Sainsbury's and Piss Alley alongside the station. This puts a lot of people off walking into the town.</p>	<p>Noted. The council is also independently developing its ideas to civilise the public realm in particular improving permeability for pedestrians. The planning brief advises that the public realm must be well designed to maximise space for pedestrians and facilitate easy movement for those with physical impairments. The planning brief also points to the principles contained in guidance documents such as 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.</p>
<p>Rayner, Fred &amp; Megan</p>	<p>We are also aware that there are no public toilets when the library is closed. Having a public toilet would alleviate the problem of the alley and would also benefit the many people with continence issues. These problems of access and toilets should be addressed no matter what happens with the development plans.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Community uses are permitted by means of the site allocations, are sought through adopted planning policy and the final planning brief refers to the benefits of a mix of uses, including community uses, in town centres. Aside from the development on the Morden Station site, the council currently provides public toilets at Civic Centre and two other locations in Morden as part of our community toilet program.</p>

Rayner, Fred & Megan

The scale of the proposed development is too massive. If access to Morden was improved the town could evolve in a less intrusive way. ...

The proposed development in Kenley Road Car Park is out of all proportion and intimidating. It is too big for a 1930's garden suburb area and is actually in Merton Park rather than Morden. This means we have paid Merton Park prices for the houses and are paying Merton Park Council Tax. The proposed three storey height of the buildings would block light and warmth and invade the privacy of residents in Daybrook Road. The environment in the immediate area would be spoilt and would devalue our houses. Several people we have spoken to have said they would be prepared to sue the Council if the value of their home was reduced.

The proposed development goes against the following stated aims of the Morden Station Planning Brief - " conserving and enhancing the character and distinctiveness of the adjacent suburban neighbourhoods" and "Proportion and building detail must relate to human scale". We disagree with the statement "these plans respect the residential character and amenity".

We were so concerned about the proposals that we informed and petitioned residents in Daybrook Road, Kenley Road and Sandbourne Avenue about the proposal. 100% felt that three storeys proposal would be too high although it was recognised that there might be a need for extra housing.

A lot of residents were horrified at the thought of having another Naish House (in Harland Close) behind them.

Any development on the Kenley Road site should be the same size as surrounding houses making use of the park side site. If the site was to be developed our preference would be for family homes with gardens in keeping with the surrounding area. There is a great shortage of family homes and this would help increase supply.

... Windermere Avenue and Kenley Road

Although this does not directly affect us we are very aware that residents in these roads would be facing exactly the same problems as in Daybrook Road. Again the proposed developments are massive compared to the adjacent houses. It would also change the whole feel of the town from a friendly, homely garden suburb into a characterless claustrophobic inner city.

The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.

The final planning brief also states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."



Rayner, Fred & Megan	As an alternative it could revert back to allotments or be an extension to the park with maybe a children's playground.	The allocated uses for the Kenley Road Car Park site in the council's emerging Sites & Policies Plan is residential or education. As a supplementary planning document, the planning brief cannot contain new planning policies.
Rayner, Fred & Megan	<p>Housing</p> <p>We fully realise there is a need for additional housing. There should be a programme to utilise empty properties in the area and use spaces above shops so that not so many high density properties need to be built.</p>	The council has a programme to assist with getting abandoned residential properties back into use and offices above shops are now able to become flats without planning permission. However these changes only help to provide a limited number of new homes against a backdrop of considerable housing need in London and the South East.

<p>Rayner, Fred &amp; Megan</p>	<p>Having high density housing will bring problems to local services such as schools, doctors and parking.</p> <p>...</p> <p>Local schools and GPs are already under strain so new sites would have to be found for additional surgeries and schools.</p>	<p>The final planning brief refers to the policy requirement that any proposals on this large site will be expected to:</p> <ul style="list-style-type: none"> <li>• incorporate an appropriately sited and sized area for the provision of a new school or</li> <li>• demonstrate why the site cannot accommodate a new school and that the child yield from the proposal could be met in local schools.</li> </ul> <p>The council has delivered more than 600 additional primary school places since 2007 and has recently conducted two comprehensive studies towards identifying sites for new primary and secondary school places. Merton's Sites and Policies Plan allocates several sites for education purposes which will help to meet future needs.</p> <p>The final planning brief points out that: "The impacts of this major development site on local health and wellbeing should be considered through the use of a Health Impact Assessment."</p> <p>The developer is likely to have to pay the Community Infrastructure Levy (CIL). CIL funding could contribute towards improvements to education and/or local health facilities.</p> <p>The final planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
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<p>Rayner, Fred &amp; Megan</p>	<p>If there are additional residents without parking facilities the effect would be an increase to on-road parking. This goes against the Morden Station Planning Brief which states there should be "No adverse impact on road safety and on-street parking"</p>	<p>The councils transport and parking infrastructure policies will guide the council's overall approach in partnership with TfL to achieve the right balance of parking provision across the site. This policy supports also low or car/permit free development in places, such as Morden that are well served by public transport. Much of the surrounding area is already subject to parking controls, however should problems arise then the Council can implement additional parking controls as necessary to protect existing residents.</p>
<p>Rayner, Fred &amp; Megan</p>	<p>At the moment the bus station in front of the tube is chaotic and makes a visit to Morden unpleasantly stressful. This is one of the major problems of Morden but there is no mention of resolving this in the proposal.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians This will include ideas for the space immediately outside Morden Underground station.</p>
<p>Rayner, Fred &amp; Megan</p>	<p>The dual carriageway running through Morden makes it a drive through town rather than a destination to enjoy. It also splits the town in half. A single carriageway would unite the town and allow more room for the bus station. Also more space would become available to improve the street scene and create a pedestrian plaza.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists. This will include ideas for the space outside Morden Station wider road system.</p>

<p>Rayner, Fred &amp; Megan</p>	<p>More should be made of the link between the station and Morden Hall Park. The tree planting in Aberconway Road should be extended into Morden centre.</p> <p>...</p> <p>The proposed high rise buildings will cause wind tunnel effects. The civic centre does this already, making the shopping environment around it unpleasant. The development should be as pedestrian friendly as possible, otherwise it will not succeed.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project. The final planning brief also states: "<i>Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity.</i>"</p> <p>Links with the nearby parks will be considered as part of the forthcoming (wider) Morden town centre masterplan work.</p>
<p>Rayner, Fred &amp; Megan</p>	<p>Would it be possible to have roof gardens and as much green space as possible within the town centre development. This will expand the "countryside-in-town" feel which Morden Hall Park brings to the area. The green decking over the tube line is an excellent idea as is the proposal for the above ground park on the top of Peel House car park.</p>	<p>The Key diagram in the final planning brief shows an extension to Kendor Gardens to the south of Kenley Road as 'Proposed Open Space/Landscaping'. The final planning brief also states: "<i>Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity.</i>"</p>

Petition	<p>We, the undersigned, object to Merton Council's development proposals to Kenley Road car park on the grounds that the buildings are too high and will therefore blight our environment and will undermine the value of our homes.</p> <p>92 signatures</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
Child, Hubert	<p>The impetus behind the development has until recently been twofold:</p> <ul style="list-style-type: none"> <li>• The need to regenerate Station House which has become very run down and I'm sure everyone still supports that.</li> <li>• The past need to regenerate a high street with many empty shops.</li> </ul> <p>The high street is now fully let with businesses that appear to be making a living and performing a useful function for local residents in Morden.</p> <p>Question:      Could the development be done in such a way that businesses only move out of their current premises when alternative accommodation has been created?</p> <p>If not what compensation would be forthcoming, and where in the immediate locality could their customers go for their shopping or other requirements'?</p> <p>The interests of the local community would not be served by being told to go to Wimbleton or Colliers Wood.</p> <p>Similarly local interests would not be served if the Car Park beside Sainsbury's in Morden was built on before alternative parking was provided close by.</p>	<p>An important aspect of any planning application involving the comprehensive redevelopment of a major town centre site, will be the phasing of the development on different parts of the site. These matters will be considered as part of the pre-application process and the final planning brief states that: "The council will assist developers, when deemed appropriate, in working with landowners to find suitable solutions to develop parts of the site that are in multiple ownerships."</p>
Child, Hubert	<p>Similarly local interests would not be served if the Car Park beside Sainsbury's in Morden was built on before alternative parking was provided close by.</p>	<p>The planning brief clarifies that construction must be phased to retain an element of short stay parking for local shoppers.</p> <p>The planning brief also refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>

<p>Child, Hubert</p>	<p>Beyond the impetus for regeneration in Morden Town Centre itself, Paul mentioned two needs</p> <ul style="list-style-type: none"> <li>• For a development that is large enough to attract a developer. This has caused the area proposed for development to stray into the streets of Merton Park with buildings that appear likely to be out of keeping and out of scale to the surrounding streets and houses. That is not acceptable.</li> </ul> <p>Comment: We hear a lot about projects needing to be large enough to attract a developer. This principle should be resisted as it can encourage additions or extra features that would not otherwise be contemplated or perhaps not even needed. If planning authorities resist, then developers will know that they must accept less ambitious projects or lose out to other developers who decide they can accept manage smaller projects.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p> <p>The final planning brief also states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>
<p>Child, Hubert</p>	<p>This will add to the number of children living in Merton and we heard on yesterday's BBC News that our Borough is one of those with the worst shortage of school places in London. The Borough should urgently consider finding sites for schools before it builds homes that could attract more families to Merton.</p>	<p>The council has delivered more than 600 additional primary school places since 2007 and has recently conducted two comprehensive studies towards identifying sites for new primary and secondary school places. Merton's Sites and Policies Plan allocates several sites for education purposes which will help to meet future needs.</p>

Child, Hubert	This will add to the number of children living in Merton and we heard on yesterday's BBC News that our Borough is one of those with the worst shortage of school places in London. The Borough should urgently consider finding sites for schools before it builds homes that could attract more families to Merton.	<p>The final planning brief refers to the policy requirement that any proposals on this large site will be expected to:</p> <ul style="list-style-type: none"> <li>• incorporate an appropriately sited and sized area for the provision of a new school or</li> <li>• demonstrate why the site cannot accommodate a new school and that the child yield from the proposal could be met in local schools.</li> </ul> <p>The council has delivered more than 600 additional primary school places since 2007 and has recently conducted two comprehensive studies towards identifying sites for new primary and secondary school places. Merton's Sites and Policies Plan allocates several sites for education purposes which will help to meet future needs. The developer is likely to have to pay the Community Infrastructure Levy (CIL). CIL funding could contribute towards improvements to education facilities.</p>
Child, D	Yes - I agree Station House is a blot on the landscape and should be redeveloped to enhance the setting of the Art Deco features of Listed Morden Station, but I do not agree Morden Station should find itself swamped by a tower block sprouting out above it. Any development over the station should be no higher than Station House, to give emphasis to the attractive features of the station below.	<p>The final planning brief states: <i>"Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</i></p> <p>The final planning brief also states: <i>"Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced..."</i></p>

Child, D	<p>I do not agree with the proposals for more housing in the area in blocks of flats stretching right into Merton Park. That is a pleasant low density family housing area and should stay that way.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
Child, D	<p>I see it as irresponsible of the Council to suggest more housing when there is already a serious shortage of school places, both Primary and very soon, Secondary. The London Schools Atlas, published this week, forecasts an increase of 61% in the population of school age children in nearby Colliers Wood. The idea that the new flats will not attract families is a fallacy, because other policies require 40% of them to be affordable housing. Affordable housing is normally only allocated to people with housing need because they have children.</p>	<p>The council has delivered more than 600 additional primary school places since 2007 and has recently conducted two comprehensive studies towards identifying sites for new primary and secondary school places. Merton's Sites and Policies Plan allocates several sites for education purposes which will help to meet future needs.</p>
Child, D	<p>I do not agree to flats being built over the Northern Line. I am not convinced that new building techniques (platforms on rubber buffers) will last as long as sustainable housing should, and you only have to take a walk in Kendor Gardens to feel just how much vibration the Northern Line trains cause. I think homes built over the tracks would provide unsatisfactory living conditions for the future occupiers.</p>	<p>Any development above or near the Northern line will need be informed by structural engineers. Although more costly, these legitimate concerns are surmountable. There are many modern examples of new homes near or above rail lines in London.</p>



Child, D

I do not agree to a large scale re-development of the buildings between the station and Sainsbury's. At the moment these buildings could do with some capital investment, but they provide shops, offices, medical and other useful services which are easily accessible and affordable to the local community. The fact there are so few vacancies speaks for itself.

The vision for Morden Town Centre was supported by 80% of respondents to the 2008 'moreMorden' consultation. The Morden station site was the most popular redevelopment site proposed in the 2008 moreMorden consultation. After further public consultation, the vision for Morden, based on improving the public realm and redeveloping key sites in the town centre, was incorporated in Merton's adopted (2011) Core Planning Strategy which states: *"To regenerate Morden through intensified development in and around the town centre, creating a distinctive and vibrant centre by making more of what Morden has to offer. A planned approach will increase development capacity and make more efficient use of land by incorporating higher density housing and commercial opportunities; exploiting Morden's excellent public transport links, while conserving and enhancing the character and distinctiveness of the adjacent suburban neighbourhoods."* and states that a large proportion of the 1450-1800 new homes in Morden will be provided as part of the town centre regeneration . The council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a more detailed vision and to provide design guidance for this site, in order to aid its delivery in accordance with the council's adopted planning policies.

Child, D	<p>I do not agree Sainsbury's needs a larger store. There is one already nearby at nearby Colliers Wood. In fact Sainsbury's in Morden have very recently changed their layout to adapt to the fact fewer people are making a big weekly shop in Supermarkets. They have taken out their larger self service checkouts and more of their products are being offered in small sizes.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Although it is likely that a large convenience food store (supermarket) might want to be on this site, to ensure an appropriate level of flexibility, the Key diagram in the final planning brief does not indicate an area specifically for a supermarket, it does indicate an area for commercial and leisure use along London Road.</p> <p>To date, the council has not had detailed discussions with Sainsbury's regarding the redevelopment of the site (refer to the consultation responses on the council's website for their response). The developer of the site is likely to enter into detailed discussions with all interested parties.</p>
Child, D	<p>Only when the Council is again able to finance the maintenance of their public parks, should plans be suggested to extend Kendor Gardens. The volunteer Friends are stretched to the limit already.</p>	<p>The final planning brief refers to the council's emerging Sites and Policies Plan Policy DM O1 which states: "<i>Where new publically accessible open space is proposed as part of major developments, for which it is proposed that the council will take responsibility, the council will require developers to make contributions towards maintenance for the first 5 years.</i>"</p>

Child, D	I am sorry to have to prick the bubble, but this Brief is based on ideas that do not stand up to scrutiny, and needs to be brought down to earth. The Council needs to concentrate its efforts on what really needs to be done and how that can be achieved without throwing away all the advantages Morden already enjoys compared to larger centres such as Wimbledon and Sutton.	Noted
Child, D	If Merton is to continue to bask in its glory as a Best Achieving Council, it should grasp the localism opportunity offered by Briefing Paper SNO3741, and instead of constantly searching for more sites for housing, it should redirect its resources to an urgent search for sites for new schools, to meet the demand from the housing already here.	The council has conducted two comprehensive studies in 2013 to identify sites for new primary and secondary schools; guided by a task group of councillors. The council continues to deliver primary school places and is working towards the delivery of more secondary school places to meet projected demand.
The John Innes Society	We do agree that Station House and the bus interchange are currently very unattractive and need improvement with a well designed mixed use redevelopment scheme which respects the Art Deco style of the Northern Line station.	The final planning brief states: <i>"Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</i> The final planning brief also states: <i>"Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced..."</i>

The John Innes Society

Taking other factors into consideration, we think this development should be limited to the Station Area and possibly some of the adjoining London Road frontage (as the title you have given to the Planning Brief indicates was the original intention) because in our view more interests of acknowledged importance will be damaged by encroaching into the adjoining residential area, than can be compensated for by improvements to Morden Town Centre's High Street image.

We appreciate the area covered by the Brief has been enlarged to attract developer interest, but this is a consultation on whether that is acceptable, and we don't think it is.

1) Recent planning decisions within the southern part of our Area of Benefit have upheld the Council's assessment that the character of the area is high quality family friendly two storey housing with good sized gardens and spaces between the dwellings which should be preserved. In-fills have been turned down both on initial application and appeal because they will destroy this openness.

This brief proposes that for roads such as Windermere Avenue, parts of Kenley Road and parts of Daybrook Road, such openness no longer matters. We give our full support to residents in Daybrook Road who are saying flats on the Kenley Road Car Park would not be an appropriate form of development.

This Planning Brief will appear on Local Searches, and that will have the unfortunate affect of blighting the marketability of houses near any encroachments into residential areas. The timescale you have indicated means the blight could last for many years. Experience has shown that the quality of blighted residential areas soon deteriorates. The distress caused to those affected by Planning Blight should never be ignored, however limiting that may be for development prospects. Blocks of flats at the ends of gardens, especially of the size and height of the ones proposed in all three options, will be obtrusive and cause overlooking. The higher residential density will change the character of the area, destroy its openness and far from improving the quality of the environment, will downgrade and damage it.

The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.

The final planning brief also states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."

<p>The John Innes Society</p>	<p>More housing means more children needing more schools. It is wishful thinking to say that because the majority of the proposed flats will have only one or two bedrooms, very few will be occupied by families with children. One only has to look at The Holt and The Homefield on London Road to see how small flats which twenty years ago were not favoured by families, are now occupied, often by three generations, in very poor and overcrowded conditions. There will be more children and S106 and CIL contributions from developers are no use whatsoever unless there are sites for new schools to be built. We have not heard that Merton has been able to identify sites for any new schools and the expansion plans for existing Primary schools in the area have already reached their limits. Extra capacity in Merton's Secondary schools is becoming ever more urgent, as the first bulge year group has already reached the age of 8. Building more homes without provision of local school places will cause damage to families already living in the area as well as to the families in the new homes.</p>	<p>The final planning brief refers to the policy requirement that any proposals on this large site will be expected to:</p> <ul style="list-style-type: none"> <li>• incorporate an appropriately sited and sized area for the provision of a new school or</li> <li>• demonstrate why the site cannot accommodate a new school and that the child yield from the proposal could be met in local schools.</li> </ul> <p>The council has delivered more than 600 additional primary school places since 2007 and has recently conducted two comprehensive studies towards identifying sites for new primary and secondary school places. Merton's Sites and Policies Plan allocates several sites for education purposes which will help to meet future needs. The developer is likely to have to pay the Community Infrastructure Levy (CIL). CIL funding could contribute towards improvements to education facilities.</p>
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The John Innes Society

At the moment Morden is fairly unique among high streets in that nearly all the shops are occupied and are trading well. There are also a good range of other business (opticians, dentists, herbalists, beauticians, accountants, solicitors , banks, building societies, shoe menders.. etc.) all of which are well patronised and provide a more personal approach than major retail traders or branches of larger businesses. What is there may not be to everyone's taste, but from the fact they are thriving and busy, one can tell they meet the needs of their customers and have the added benefit of being within easy walking distance from many homes in our Area of Benefit. Shoppers wanting more variety (clothing, books, electronic equipment) have a wealth of choices available nearby (e.g. Wimbledon, Colliers Wood, Priory Park, Tandem Works). A recent report from The Grocer" found that people are moving away from the big weekly shop, preferring instead to shop little and often. This is healthier as it encourages the purchase of fresher fruit and vegetables. Possibly the recent upsurge of trade in Morden is due to this "little and often" change in behaviour. It is ideally suited to it. An overlarge redevelopment scheme in London Road will chase away most of these smaller traders and businesses who will be unable to afford higher rents in more modern premises, meaning local people will have to travel further and pay more for their everyday needs.

In accordance with national planning policies, the council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. As highlighted in the brief, it is envisaged for smaller sized shops, which due to their size and rents often attracts independent retailers, to be located on the high street to ensure that this development has an active frontage. The final brief also advises that: *"Bigger shops should not take up unduly large amounts of frontage to the detriment of vitality. This is particularly relevant for food stores which should, as far as possible, be located to the rear of a larger number of smaller units, with their entrance at one or two key locations. A larger number of smaller shops create a greater range of activity, people and visual richness – all of which increases vitality."* Maintaining and attracting businesses such as more independent retailers or businesses is a task that will commence in the later stages of the development.

<p>The John Innes Society</p>	<p>One of the reasons Morden is popular for everyday needs is that it has easily accessible reasonably priced parking. Even little and often shoppers have to carry their purchases home, and items such as milk are too heavy to take on public transport. The consultation document says surface level parking is a waste of resources. We do not share that view. Multi storey car parks and underground parking are expensive to provide, difficult and expensive to use, need lifts, and are intimidating as they often harbour loitering and crime. Lack of safe and affordable parking will damage trade in Morden, and the situation will be exacerbated by what appears to be no provision for parking for residents of new homes.</p>	<p>The councils transport and parking infrastructure policies will guide the council's overall approach to parking provision across the site, but is expected to retain short stay parking provision. The council would seek to ensure that any future parking facilities meet the national 'Secured by Design' car park standards.</p>
<p>The John Innes Society</p>	<p>The Brief includes a proposal for a new two-way road. The current service road between Sainsbury's and Peel House Car Park is narrow and should be one way, but is frequently used two-way as a rat run and as such, it is acknowledged to be dangerous. The space allowed for the new road is inadequate and potentially dangerous .</p>	<p>Any new road and accesses would have to comply with current design standards.</p>

<p>The John Innes Society</p>	<p>Although there are good open spaces around Morden (e.g. Morden Hall Park) these are not the answer to lack of on-site amenity space for new residents. Few families have time for an adult to take children out to a park every time they want to play, even one as close as an extended Kendor Gardens. Children need safe, good sized play space incorporated within their immediate surroundings. Roof top gardens are not suitable. Inadequate amenity space damages lives. Lack of outdoor play space for everyday activity leads to obesity and diseases such as rickets when children do not get enough fresh air, sunshine and exercise.</p> <p>7). The Brief asks for views on extending Kendor Gardens southwards. More open space is always welcome, but only if it can be maintained. Merton has found itself unable to fund even basic maintenance for some years now. The John Innes Society has been at the forefront of setting up Friends Groups, including the Friends of Kendor Gardens, to help out. Were it not for the considerable voluntary effort put in by these public spirited local residents, even showpiece parks like The John Innes Park, would by now be overgrown wildernesses. Lack of maintenance of open spaces is damaging to local amenity. It fosters crime, litter and anti social behaviour. Until such time as the Council can guarantee a reasonable standard of maintenance without relying on volunteers, we cannot take proposals for new public open space seriously.</p>	<p>The Key diagram in the final planning brief shows an extension to Kendor Gardens to the south of Kenley Road as 'Proposed Open Space/Landscaping'. The final planning brief states: <i>"Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity."</i> The final planning brief also states: <i>"High quality design should also extend to the provision of amenity space. In high density developments where space is a premium, providing adequate, high quality amenity space and public realm is crucial. This is often more important than having larger areas of communal space. The council is currently developing space and amenity standards based on the London Plan and London Housing Design Guide."</i></p> <p>The final planning brief refers to the council's emerging Sites and Policies Plan Policy DM O1 which states: <i>"Where new publically accessible open space is proposed as part of major developments, for which it is proposed that the council will take responsibility, the council will require developers to make contributions towards maintenance for the first 5 years."</i></p>
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<p>The John Innes Society</p>	<p>All in all, this Brief is well intentioned but the proposals have grown out of proportion to what can be achieved without Croydonising Morden, damaging the adjoining residential environment and spreading Planning Blight.</p>	<p>The final planning brief now has a 2 dimensional Key diagram and states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>
<p>Sainsbury's</p>	<p>I have liaised with my Planning Consultants who act for us on both our main estate and Sainsbury's Locals , and can confirm that although we support Merton's aspirations for the redevelopment of Morden Station, there is nothing specific we wish to add at this point.</p>	<p>Noted</p>
<p>Merton Park Ward Residents' Association</p>	<p>For our part, MPWRA welcome the intention to revitalise Morden Town Centre and recognise both the considerable work that has gone into preparation of the draft planning brief and the opportunity now before us.</p>	<p>Noted</p>

Merton Park  
Ward  
Residents'  
Association

Character of the Area  
While invigorating the Town Centre we have to be extremely mindful of the need to maintain the family atmosphere and scale of the southern end of Merton Park Ward. Buildings larger than current houses in Kenley Road, Daybrook Road or Windermere Avenue would have a deleterious impact on the whole area and would be vigorously opposed by residents.  
...  
Size of Development  
The height and character of buildings on the Kenley Road car park need special attention. There is a strong case for any building to focus on family dwellings consistent with nearby housing.

The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.  
The final planning brief also states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."

<p>Merton Park Ward Residents' Association</p>	<p><b>Project Scale</b> We understand that the scale of the entire project has to be sufficient to attract developers. However, we assume that developments at the smaller end of the scenarios described are potentially viable; otherwise they could not have been put before us. If these smaller schemes are considered unacceptable by FutureMerton even at this early stage this should be made explicit. Otherwise we would expect to see a range of proposals in the final version of the Planning Brief which included the smaller scenarios.</p>	<p>The final planning brief now has a 2 dimensional Key diagram and states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>
<p>Merton Park Ward Residents' Association</p>	<p><b>Housing Types</b> We would expect affordable housing in the development to meet but not exceed statutory requirements.</p>	<p>The final planning brief refers to the adopted planning policy requirements with regards to affordable housing provision.</p>
<p>Merton Park Ward Residents' Association</p>	<p><b>Parking</b> Parking cannot be left as a residual issue to be considered at a later stage. Adequate parking for visitors to the Town Centre and for residents has to be factored into the development from the outset.</p>	<p>Agreed, but the eventual mix of land uses and dwelling types are currently unknown. The planning brief therefore refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>

<p>Merton Park Ward Residents' Association</p>	<p>Impact on Services Similarly, the impact on local services and schools has to be considered at the Planning Brief stage. We already face an acute shortage of school places in Merton Park and some adjacent wards. This will require not only finance but also the physical space to locate them nearby.</p>	<p>The final planning brief refers to the policy requirement that any proposals on this large site will be expected to:</p> <ul style="list-style-type: none"> <li>incorporate an appropriately sited and sized area for the provision of a new school or</li> <li>demonstrate why the site cannot accommodate a new school and that the child yield from the proposal could be met in local schools.</li> </ul> <p>The council has delivered more than 600 additional primary school places since 2007 and has recently conducted two comprehensive studies towards identifying sites for new primary and secondary school places. Merton's Sites and Policies Plan allocates several sites for education purposes which will help to meet future needs. The developer is likely to have to pay the Community Infrastructure Levy (CIL). CIL funding could contribute towards improvements to education facilities.</p>
<p>Merton Park Ward Residents' Association</p>	<p>Public Space Extending Kendor Gardens towards the town centre is broadly welcomed. The development should ensure, however, that for the development as a whole there is adequate outside play area that is appropriate and accessible for children.</p>	<p>The final planning brief states: "<i>High quality design should also extend to the provision of amenity space. In high density developments where space is a premium, providing adequate, high quality amenity space and public realm is crucial. This is often more important than having larger areas of communal space. The council is currently developing space and amenity standards based on the London Plan and London Housing Design Guide.</i>"</p>
<p>LB Merton - Traffic and Highways Services</p>	<p>In general, the preparation of a Planning Brief for this location is welcomed and it is recognised as promoting the most efficient use of sites whilst providing an opportunity to design out any negative aspects often associated with major developments.</p>	<p>Noted</p>

<p>LB Merton - Traffic and Highways Services</p>	<p>Given its location and very good to excellent public transport accessibility level (PTAL rating) a relatively dense level of development should be supported, making best use of the transport infrastructure and therefore lessening the demand upon the highway. In recent years development within the London region has been predominantly residential-led and the need for homes is understood. Town centres do however have an important role in both maintaining the character of an area and in providing the local services to support existing and future homes. ... Mixed-use development accords with policy objectives and it is important that development proposals are not dominated by the residential element but instead can be seen to enhance the viability of the town centre.</p>	<p>Noted</p>
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<p>LB Merton - Traffic and Highways Services</p>	<p>Given the very good to excellent PTAL value of the site any proposals should be both car-free and permit-free and this should be secured via the section 106 process. This will not only encourage travel by more sustainable modes but will reduce the impact of the development proposals upon the highway network. This downward pressure on car-parking provided within and for the development should be combined with good levels of well designed, secure cycle parking including provision for visitors, as recommended within the early review of cycling standards within the London Plan.</p> <p>Car parking is a sensitive issue within town centres. Studies have established that the availability of convenient parking is part of the mixture of ingredients within vital and flourishing town centres. At face value this may seem to be in conflict with the broader transportation approach of putting downward pressure on parking provision however the levels of car parking to serve the proposed development may usefully be part of the strategic consideration of development and the establishment of a future more detailed planning brief resulting from this consultation. The contents of sections 4.3 and 5.55 of the consultation Planning Brief recognise this issue.</p> <p>Rather than consider parking for the town centre as part of any transport assessment it may however be more useful to separately consider the parking needs of the town centre as transport assessments can be of uncertain quality and maybe considered by some to support the development under consideration rather than consider the needs of the town centre as a whole.</p>	<p>Planning policy supports low or car/permit free development. Although operational and short stay parking is still intended to serve transport operators needs and shoppers. Also, where generally supported by residents, the Council will support additional parking controls to mitigate any displacement. A site travel plan and cycle parking will be sought in accordance to London Plan standards. The council undertook comprehensive parking and loading surveys prior to the study but the Station Car Park has however since been reduced in size.</p>
<p>LB Merton - Traffic and Highways Services</p>	<p>Mobility parking (disabled bays) should be considered outside of the car-free issue. The need to provide for lifetime homes should be considered alongside parking for those with mobility impairment, either as a future resident occupier, employee or visitor. This will require some care in the design process. To group mobility issues together, it would be useful to consider the need to ensure mobility access to Morden Station and the future development's obligations. Good access to public transport will encourage a reduction in the use of private transport and therefore reduce the pressure on the highway.</p>	<p>The council housing policy supports high quality design standards such as lifetime homes. Parking provision will take account of the needs of disabled people.</p>

<p>LB Merton - Traffic and Highways Services</p>	<p>The consultation Planning Brief makes positive statements regarding the public realm to help establish ambitions for a pedestrian environment of high quality. Good quality public realm encourages walking and this is welcomed as a way of not only making good use of the highway but also encouraging modes other than the private car. There are however ever-increasing pressures on highway budgets and especially maintenance budgets and these pressures are likely to only increase in future years. It may be considered unrealistic to not properly consider highway maintenance costs even at this early stage in the planning process. Materials and furniture within town centres should, of course, reflect their status and the design palette for such areas will be different to, say, residential streets however bespoke or non-standard materials on the highway cannot always be easily or economically maintained. Poorly maintained public areas are detrimental to the shared ambitions within all parts of the planning, regeneration, transportation, traffic and highway offices.</p>	<p>Most of the highway network in Morden is under the control of TfL. Therefore maintenance obligations and overall design palette will be influenced by the TfL street design guide.</p>
<p>LB Merton - Traffic and Highways Services</p>	<p>Much of the land to the north of the station currently provides a utilitarian function for the existing town centre and care must be taken to ensure activities such as parking, informal waiting and servicing are not displaced onto the busy highway network. Not only would this be detrimental for the operation of the highway but would put pressure on the viability of existing shops and businesses. As well as any planning requirements such as a delivery management plan it may be helpful to guide development teams towards a structured, designed servicing arrangement. This is particularly important to be considered at the early stages of design when proposing underground parking as service vehicles may require greater clearance height.</p>	<p>Any developer would be expected to provide a Transport Assessment in accordance with TfL's best practice guidance and it is there likely to include a draft travel plan and delivery/servicing plan.</p>

<p>LB Merton - Traffic and Highways Services</p>	<p>Promoting cycling to and from the town centre again is important to the highway. Providing a Bike Hub for Morden town centre is an established, stated ambition and the need to allocate space for this need should be included within the planning brief. Ideally, this should be in an open-air location, convenient for access to both the station and to the town centre and cater for a minimum of 100 cycles.</p> <p>There is also an emerging proposal to extend the cycle super highway number 7 and the layout of the proposed development should not compromise this ambition. The matter of any obligation of the proposed development towards funding contributions may be a matter for future consideration of the planning process and the project timescales.</p> <p>The consultation Planning Brief section 2.15 identifies the existing public footpath. The opportunity to widen this route to provide for a shared cycle/footway should be included with the final Planning Brief. This will improve the transport permeability of the development site and the town centre and help support a greater density of development.</p>	<p>In developing its public realm proposals the council will have regard for the Mayor's Cycle Vision and Roads Task Force Vision for London's streets and roads. The council's emerging Sites and Policies Local Plan also seeks to promote a cycle hub at Morden as well as supporting improvements to existing footpaths through the site. Cycle provision will be in accordance with London Plan standards.</p>
<p>LB Merton - Safer Merton</p>	<p>It is evident that crime and disorder issues, particularly natural surveillance through design, have been considered. It is important that the Police is consulted, particularly at the actual planning and design stages. It will be really important that the CSP and Police have sight of any planning applications that are made as a result of the project.</p>	<p>Noted</p>



LB Merton - Development Management	<p>On the basis that a planning brief provides a framework for collecting information about the site and investigating and evaluating different factors, such as nature of the site, location, ownership, constraints and opportunities the brief provides such a framework.</p> <p>Similarly; on the basis that the three main functions of briefs in the planning process are:</p> <ul style="list-style-type: none"> <li>• to improve the quality and consistency of advice provided to developers</li> <li>• to improve the efficiency of the planning and development process; and</li> <li>• to improve the quality of the built environment; again, it would seem to fulfil these objectives.</li> </ul>	Noted
LB Merton - Development Management	<p>However, does LBM want it to act as more than a design brief and more as a development brief?</p> <p>If so, should it not include an overview of market demand: property market considerations, economic development parameters at this stage?</p> <p>Do we have a sound understanding of what would prove attractive – what is it in the form of retailing that a local centre like Morden needs and would could be the repercussions for Abbotsbury Road if, rather than retailing we felt that food and drink uses could cluster around the redeveloped centre?</p> <p>It seems that our objectives for this land cannot be viewed in isolation – maybe we're working on something for Abbotsbury.</p>	<p>As part of the preparatory work for this planning brief, the feasibility and viability of the redevelopment of the whole site was tested and it was concluded that it would be viable. The final planning brief clarifies that the redevelopment of this site is seen as a catalyst for the regeneration of the rest of Morden town centre. The council intends to start work on a masterplan plan for the whole town centre in 2014.</p>
LB Merton - Development Management	<p>The document covers a lot of detail on policy including the NPPF which developers/consultants should be familiar with (Section 3) and the principles of urban design (Section 5).</p> <p>My preference would be that this is condensed; for example, by referring the reader to the source documents.</p> <p>There is already an extensive appendix of policies.</p>	<p>The text in these sections have been reviewed and in places amended but it was deemed worth retention as this document might also be read by those less familiar with UK and London planning policy matters.</p>
LB Merton - Development Management	<p>At 5.38 it is the London Housing SPG 2012 not the London Housing Design Guide.</p>	<p>Thank you - text amended accordingly</p>

LB Merton - Development Management	<p>The 3D images give a good idea of how redevelopment might look. I appreciate that they are for illustrative purposes. However, I would encourage a less worked up format for a brief. Officers clearly have a good idea of the key urban design objectives that should shape development but my preference would be that this is expressed in a simpler more diagrammatic fashion identifying routes, linkages between the town centre and park beyond, frontages and possible storey heights.</p> <p>I would prefer a key diagram for the whole site along with a number of further drawings to represent each design principle.</p>	Agreed - 3D images have been replaced with a Key Diagram
LB Merton - Development Management	<p>Section 6 deals with implementation and planning application requirements.</p> <p>Under the CIL details section there is no mention of the Council's CIL charge figure – could this now be included?</p>	As CIL charges are to be reviewed every few years, a reference to the Council's CIL website is considered more appropriate.
LB Merton - Development Management	<p>There is very little about potential planning obligations.</p> <p>Notwithstanding the shift in emphasis towards CIL rather than S106 obligations, it would assist in steering the course of negotiation if officers had a clear set of site specific objectives which may warrant financial contributions, dedication of land as highway, dedication as public rights of way/cycle routes, perhaps worked up with TfL.</p>	As so much detail of any future scheme is currently unknown, it would be in appropriate to specify any planning obligations at this stage.
LB Merton - Development Management	<p>Given much of what we view these days is view our PC's would landscape rather than portrait format be better?</p>	Except for the table in Appendix B, it is considered that the most appropriate layout for the rest of the document is the portrait format.

<p>Straw, Mike</p>	<p>CBRE Global Investors act on behalf of the freehold owners of 32-44 London Road which comprises of a 3,084 sq m food store, occupied by Sainsbury's, and 1,405 sq m of offices on ground to third floor. Their client also own the long leasehold of the two storey car park of 357 spaces which is used by town centre shoppers and 51 spaces by TfL.</p> <p>I attach to this letter a plan showing the extent of their client's ownership interests (red for the freehold and blue for the long leasehold).</p> <p>The Sainsbury Store has been recently refurbished at significant cost and they have a lease until 2035. It is a highly successful store and they wish to continue to trade from the store. The office element is let to Morden Properties for a term of 999 years from September 2009. Given this background context, CBRE Global Investors' client has no plans to redevelop the site at present because it is an important source of income and meets their investment needs.</p> <p>We also note that CBRE Global Investors' client are the freeholders and long lease hold owners of the majority of the land and buildings within the Morden Station Planning Brief area. Consequently, the planning objectives as set out in the brief can only be delivered if the Local Planning Authority and CBRE Global Investors' client, as well as other owners and interested parties of the land and buildings all work together.</p> <p>CBRE Global Investors recognise that the area of land as specified in the Morden Station Planning Brief offers opportunities to provide improved and higher density development comprising of mix of commercial, retail and residential uses befitting this town centre location. However, any proposed comprehensive development would have to be commercially viable in order for them to agree to enter into any negotiations with their leaseholders to deliver these sought planning benefits.</p> <p>Notwithstanding these commercial realities, CBRE Global Investors are happy to meet with the Local Planning Authority to explain their client's position and also meet with other landowners, including TfL, to explore how we might be able to work together in the longer term to see how and we all might be able to take these objectives further through the planning process.</p>	<p>Thank you for your comments. Your clients' interests are noted and your willingness to meet for further discussions is appreciated.</p>
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**Appendix 2b: Consultation responses to Merton Park Ward Residents Association’s consultation exercise**

<b>Response</b>	<b>Officers’ Comments/Actions</b>
<p>Maximum option may cause over crowding which will put off residents. We already have hoards of people arriving onto the Northern line every morning - to encourage too many will cause discontent.</p>	<p>The final planning brief now has a 2 dimensional Key diagram and states: <i>“Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts.”</i></p>

Morden should be kept as a village community. Carshalton Beeches for example manages this and has a good range of businesses and shops. The proposed developments are too big and spoil this. It is a country area. Too many flats will lead to loss of community and are bad for families. Also flats are not pleasant places for old people.

The vision for Morden Town Centre was supported by 80% of respondents to the 2008 'moreMorden' consultation. The Morden station site was the most popular redevelopment site proposed in the 2008 moreMorden consultation. After further public consultation, the vision for Morden, based on improving the public realm and redeveloping key sites in the town centre, was incorporated in Merton's adopted (2011) Core Planning Strategy which states: *"To regenerate Morden through intensified development in and around the town centre, creating a distinctive and vibrant centre by making more of what Morden has to offer. A plan-led approach will increase development capacity and make more efficient use of land by incorporating higher density housing and commercial opportunities; exploiting Morden's excellent public transport links, while conserving and enhancing the character and distinctiveness of the adjacent suburban neighbourhoods."* and states that a large proportion of the 1450-1800 new homes in Morden will be provided as part of the town centre regeneration .

The council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses.

The purpose of this planning brief is to set out a more detailed vision and to provide design guidance for this site, in order to aid its delivery in accordance with the council's adopted planning policies.

The final planning brief refers to adopted planning policy which seeks the provision of an appropriate mix of dwelling sizes and tenures.

Morden is a small one road town. The proposed plans are totally inappropriate and far too large for this area. Transport for London confirmed that 25,000 commuters pass through Morden Station each day. Adding concrete high rise dwellings to this area could create a 1960s style ghetto. The enormous increase of people living in this small area could lead to conflict increased crime levels and endanger peoples safety.

The vision for Morden Town Centre was supported by 80% of respondents to the 2008 'moreMorden' consultation. The Morden station site was the most popular redevelopment site proposed in the 2008 moreMorden consultation. After further public consultation, the vision for Morden, based on improving the public realm and redeveloping key sites in the town centre, was incorporated in Merton's adopted (2011) Core Planning Strategy which states: *"To regenerate Morden through intensified development in and around the town centre, creating a distinctive and vibrant centre by making more of what Morden has to offer. A plan-led approach will increase development capacity and make more efficient use of land by incorporating higher density housing and commercial opportunities; exploiting Morden's excellent public transport links, while conserving and enhancing the character and distinctiveness of the adjacent suburban neighbourhoods."* and states that a large proportion of the 1450-1800 new homes in Morden will be provided as part of the town centre regeneration .

The council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses.

The purpose of this planning brief is to set out a more detailed vision and to provide design guidance for this site, in order to aid its delivery in accordance with the council's adopted planning policies.

The final planning brief refers to the guidance in 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.

<p>Do not go for the cheap win with high density flats. This will not improve the area, but just add further congestion and social problems.</p>	<p>The vision for Morden Town Centre was supported by 80% of respondents to the 2008 'moreMorden' consultation. The Morden station site was the most popular redevelopment site proposed in the 2008 moreMorden consultation. After further public consultation, the vision for Morden, based on improving the public realm and redeveloping key sites in the town centre, was incorporated in Merton's adopted (2011) Core Planning Strategy which states: <i>"To regenerate Morden through intensified development in and around the town centre, creating a distinctive and vibrant centre by making more of what Morden has to offer. A plan-led approach will increase development capacity and make more efficient use of land by incorporating higher density housing and commercial opportunities; exploiting Morden's excellent public transport links, while conserving and enhancing the character and distinctiveness of the adjacent suburban neighbourhoods."</i> and states that a large proportion of the 1450-1800 new homes in Morden will be provided as part of the town centre regeneration .</p> <p>The council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses.</p> <p>The purpose of this planning brief is to set out a more detailed vision and to provide design guidance for this site, in order to aid its delivery in accordance with the council's adopted planning policies.</p>
<p>Regarding 'Overall Height and Size of the proposed development': AWAY FROM THE BACK OF WINDERMERE AVENUE OVERLOOK</p>	<p>The final planning brief states: <i>"New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses"</i>. The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
<p>Regarding 'Overall Height and Size of the proposed development': only Kenley Road car park would affect me and (minimum option) is too big.</p>	<p>The final planning brief states: <i>"New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses"</i>. The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>

<p>Regarding 'Overall Height and Size of the proposed development': Intermediate option 2 would be preferred option</p>	<p>The final planning brief now has a 2 dimensional Key diagram and states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>
<p>Regarding 'Overall Height and Size of the proposed development': Concern is high rise residential apartment blocks '60's errors</p>	<p>The final planning brief now has a 2 dimensional Key diagram and states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>
<p>The minimum option is even too big. I'm not in favour of high level residential housing along the new 'street' between Sainsbury's &amp; Peel House car park. I am also totally against the loss of Kenley Road car park. If residential accommodation has to be built in the Kenley Road car park it should be no higher than ground floor plus two storeys.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>



<p>Residential over looking Daybrook and Kenley Road should be lower</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
<p>I strongly recommend that the height of any buildings close to residential areas (e.g. In Kenley road car park where it overlooks homes in Daybrook Road) be kept a minimum; one-storied or maybe two-storied buildings as max. This is in order to preserve the look and layout of the surrounding residential areas. Anything more is frankly an unliveable solution for me and my young family. I feel very strongly about this; Merton Park is a green, residential, suburban tract of unique character and attraction to young families. All efforts must be pursued, exhaustively if necessary, to preserve this fundamental character. All in, I feel work should be concentrated exclusively towards the town centre side of the development.</p> <p>Far too big !</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
	<p>The final planning brief now has a 2 dimensional Key diagram and states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>

<p>Regarding 'Overall Height and Size of the proposed development': increased residential development would be preferable along Kendor Gardens</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
<p>The proposed Kenley Road car park residential development is far too high as are the proposals bordering Windemere Avenue and Kenley Road</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
<p>Too big, too tall and out of context for Merton Park</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
<p>3 Storey construction in Kenley Road Car Park is not in keeping with surrounding housing which is all 2 storey.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
<p>Residential buildings are too high. This is a housing area, not an area for flats.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>

<p>Regarding 'Overall Height and Size of the proposed development': There needs to be a town centre, a focus for the surrounding suburban sprawl. There are numerous fine examples around the periphery of the metropolis where modest development has been socially acceptable yet, at the same time, financially viable.</p>	<p>The final planning brief now has a 2 dimensional Key diagram and states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>
<p>The minimum option is too large on the residential Kenley Road and Kendor car park side, destroying the residential outlook of surrounding properties on Kenley road, Daybrook road, and Windermere avenue.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
<p>Regarding 'Overall Height and Size of the proposed development': Proposal is ok I live in Daybrook Road. I find that the proposed property to be built in Kenley Road car park to be totally unacceptable. It is too big. It should be no higher than properties in Sandboure Ave and Daybrook Road. and to be a single line of houses or flats close to Kendor gardens. Ground floor and first floor plus roof and in a single line would be more acceptable. As the plan is it would be a eyesore and property values would drop by 25% this I have had from 2 estate agents. New houses must be in keeping with existing properties .</p>	<p>Noted</p> <p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>

<p>Gosh. Just dont give us 60's style concrete god awful high rise residential slums and blight on us all. Thats the fear. Nothing seen in "plans" to alleviate fear. With that overcome happy to comment on style Otherwise regen of modern centre much supported.</p>	<p>The final planning brief now has a 2 dimensional Key diagram and states: <i>"Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</i></p>
<p>I do not think that the site along by Kendor Gardens should be treated the same as Morden Town Centre. It is clearly located right in the middle of Merton Park's residential area with 2 storey houses. For those of us who look out onto Kendor Gardens, part of the appeal of Merton Park is the feeling of green open spaces between the houses. A Multi-storey block of flats will completely ruin the view from many houses and would be totally out of keeping with the immediate area.</p>	<p>The final planning brief states: <i>"New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses"</i>. The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
<p>Be nice to keep the development in line with buildings in the surrounding area</p>	<p>The final planning brief states: <i>"New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses"</i>. The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>

<p>A high rise development is out of keeping with the local area, excepting the current civic centre which is hardly an example of good design. I've no objection to expanding the footprint of the new development it is the height which will change the character of the area and increase density too much.</p>	<p>The final planning brief now has a 2 dimensional Key diagram and states: "Morden is identified as a town centre that may be appropriate to accommodate higher density development. The Civic Centre should however remain the pinnacle building in terms of height, and new development should assist in creating a transition to surrounding low rise development, creating a cluster of taller buildings and improving the town centre skyline. New development must respect the sensitivity of the transition between the town centre and the surrounding neighbourhoods in terms of height, massing and scale. The heights of all new buildings will need to be justified (in the Design and Access Statement) as part of a townscape analysis, with particular regard to their context, relationship to other buildings and impacts."</p>
<p>Higher rise residential buildings in the middle of existing residential areas will destroy the feel of the residential area, and will be strongly opposed. Building such a development on Kenley road car park will particularly impact Daybrook road by damaging privacy ( already noticeable when recently used by a film crew with double decker bus vehicles) and block late evening sun Red brick would blend with some existing buildings, such as the Sainsbury's building, but Art Deco or Portland Stone would be attractive. I am not in favour of Glass box contemporary.</p>	<p>The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses. The final planning brief also states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence." The final planning brief states: "New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."</p>
<p>No preference, modern but complimenting current station/housing etc.</p>	<p>The final planning brief also states: "Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced..." The final planning brief states: "New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."</p>

<p>Architectural styles - a commonality between them; we are a mish mash currently!</p>	<p>The final planning brief states: "New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."</p>
<p>It is little more than a foul smelling tunnel. I think we should take more time to consider the original architect's Art Deco design for the facade of morden station. Could we not build something around it (still modern in scope) that mirrors the existing work?</p>	<p>The final planning brief also states: "Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced..." The final planning brief states: "New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."</p>
<p>Glass buildings.</p>	<p>The final planning brief states: "New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."</p>
<p>I think the architectural style should be Portland stone art deco. Glass Box will age within 15 years and then you will have to update the buildings again.</p>	<p>The final planning brief also states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</p>
<p>Contemporary, with Art Deco reference. Give Morden some class.</p>	<p>The final planning brief states: "New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."</p>
<p>I'm happy for the whole development to be modern in style</p>	<p>The final planning brief states: "New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."</p>

<p>Portland stone / sandstone - looks smart &amp; clean If we are to be invaded by a budget hotel chain, please could it be Premier Inn rather than Travelodge or Holiday Inn?!</p> <p>something in character with the original 1930's style of the area. NO CONTEMPORARY GLASS BOX STYLE. there is enough of that already in London. it's only good for window cleaning companies.</p> <p>New buildings should compliment existing ones and not overpower them</p> <p>The style of any affordable family homes or apartments should remain in keeping with the general theme of the area. 'Preserve our Suburb!'</p> <p>I don't like glass box contemporary - I prefer something to blend in</p>	<p>The final planning brief also states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</p> <p>The council has very limited influence on the occupants of commercial units.</p> <p>The final planning brief also states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</p> <p>The final planning brief specifies that "The Council will expect the following details as part of a planning application:</p> <ul style="list-style-type: none"> <li>• Detailed plans showing building layouts on site.</li> <li>• Sections through the site showing height and relationship of new buildings to existing neighbouring buildings.</li> <li>• Indications of material to be used on the building exterior.</li> <li>• 3D modelling to demonstrate scale, bulk and massing of the development.</li> <li>• Detailed representations of all neighbouring buildings and how proposed buildings relate to it including linear streetscape elevations." <p>The final planning brief also states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</p> <p>The final planning brief also states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</p> </li></ul>
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<p>Trees Portland stone</p>	<p>The final planning brief also states: <i>"Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</i></p> <p>The final planning brief also states: <i>"Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity."</i></p>
<p>William Holden station building is keynote, architectural styles in town centre should reference this. Residential units to north of site should not be too aggressively contemporary Must be in keeping with the surrounding area.</p>	<p>The final planning brief also states: <i>"Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced..."</i></p> <p>The final planning brief also states: <i>"Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</i></p>
<p>The commercial part could be contemporary but the residential should be inkeeping with present.</p>	<p>The final planning brief also states: <i>"Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</i></p>
<p>Portland stone cladding would look good. Red brick is too inner city.</p>	<p>The final planning brief also states: <i>"Proposals in proximity of the locally listed station building need to ensure that the special features of this building is conserved and enhanced..."</i></p> <p>The final planning brief also states: <i>"Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</i></p>
<p>a mix of styles and finishes to give visual and spatial variety</p>	<p>The final planning brief states: <i>"New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."</i></p>



<p>Please, please do not use glass! Keep the architecture in style with the housing it will back onto: 1930s brick.</p>	<p>The final planning brief also states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</p>
<p>The architectural design should chime with nearby well-designed buildings in Merton Park and Morden Hall. We don't want another dreadful Crown House</p>	<p>The final planning brief also states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</p>
<p>Portland Stone art deco - see latest German development ideas. Don't want to see high buildings - that era has gone.</p>	<p>The final planning brief also states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</p>
<p>In keeping with the original. NOT 60's, 70's or high rise</p>	<p>The final planning brief also states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</p>
<p>Portland Stone Art Deco Red brick</p>	<p>The final planning brief also states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</p>
<p>This was lost when I went back to a previous page and I cannot be bothered to repeat the detailed work. Something like: In keeping with surrounding architecture, but new; what about neo Art Deco? Same theme throughout, no piecemeal building in varying styles. Could advice and services be sought from an academic department of town planning, eg Cambridge, Sheffield, Newcastle, Birmingham or University College (London)?</p>	<p>The final planning brief states: "New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."</p>
<p>Similar house styles to what is around so it fits in.</p>	<p>The final planning brief also states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</p>
<p>Portland stone Art Deco, sculpture/ statue of Nelson</p>	<p>The final planning brief also states: "Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</p>

<p>It would be nice to give Morden some architectural cohesiveness. At present it doesn't feel like it has any - its more of a mishmash of styles.</p>	<p>The final planning brief also states: <i>"Building design, form, appearance and use of materials needs to relate to and build upon the prevailing positive characteristics of Morden. A key theme here is the art deco influence."</i></p>
<p>Move with the times, a mixture of red brick and contemporary glass gets my vote and is somewhat sympathetic to the surrounding area of 1930's homes.</p>	<p>The final planning brief states: <i>"New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."</i></p>
<p>contemporary</p>	<p>The final planning brief states: <i>"New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."</i></p>
<p>Glass clad modern architectural design</p>	<p>The final planning brief states: <i>"New architecture must be of a high quality to be sustainable and attractive, and clearly be 21st century buildings that have been informed by the best existing buildings, the original art deco character of the area and the essence of lost buildings of good quality."</i></p>
<p>Health Club/Gym</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Community uses are permitted by means of the site allocations, are sought through adopted planning policy and the final planning brief refers to the benefits of a mix of uses, including community uses, in town centres.</p>

<p>I see little future for high street shops so think the centre will gravitate towards cafe and bars or lost cost pound shop style shops</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, offices, retail, hotel and a wide range of other commercial uses. The council has very limited influence on the occupants of commercial units. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation.</p>
<p>gym, sports facility/clubs</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Community uses are permitted by means of the site allocations, are sought through adopted planning policy and the final planning brief refers to the benefits of a mix of uses, including community uses, in town centres.</p>
<p>Community centre</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Community uses are permitted by means of the site allocations, are sought through adopted planning policy and the final planning brief refers to the benefits of a mix of uses, including community uses, in town centres.</p>

<p>Community hall with on-site personnel</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Community uses are permitted by means of the site allocations, are sought through adopted planning policy and the final planning brief refers to the benefits of a mix of uses, including community uses, in town centres.</p>
<p>Regarding to housing types: : Yes old. option to sell yet have chance to stay in area with a garden ?</p>	<p>Noted.</p>
<p>Regarding to housing types: Again, where possible I would like to these developments preserve the family nature of Merton Park. No buildings should be bigger than the existing homes and should mirror the family-centric attitude of the local occupancy. This is particularly pertinent in the zone overlooking Daybrook road.</p> <p>Regarding to housing types: Again, where possible I would like to preserve the family nature of Merton Park. No buildings should be bigger than the existing homes and should mirror the family-centric attitude of the local occupancy.</p>	<p>As most of the residential accommodation in Merton Park is of houses, the planning brief provides the opportunity to deliver flats for first time buyers and downsizers close to shops, public transport and parks, without encroaching on the 1930's metroland</p> <p>As most of the residential accommodation in Merton Park is of houses, the planning brief provides the opportunity to deliver flats for first time buyers and downsizers close to shops, public transport and parks, without encroaching on the 1930's metroland. The final planning brief states: <i>"New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses"</i>. The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.</p>
<p>Regarding to housing types: There are so many council residences close proximity to Morden Town Centre already we require medium to high income level flats to drive economic growth in the centre. If we do not attract affluent people to the area the whole development could struggle and Morden will never become a smart shopping destination.</p>	<p>The final planning brief refers to adopted planning policy which seeks the provision of an appropriate mix of dwelling sizes and tenures.</p>
<p>Regarding to housing types: Also bungalows with a small garden as in Covey Close off Dorset Road</p>	<p>Adopted planning policies seek high density housing in locations, such as the subject site, that has good access to public transport.</p>

Regarding to housing types: a complete mix	The planning brief provides opportunities for high quality apartments to be developed, which would increase the mix of homes in the area as most of Morden's surrounding area is of 1930's family houses. The final planning brief refers to adopted planning policy which seeks the provision of an appropriate mix of dwelling sizes and tenures.
Regarding to housing types: retirement apartments	The planning brief provides opportunities for high quality apartments to be developed, which would increase the mix of homes in the area as most of Morden's surrounding area is of 1930's family houses. The final planning brief refers to adopted planning policy which seeks the provision of an appropriate mix of dwelling sizes and tenures.
Regarding to housing types: They should be the same style of house as in Windemere Ave Kenley Road and Daybrook Rd	The planning brief provides opportunities for high quality apartments to be developed, which would increase the mix of homes in the area as most of Morden's surrounding area is of 1930's family houses. Adopted planning policies seek high density housing in locations, such as the subject site, that has good access to public transport. The final planning brief refers to adopted planning policy which seeks the provision of an appropriate mix of dwelling sizes and tenures.
Regarding to housing types: a good social mix	The final planning brief refers to adopted planning policy which seeks the provision of an appropriate mix of dwelling sizes and tenures.
Regarding to housing types: A mixture of different size houses for people at different stages of life	The planning brief provides opportunities for high quality apartments to be developed, which would increase the mix of homes in the area as most of Morden's surrounding area is of 1930's family houses. The final planning brief refers to adopted planning policy which seeks the provision of an appropriate mix of dwelling sizes and tenures.
Regarding to housing types: Key worker housing	The final planning brief refers to adopted planning policy which seeks the provision of an appropriate mix of dwelling sizes and tenures. The council's policy is for part of all large residential developments to be affordable homes, including shared ownership.
Regarding to housing types: housing for the elderly, many in Merton	The planning brief provides opportunities for high quality apartments to be developed, which would increase the mix of homes in the area as most of Morden's surrounding area is of 1930's family houses. The final planning brief refers to adopted planning policy which seeks the provision of an appropriate mix of dwelling sizes and tenures.
Regarding to housing types: none	Noted

Regarding open space: regeneration of morden Yes. Dont want ot lose green space	The Key diagram in the final planning brief shows an extension to Kendor Gardens to the south of Kenley Road as 'Proposed Open Space/Landscaping'.
Regarding open space: I'm not sure what is meant by 'East.' In terms of UK, in London, Fulham Broadway's design is very successful.	Noted
Regarding open space: Anything that preserves the family-centric nature of the area is to be encouraged.	Noted
Regarding open space: Fulman Underground station with the shops leading to the underground barriers is an ideal example of what Morden Underground station should be converted to. The space in front of the station which currently serves as the tfl bus station should be incorporated into the development so that shops can be built there like Fulham. The tfl bus station should be moved out of London Rd like for example Wimbledon's bus station which is out of sight from the high street as it is extremely unsightly and attracts a dodgy element. There should only be bus stops in London Road.	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden. This might include relocating bus services elsewhere in the town centre to reduce the visual dominance of buses and queuing, congesting the area outside the station.
Regarding open space: Olympic Park	The Key diagram in the final planning brief shows an extension to Kendor Gardens to the south of Kenley Road as 'Proposed Open Space/Landscaping'.
Regarding open space: Access to Morden from all directions should be made more attractive with tress lined avenues and cycle lanes	The Key diagram in the final planning brief shows an extension to Kendor Gardens to the south of Kenley Road as 'Proposed Open Space/Landscaping'. The final planning brief also states: " <i>Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity.</i> "
Regarding open space: Plant trees that grow big ie plane trees	The final planning brief states: " <i>Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity.</i> "
Regarding open space: all above optioins need to be clarified. Through traffic and Merton Park estate traffic have to be considered	The final planning brief points out that any proposals to redevelop the site would need to be supported by a Full Transport Assessment, which needs to consider all the relevant transport related impacts.

<p>Regarding open space: It would be good to extend the Gardens but there may be pressure on parking making this option difficult. There are far more cars now parking in Kenley Road than the slides indicate.</p>	<p>The Key diagram in the final planning brief shows an extension to Kendor Gardens to the south of Kenley Road as 'Proposed Open Space/Landscaping'. The Morden Town Centre Car Park surveys referenced in the report were undertaken in Mid 2012 and were correct at the time of the survey. Since this time the Station Car Park has been taken over by NCP and reduced in size. As a result many more commuters are using Kenley Road Car Park. Planning policy supports low or car /permit free development on sites that are well served by public transport. Some short term parking for shoppers will be provided. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding open space: These plans are inappropriate for this area</p>	<p>Noted</p>
<p>Regarding open space: As much greening as possible</p>	<p>The Key diagram in the final planning brief shows an extension to Kendor Gardens to the south of Kenley Road as 'Proposed Open Space/Landscaping'. The final planning brief also states: "<i>Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity.</i>"</p>
<p>Regarding open space: The development should include as much greenery as possible. Also link town centre to Morden Hall Park using planting of trees along Aberconway Road to make a tree lined avenue.</p>	<p>The Key diagram in the final planning brief shows an extension to Kendor Gardens to the south of Kenley Road as 'Proposed Open Space/Landscaping'. The final planning brief also states: "<i>Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity.</i>"</p>
<p>Regarding open space: centre court (wimbledon) style shopping centre</p>	<p>Noted</p>
<p>Regarding open space: look at how attractive German developments can be</p>	<p>Noted</p>

<p>Regarding open space: There are numerous fine examples around the periphery of the metropolis where modest development has been socially acceptable yet, at the same time, financially viable. We want a local hub with accessibility to the wider choices of central London.</p> <p>Regarding open space: eg pedestrianised areas, two way traffic, removal of railings</p>	<p>Noted</p> <p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm to make Morden a more pleasant place for people to visit. A key aspiration would be to de-clutter/removed un-necessary street furniture and changes to the one-way system</p>
<p>Regarding open space: Paddington central turned out nice almost like Wimbledon without the late night bars/pubs that bring noise and trouble with them.</p>	<p>Noted</p>
<p>Regarding open space: Fulham Broadway Tube station</p>	<p>Noted</p>
<p>Morden hall park is awesome and is currently hidden behind a fence. Why? Show it off.</p>	<p>Noted. Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.</p>
<p>Commercial (non-residential) uses should be located at the Morden Tube end</p>	<p>The final planning brief states: "<i>Town centre uses should be concentrated to the south of the site</i>" and the Key diagram confirms this design guidance.</p>
<p>Commercial (non-residential) uses should not be adjacent to existing residential zones such as Daybrook Road and Kenley Road</p>	<p>It is not uncommon for commercial uses to be adjacent to houses at the edge of town centres, as is currently the case with properties on Kenley Road which are adjacent to the Sainsbury's. The final planning brief does however state that: "<i>Town centre uses should be concentrated to the south of the site</i>" and the Key diagram confirms this design guidance.</p>
<p>Commercial (non-residential) uses should be located at Grasmere Avenue</p>	<p>The final planning brief states: "Town centre uses should be concentrated to the south of the site" and the Key diagram confirms this design guidance. Grasmere Avenue is not within or adjacent to the planning brief site boundary.</p>
<p>Commercial (non-residential) uses should be located at London Road and the access road near the town centre</p>	<p>The final planning brief states: "<i>Town centre uses should be concentrated to the south of the site</i>" and the Key diagram confirms this design guidance.</p>



<p>Commercial (non-residential) uses should be located at Daybrook Road</p>	<p>The final planning brief states: "Town centre uses should be concentrated to the south of the site" and the Key diagram confirms this design guidance. Daybrook Avenue is not within or adjacent to the planning brief site boundary.</p>
<p>Commercial (non-residential) uses should be located up to the boundary with Kenley Road</p>	<p>It is not uncommon for commercial uses to be adjacent to houses at the edge of town centres, as is currently the case with properties on Kenley Road which are adjacent to the Sainsbury's. The final planning brief does however state that: "<i>Town centre uses should be concentrated to the south of the site</i>" and the Key diagram confirms this design guidance.</p>
<p>Waitrose Supermarket which ensures your more affluent shoppers which Morden needs to become an economic hub.</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting national retail brands and other commercial businesses is a task for a later stage of the of the redevelopment of this site.</p>
<p>Professional Services units (banks,solicitors etc)</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting specific types of commercial uses is a task for a later stage of the of the redevelopment of this site.</p>

<p>premises for dentists, opticians, accountants, other professionals (as now)</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting specific types of commercial uses is a task for a later stage of the redevelopment of this site.</p>
<p>What we'd like to see: Cinema, high end retailers as well as local cafes, e.g. Starbucks and Tariro, M&amp;S food, high end department stores. Please no more pound shops, betting shops, charity shops and fast food chains - Morden is over saturated by these and the point of redevelopment is attracting the right retailers; it will not help if the council does not change its mindset regarding to whom is rents spaces. I live in Harland Close and we already have problems with people leaving their cars in the close for the day. I am concerned about the effect of the plans in our Close</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting national retail brands and other commercial businesses is a task for a later stage of the of the redevelopment of this site.</p> <p>Many of the streets surrounding this site are already subject to parking controls but these could be extended to mitigate any parking displacement. Planning policy supports low or car/permit free development on sites that are well served by public transport. Some short term parking for shoppers will be provided. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>

To attract shoppers there must be ample reasonably priced parking. To attract individual shops there must be affordable rents and business rates. To attract shoppers (especially in competition with other near-by shopping centres) there needs to be a "unique selling point" meaning specialist shops, something more than run-of-the-mill chain stores, but ideally with one department store or similar to act as a magnet. Architecturally the centre should make a modern statement with a nod to the surrounding art deco but bold enough to attract visitors for its architectural values. Also including as much eco friendly power sources as possible (like the ??BZ housing near carshalton...In other words To be successful the area needs to "pack a punch" to survive against so much nearby competition.

In accordance with national planning policies, the council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. As highlighted in the brief, it is envisaged for smaller sized shops, which due to their size and rents often attracts independent retailers, to be located on the high street to ensure that this development has an active frontage. The final brief also advises that: "Bigger shops should not take up unduly large amounts of frontage to the detriment of vitality. This is particularly relevant for food stores which should, as far as possible, be located to the rear of a larger number of smaller units, with their entrance at one or two key locations. A larger number of smaller shops create a greater range of activity, people and visual richness – all of which increases vitality." Maintaining and attracting businesses such as more independent retailers or businesses is a task that will commence in the later stages of the development. The final planning brief sets out the relevant climate change standards that the development should achieve, which includes investigating the provision of a District Heat Network.

<p>Please can you remove that awful pathway/tunnel leading from the Sainsburys car park to the high street.</p>	<p>The final planning brief refers to the guidance in 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre which includes improved facilities for pedestrians and cyclists. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affect the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project.</p>
<p>Any work will be of benefit and is badly needed. Morden is full of family's but most stay away from town centre as it is crowded and unpleasant, creating space and bringing family friendly businesses in will work.</p>	<p>The final planning brief refers to the guidance in 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre which includes improved facilities for pedestrians and cyclists. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affect the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project.</p>

<p>The tfl bus station should be moved out of London Rd like for example Wimbledon or Kingston's bus stations which are well out of sight from the high street as it is extremely unsightly and attracts a dodgy element. There should only be bus stops in London Road. I think if the Bus Station is not moved out of sight i.e. away from where it is currently the development will not achieve what I think you are trying, i.e. converting the look and feel of Morden town centre to a nice smart shopping experience.</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden. This might include relocating bus services elsewhere in the town centre to reduce the visual dominance of buses and queuing, congesting the area outside the station. The Council would work with London Buses to minimise any impacts on bus users in its plans.</p>
<p>Where is the safe cycle parking for the new shopping area? Morden has insufficient cycle parking now, especially at supermarket.</p>	<p>Any new development will have to provide cycle parking in accordance with London Plan standards. The council is also exploring opportunities to improve cycle access and parking across the town centre</p>
<p>Regarding parking: There should be sufficient car parking available for people owning a property, especially free parking without the need to get paid permit. I've noticed the Kendor car park has been to full capacity recently, after they have downsized the Morden Station car park for commuters using the underground. It makes me question when the survey was carried out on the usage of the car park facility. Parking should also be available to encourage visitors to the town so that they may use the new facilities available.</p>	<p>The Morden Town Centre Car Park surveys referenced in the report were undertaken in Mid 2012 and were correct at the time of the survey. Since this time the Station Car Park has been taken over by NCP and reduced in size. As a result many more commuters are using Kenley Road Car Park. Planning policy supports low or car /permit free development on sites that are well served by public transport. Some short term parking for shoppers will be provided. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: not sure as do not need to park in Morden.</p>	<p>Noted</p>
<p>Regarding parking: The current proposal does not include sufficient provision for parking for dwellings in the new development. Additional parking, e.g. underground, should be considered.</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>

<p>Regarding parking: local on Kenley just short of sainsburys is hardly used Do we need more ?</p>	<p>The Morden Town Centre Car Park surveys referenced in the report were undertaken in Mid 2012 and were correct at the time of the survey. Since this time the Station Car Park has been taken over by NCP and reduced in size. As a result many more commuters are using Kenley Road Car Park. Planning policy supports low or car /permit free development on sites that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: Adequate facilities should be provided for all these categories.</p>	<p>Planning policy supports low or car /permit free development on sites that are well served by public transport. Some short term parking for shoppers will be provided. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: Both should be available and commuter parking too otherwise our local roads will be jammed with commuter parking - which we already suffer from and is nuisance.</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Some short term parking for shoppers will be provided. Much of Morden town centre is already subject to parking controls but these could be extended to mitigate any parking displacement. Morden is already dominated by road traffic and providing more commuter parking would further increase these problems.</p>
<p>Regarding parking: Kenley Road car park should be retained for shoppers &amp; visitors. The suggested multi storey car park will not appeal to many shoppers, particularly the increasingly older population, as parking spaces tend to be narrow and difficult to negotiate. There is likely to be queueing on the access road to the multi storey; this queueing could extend back to London Road and exacerbate the existing congestion along that road at peak times. Those shoppers preferring ground level parking would switch to shopping in Colliers Wood, formerly the Savacentre, as parking there is ground level and FREE! Any dwellings should have parking bays in front of them.</p>	<p>The scale, design and type of any parking would be dependant on many different factors. The outcome will be dependant on the mix of the uses that eventually come forward at part of a future planning application. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate. The developer will also need to demonstrate how they will mitigate any potential transport impacts. The council would seek to ensure that any future parking facilities meet the national 'Secured by Design' car park standards.</p>

<p>Regarding parking: Underground parking facilities, potential park and rides.</p>	<p>Underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location. The scale, design and type of any parking would be dependant on many different factors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate. Morden Is serviced by a range of public transport services and a park-&amp;-ride may attract some journeys away from public transport and/or relocate/add to congestion elsewhere.</p>
<p>Regarding parking: The area is in need of free parking for residents and their visitors.</p>	<p>Although it is intended that short stay parking is provided in the final develop mix. The car park management and any charging structure is likely to be the responsibility of the developer. Some free parking is already available on-street on London Road. The Council regularly reviews parking restrictions within its control</p>
<p>Regarding parking: There should be adequate provision for shoppers and residents.</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate. Short term parking is still intended to serve shoppers or visitors.</p>
<p>Regarding parking: a)supermarket needs parking. Plus the one hour maximum spaces (as are currently located in Windermere) are very useful for a quick visit and I'm sure the local shops benefit from this. b) even when flats are built with the purpose of being 'carless' then even with the best will in the world, young people moving in with no car will almost always end up needing a car eg as families grow. parking needs to be incorporated into the multi-storey accommodation plans.</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate. Short term parking is still intended to serve shoppers or visitors. The council will encourage the setting up of Car Club facilities.</p>
<p>Regarding parking: Both</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate. Short term parking is still intended to serve shoppers or visitors.</p>

<p>Regarding parking: Car parking should be appropriate to the needs of development but with no impact on current parking in nearby streets - already a fast growing problem on streets such as Daybrook Road. Again, constraints should be skewed to the needs and character of existing surroundings. Underground car parking should be considered where possible in the town centre.</p>	<p>Many of the streets surrounding this site are already subject to parking controls but these could be extended to mitigate any parking displacement. Planning policy supports low or car/permit free development on sites that are well served by public transport. Underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location. The scale, design and type of any parking would be dependant on many different factors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: You will either need the number of car parks you currently have, or in fact more if you redevelop the shopping centre. Removing so much parking space does not make sense. Making the sainsbury's car park more than 2 storeys would also make it an eyesore.</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location. The scale, design and type of any parking would be dependant on many different factors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: Increase the size of sainsburys car park</p>	<p>The scale, design and type of any parking would be dependant on many different factors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: Given the dwellings will be right at the tube station, bus stops and close to up market shops they do not need that much parking. But if you are planning on bringing quality brand shops to Morden where everyone would want to shop you will need parking for shoppers. Shoppers will be needed to drive the local economy to ensure that Morden becomes a successful hub. If you do not have parking for shoppers they will go elsewhere where there are parking complexes like Colliers Wood or Wimbledon or Kingston. You need those wealthy shoppers who do not travel by bus or tube to shop in Morden.</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate. Short term parking is still intended to serve shoppers or visitors.</p>



<p>Regarding parking: Low level to avoid noise and pollution to nearby residences</p>	<p>Planning policy supports low level or car/permit free development on sites that are well served by public transport such as the Morden Station.</p>
<p>Regarding parking: Towns are for people not cars. Transport is good. New residents shouldn't need parking. Public parking should be about the same as is now.</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: residents in new dwellings should have at least 1 parking space per small unit 2 per larger units. ample parking is needed for shoppers affordable day passes should be available for commuters/local workers (especially for Crown House employees)</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: There should be sufficient parking spaces for shoppers</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: Preferably underground!</p>	<p>Underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location. The scale, design and type of any parking would be dependant on many different factors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: there should be spaces for disabled and people with children and a car park for the supermarket but the area is easily reachable by public transport so it should not be too much.</p>	<p>The planning brief refers to the relevant parking provision standards, which includes disabled and other types of parking bays, and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>

<p>Regarding parking: Full Provision</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: Additional car park to facilitate the influx of more consumers to Morden Town centre with easy access to shops in Morden - remove the dual carriage way system.</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: Although the tube is good access from elsewhere is largely by bus. This will not be good for many people who want to do a large shop trip or are elderly and find public transport difficult. Therefore parking provision should be increased in Pel House and retained in Kenley Road car park.</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: There should be plenty of parking for both categories</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: Some but not a lot</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: Free short stay parking for shopping</p>	<p>Although it is currently intended that short stay parking is provided in the final develop mix. The car park management and any charging structure is likely to be the responsibility of the developer. Some free parking is already available on-street on London Road. The Council also regularly reviews parking restrictions within its control to ensure it meets local needs</p>

<p>Regarding parking: Shoppers - ideally one hour free parking, pay thereafter Residents - 50% to have one parking space</p>	<p>See above re short stay parking. The site benefits from good accessibility by public transport and would therefore be suitable for low levels of parking provision or car/permit free development.</p>
<p>Regarding parking: Some car parking provision needs to be included for all these groups of car users.underground car park to be considered.</p>	<p>Underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location. The scale, design and type of any parking would be dependant on many different factors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: a and b will need provision. Some of a could perhaps be underground.</p>	<p>Underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location. The scale, design and type of any parking would be dependant on many different factors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: The underground line could be extended beyond the present terminal to connect by stairway with Morden South main line. This will ease the need for parking.in Morden. Even now there is only just enough parking</p>	<p>The feasibility of extending the Northern Line to Morden South Station has been considered in the past but was found to be prohibitory expensive. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: The local area roads are already totally congested with commuter parking and Crown House Staff. Each proposed dwelling should have car parking space for one car.</p>	<p>Many of the streets surrounding this site are already subject to parking controls but if the need arises consideration can be given to extending the restrictions. Planning policy supports low or car/permit free development on sites that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>

<p>Regarding parking: Free 1 Hour Mon-Sat, free all day Sunday</p>	<p>Although it is intended that short stay parking is provided in the final develop mix. The car park management and any charging structure is likely to be the responsibility of the developer. Some free parking is already available on-street on London Road. The Council regularly reviews parking restrictions within its control</p>
<p>Regarding parking: There should be some parking for both visitors &amp; residents</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: At least the current level of parking but probably more in view of increased area of shops</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: More than proposed. Morden is very useful as it is somewhere you can get to shops and other local facilities by car if you are not able to use public transport easily (not just disability but also living too far from a bus stop to carry back heavy shopping) . Its also somewhere you can leave your car for an evening or at w/e's and take the Northern Line up to London. New housing (whatever sort) also means more cars, so Morden would need at least as much parking as it has now, and still needs to be affordable parking because of the type of area it is. If you want something different, there is Wimbledon and Sutton within easy reach.</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: underground parking, but as tube buses are all so close, parking could be limited for residential properties.</p>	<p>Underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location. The scale, design and type of any parking would be dependant on many different factors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>

<p>Regarding parking: There will be a shortage of parking if a development takes up Kenley Road car park. The council usage figures are out of date as the public parking in Morden Station has been reduced. During the week the car park is nearly full.</p>	<p>The Morden Town Centre Car Park surveys referenced in the report were undertaken in Mid 2012 and were correct at the time of the survey. Since this time the Station Car Park has been taken over by NCP and reduced in size. As a result many more commuters are using Kenley Road Car Park. Planning policy supports low or car /permit free development on sites, such as Morden that are well served by public transport. Some short term parking for shoppers will be provided. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: Think ample affordable parking must be provided considering most of Merton Park is residents only parking and so if not provided not sure where people, whether they be visitors, commuters or residents, will park if provision is not made in the new structures.</p>	<p>Planning policy supports low or car /permit free development on sites, such as Morden that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: This plan will just make the on-road parking more extreme. The plan for Morden Centre is complete madness and a waste of money. Where will all the commuters park? If this goes ahead we need a CPZ extended to Windermere Avenue but that will not happen as all the Council workers already park there. What happened to the previous plans to regenerate Morden - the waste in Abbotsbury Road for instance</p>	<p>Many of the streets surrounding this site is already subject to parking controls. If the need arises then consideration can be given to extending the restrictions. Planning policy supports low or car/permit free development on sites that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>

<p>Regarding parking: In general, car parking takes space away from residential and commercial uses. While some car parking is of course necessary, too much can have deleterious effects. a) Morden should prioritize sustainable transport modes rather than maximize car parking. While it may be tempting to try to attract trade with car parking, this will result in increased traffic, and create congestion, noise and pollution. The dismal street scene we have in Morden today is in large part due to the effect of excessive motor traffic. In addition, it is unlikely Morden can compete for trade on the basis of car parking. It needs to attract visitors through a unique offering: attractive street scene, diverse businesses and great architecture. b) we should encourage new dwellings to be car-free and promote the increasingly popular car club alternative to car ownership. Morden has good public transport links, and we do not want to increase the amount of local traffic by promoting car ownership.</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate. The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden including improved facilities for pedestrians and cyclists.</p>
<p>Regarding parking: 1 hour free parking for shoppers resident parking charge for dwellings</p>	<p>Some short stay parking will be provided but the car park management and any charging structure is likely to be the responsibility of the developer. Some free parking is already available on-street on London Road. The Council regularly reviews parking restrictions within its control.</p>
<p>Regarding parking: Car parking spaces need to be provided for dwellings (permits) with separate shopper and visitors car parks attached to each large retail outlet</p>	<p>Planning policy supports low or car /permit free development on sites that are well served by public transport. Some short term parking for shoppers will be provided. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: Must have car parking for supermarkets! This is essential and is sadly lacking in Wimbledon.</p>	<p>The developer will determine the mix and level of parking provided in accordance with London Plan Standards and discussions will potential store occupants</p>
<p>Regarding parking: Under ground parking.</p>	<p>The scale, design and type of any parking would be dependant on many different factors. The outcome will be dependant on the mix of the uses that eventually come forward at part of a future planning application. Transport policy supports national Secured by Design standards</p>

Regarding parking: Adequate car parking provision is essential	Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors.
Regarding parking: Plenty of short stay parking for shoppers.	The developer will determine the mix and level of parking provided in accordance with London Plan Standards and discussions with potential store occupants
Regarding parking: provision for at least one car per dwelling plus shopping and station users	Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. The exact mix will be determined by the developer
Regarding parking: Underground and Multi Storey	The scale, design and type of any parking would be dependant on many different factors. The outcome will be dependant on the mix of the uses that eventually come forward at part of a future planning application. Transport policy supports national Secured by Design standards
Regarding parking: The parking survey was taken before the reduction in size of the station car park. Since then Kenley Road car park has become very busy in the daytime. I feel that this car park should remain and no development should take place thereon.	The Morden Town Centre Car Park surveys referenced in the report were undertaken in Mid 2012 and were correct at the time of the survey. Since this time the Station Car Park has been taken over by NCP and reduced in size. As a result many more commuters are using Kenley Road Car Park. Planning policy supports low or car free development on sites, such as Morden that are well served by public transport.
Regarding parking: Some commuter and shopping car parking over and above supermarket parking is essential to avoid further pressure on surrounding roads unless local residential streets without controlled parking are to be reviewed as part of this development	Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate. Where generally supported by residents, the council can implement additional parking controls to mitigate any displacement.
Regarding parking: sufficient capacity for expected use	Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.

<p>Regarding parking: This was lost when I went back to a previous page and I cannot be bothered to repeat the carefully considered work. Something like: a) Adequate for statistically projected capacity over the next twenty years. Essential to have public transport to the hub, led by LT, linking with other centres and into residential zones. Avoid overwhelming roads with motorcars. b) Garages (possibly underground) for each town house and sufficient underground spaces for apartment blocks.</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. Underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location.</p> <p>The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: Commuter parking needs to be maintained to avoid streets being clogged and supermarket needs spaces. B. whatever is available</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Some short term parking for shoppers will be provided. Much of Morden town centre is already subject to parking controls. These could be extended to mitigate any parking displacement. Morden is already dominated by road traffic and providing more commuter parking would further increase these problems.</p>
<p>Regarding parking: Multi-storey provided by supermarket / retail outlet for commercial and underneath dwellings for residential</p>	<p>The scale, design and type of any parking would be dependant on many different factors. The outcome will be dependant on the mix of the uses that eventually come forward at part of a future planning application. Some short term parking for shoppers will be provided. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: New residents will bring additional cars and a rejuvenated town centre will bring additional visitors with further cars. Granted that the current occupancy is fairly low but 3 days may not be representative, and the development will increase demand significantly. There does not seem to be sufficient consideration for this. Similarly what impact will this additional traffic have on the road infrastructure and how can we minimise this?</p>	<p>Planning policy supports low or car/permit free development on sites that are well served by public transport. Short term parking is still intended to serve shoppers or visitors. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate. Any developer will be required to mitigate against potential transport impacts.</p>
<p>Regarding parking: Ground level car parking</p>	<p>The scale, design and type of any parking would be dependant on many different factors. The outcome will be dependant on the mix of the uses that eventually come forward at part of a future planning application</p>



<p>Regarding parking: Buildings should have underground car park</p>	<p>The scale, design and type of any parking would be dependant on many different factors. The outcome will be dependant on the mix of the uses that eventually come forward as part of a future planning application. Underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location. Underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location.</p> <p>The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Regarding parking: Its a concern where people would park so whilst a mix is needed, you forsee the need will come for a CPZ. A lot of flats would have to be sold/rented under the understanding that no residents parking permit could be purchased</p>	<p>Many of the streets surrounding this site is already subject to parking controls. If the need arises then consideration can be given to extending the restrictions. Planning policy supports low or car/permit free development on sites that are well served by public transport. These controls can be included as planning conditions.</p>
<p>Regarding parking: There should be free parking for shoppers. At least 2 hours free then cheap thereafter. Allocated secure parking for the larger homes that are being built is a must also.</p>	<p>Although it is intended that short stay parking is provided in the final mix, the car park management and any charging structure is likely to be the responsibility of the developer. Planning policy supports low or car/permit free development on sites that are well served by public transport. Any parking provision will need to meet London Plan standards including those for any larger homes.</p>
<p>Regarding parking: Parking for any dwellings should be provided, the roads are already busy enough with parked cars outside of controlled hours making them hazardous for young and old alike on foot or bicycle.</p>	<p>Planning policy supports low or car/permit free development on sites, such as Morden that are well served by public transport. Short term parking is still intended to serve shoppers and other visitors</p>
<p>Regarding parking: to be clean!!!!</p>	<p>Council policy requires that new parking facilities should meet national Secured by Design standards. This will of course affect the way it is managed on a daily basis.</p>
<p>Regarding parking: A Multi storey car park suitably lit at night</p>	<p>Council policy requires that new parking facilities should meet national Secured by Design standards. This will of course affect the way it is managed on a daily basis.</p>

<p>It needs to be accepted that Morden is a location for commuters who live outside the Borough to use the underground. I am not convinced that sufficient parking is provided for these commuters. Such parking needs to be provided for long term use. Why not try making London Road from the Civic Centre to Kenley Road pedestrian except for buses and reroute traffic through Aberconway Road, get rid of the shops etc in Abbotisbury Road and provide car parking and other facilities. It would be good to stop the roads nearer Morden being car parks.</p>	<p>Planning policy supports low or car/permit free development on sites, such as Morden that are well served by public transport. Some short term parking for shoppers will be provided. Much of Morden town centre is already subject to parking controls. These could be extended to mitigate any parking displacement. Morden is already dominated by road traffic and providing more commuter parking would further increase these impacts. The council is also working with TfL (the Highway Authority for London Road) and London Buses to develop proposals for the wider public realm and to provide a better balance in the way the limited road space is used.</p>
<p>The intention for there to be NO PROVISION FOR COMMUTER PARKING is ridiculous! Cars will be displaced onto residential roads. The idea that people from outside the area will change from using private cars to public transport to reach Morden Station is unrealistic. THERE SHOULD BE MORE, CHEAPER PARKING NOT LESS!</p>	<p>Planning policy supports low or car/permit free development on sites, such as Morden that are well served by public transport. Some short term parking for shoppers will be provided. Much of Morden town centre is already subject to parking controls. These could be extended to mitigate any parking displacement. Morden is already dominated by road traffic and providing more commuter parking would further increase these problems.</p>
<p>Strongly object to the development of the Kenley Road car park. This should be retained.</p>	<p>The Kenley Road Car Park site is a Proposal Site with allocated uses for residential or education use. Planning policy supports low or car/permit free development on sites, such as Morden that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Concerned that the new access road will turn Kenley Road and further Merton Park into a rat run, by cutting the corner from the roundabout.</p>	<p>To access and service this site it will be necessary to provide suitable connections to the road network. This might include a new road link or changes to existing access arrangements. The final planning brief points out that any proposals to redevelop the site would need to be supported by a Full Transport Assessment, which needs to consider all the relevant transport related impacts.</p>

## Appendix 2c: Consultation responses from the attendees of the workshops with council staff at the annual Staff Roadshow (November 2013)

Response	Officers' Comments/Actions
can build up but not near existing houses	The final planning brief states: "New buildings on the Kenley Road Car Park site and the parts of buildings adjacent to the houses along Kenley Road and Windermere Avenue should therefore respect and relate to the ridge height of the existing neighbouring houses". The Key diagram also has symbols indicating where new development has to 'respect and relate' to the existing houses.
more greening e.g. roofs and living walls	The final planning brief also states: "Proposals for this major development site should also incorporate appropriate green infrastructure such as green roofs, living walls and street planting which contribute to urban greening and result in the enhancement of local biodiversity."
public toilets to be provided	In accordance with national planning policies, the council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Community uses are permitted by means of the site allocations, are sought through adopted planning policy and the final planning brief refers to the benefits of a mix of uses, including community uses, in town centres. Aside from the development on the Morden Station site, the council currently provides public toilets at Civic Centre and two other locations in Morden as part of our community toilet program.
new school to be provided x2	The final planning brief refers to the policy requirement that any proposals on this large site will be expected to: <ul style="list-style-type: none"> <li>• incorporate an appropriately sited and sized area for the provision of a new school or</li> <li>• demonstrate why the site cannot accommodate a new school and that the child yield from the proposal could be met in local schools.</li> </ul> <p>The council has delivered more than 600 additional primary school places since 2007 and has recently conducted two comprehensive studies towards identifying sites for new primary and secondary school places. Merton's Sites and Policies Plan allocates several sites for education purposes which will help to meet future needs.</p>
new gym x2	In accordance with national planning policies, the council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Community uses are permitted by means of the site allocations, are sought through adopted planning policy and the final planning brief refers to the benefits of a mix of uses, including community uses, in town centres.

pop-up theatre	In accordance with national planning policies, the council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Community uses are permitted by means of the site allocations, are sought through adopted planning policy and the final planning brief refers to the benefits of a mix of uses, including community uses, in town centres.
provide improved health (GP) services	The final planning brief points out that: <i>"The impacts of this major development site on local health and wellbeing should be considered through the use of a Health Impact Assessment."</i> The developer is also likely to have to pay the Community Infrastructure Levy (CIL). CIL funding could contribute towards improvements of local health facilities.
use council chamber as cinema or gym	Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.
provide budget hotel	In accordance with national planning policies, the council's emerging Sites & Policies Plan sets out the allocated uses for this site which includes residential, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation.
Energy efficient homes	The final planning brief sets out the relevant climate change standards that the development should achieve, which includes investigating the provision of a District Heat Network.
Affordable housing needs to be provided for 1st time buyers	The final planning brief refers to adopted planning policy which seeks the provision of an appropriate mix of dwelling sizes and tenures. The council's policy is for part of all large residential developments to be affordable homes, including shared ownership.
flats above shops	The Key diagram in the final planning brief shows the areas where flats should be provided above the commercial and leisure uses at ground level.
Civic centre building (and rear flanks) to be converted into affordable and private housing	Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.
Abbotsbury Road could be a pocket park	Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.

Better quality shops	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting businesses is a task for a later stage of the of the redevelopment of this site.</p>
<p>some larger commercial units to attract wider variety of retailers x2</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting national retail brands and other commercial businesses is a task for a later stage of the of the redevelopment of this site. The final brief does however advise that: <i>"Bigger shops should not take up unduly large amounts of frontage to the detriment of vitality. This is particularly relevant for food stores which should, as far as possible, be located to the rear of a larger number of smaller units, with their entrance at one or two key locations. A larger number of smaller shops create a greater range of activity, people and visual richness – all of which increases vitality."</i></p>
<p>good quality restaurants should be provided x3</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting businesses is a task for a later stage of the of the redevelopment of this site.</p>
<p>more convenience shopping</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting businesses is a task for a later stage of the of the redevelopment of this site.</p>

<p>provide a shopping centre on the Peel House Car Park site x2</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting businesses is a task for a later stage of the redevelopment of this site. The Key diagram in the final planning brief shows that there is likely to be a mix of car parking, housing and commercial and leisure uses on the existing Peel House Car Park site.</p>
<p>Provide a cinema x3 and/or theatre</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Community uses are permitted by means of the site allocations, are sought through adopted planning policy and the final planning brief refers to the benefits of a mix of uses, including community uses, in town centres.</p>
<p>there should be a good mix of independents and chain stores</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. As highlighted in the brief, it is envisaged for smaller sized shops, which due to their size and rents often attracts independent retailers, to be located on the high street to ensure that this development has an active frontage. The final brief also advises that: <i>"Bigger shops should not take up unduly large amounts of frontage to the detriment of vitality. This is particularly relevant for food stores which should, as far as possible, be located to the rear of a larger number of smaller units, with their entrance at one or two key locations. A larger number of smaller shops create a greater range of activity, people and visual richness – all of which increases vitality."</i> Maintaining and attracting businesses such as national or independent retailers or businesses is a task that will commence in the later stages of the development.</p>
<p>there should be more national brands e.g Starbucks, M&amp;S, Matalan, McDonalds, Next, etc. x2</p>	<p>In accordance with national planning policies, the council's emerging Sites &amp; Policies Plan sets out the allocated uses for this site which includes residential, community, offices, retail, hotel and a wide range of other commercial uses. The purpose of this planning brief is to set out a clear vision and to provide design guidance for this site. The council has very limited influence on the occupants of commercial units. Once the development brief is adopted by the council, we will work with TfL on implementing the designation. Attracting national retail brands and other commercial businesses is a task for a later stage of the redevelopment of this site.</p>
<p>Morden Hall Park could have a Spa</p>	<p>Noted. Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.</p>

evening economy needs to be improved (created?)	The final planning brief states: "A mix of uses is critical for a vibrant town centre, as a good mix of uses attracts a variety of people for a long period during the day and the different uses will support each other commercially."
The top of the civic centre could have a function room or observation deck	Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.
There should be free wi-fi at the civic centre	Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.
There should be development over the station e.g. Epsom	As part of the preparatory work for this planning brief, the feasibility and viability of development above the station was explored but it was not viable.
Litter e.g. gum	The council will seek to create a public realm that is easy to clean and maintain
Create a piazza (like in Wimbledon) possibly where the bus interchange currently is	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre which includes improved facilities for pedestrians and cyclists. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project. The bus interchange area at the front of the station and the open space area south of Kendor Gardens, as shown on the Key diagram in the final planning brief, could potentially become public squares.
Create a piazza on the southern (Abbotsbury triangle) side of London Road, opposite the intersection with the new street	Although of interest and relevance to the forthcoming (wider) Morden town centre masterplan work, these matters are not of direct relevance to the planning brief site.
create a water feature to mitigate against the noise pollution caused by traffic	The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project.

<p>Bus interchange area currently intimidating</p>	<p>The council is working with TfL and other partners to develop a comprehensive plan for the public realm in Morden town centre which includes improved facilities for pedestrians and cyclists. To ensure the delivery of a high quality public realm, the final planning brief provides guidance on numerous aspects that affects the public realm e.g. street infrastructure, shop fronts and security. The Key diagram in the final planning brief indicates that the area at the station entrance and the part of London Road which is adjacent to the site are areas that will benefit from public realm improvements as part of a separate project. This might include relocating some bus services elsewhere in the town centre.</p>
<p>move bus interchange (possibly to Abbotsbury Road)</p>	<p>In exploring concepts for the public realm, in particular options for relocating the bus stand away from Morden Station, the council will consider the potential impacts of dispersing services around the town centre, including Abbotsbury Road.</p>
<p>Provide a Park &amp; Ride</p>	<p>Morden is highly accessible by public transport. The council also has doubts about the desirability of promoting park and ride as it may merely transfer trips away from more sustainable modes or serve to relocate traffic problems elsewhere on the road network</p>
<p>the new housing is going to have a big parking impact</p>	<p>Planning policy supports low or car free/permit free development on sites, such as in Morden that are well served by public transport. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Retain the car park but they could be in a basement</p>	<p>Planning policy supports low or car free/permit free development on sites, such as in Morden that are well served by public transport. Short term parking is still intended to serve shoppers and other visitors. Underground car parking can be prohibitively expensive and may therefore prove inappropriate at this location. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>More parking (all types) should be provided</p>	<p>Planning policy supports low or car free/permit free development on sites, such as in Morden that are well served by public transport. Some short term parking for shoppers will be provided. Morden is already dominated by road traffic and providing more commuter parking would exacerbate these problems. The planning brief refers to the relevant parking provision standards and clarifies that the developer will have to make the case, as part of any planning application, why the proposed number and type of parking spaces are appropriate.</p>
<p>Lidl site could have a multi-storey car park</p>	<p>Should the owners of the LIDL site come forward with development proposals, these will be assessed against adopted policies contained within the Council's Local Plan</p>
<p>safe walking routes - no alleyways</p>	<p>The planning brief advises that the public realm must be well designed to maximise space for pedestrians and facilitate easy movement for those with physical impairments. The planning brief also points to the principles contained in guidance documents such as 'Safer Places', 'Designing out Crime' and 'Secured by Design' and advises that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.</p>



likely levels of traffic is a concern X2	Transport policies support permit/car free housing in accessible locations such as Morden. The Council would work with developers and TfL at an early stage to mitigate potential traffic impacts arising from the development
London Road should be bus only. Cars to be diverted down Aberconway Road	The council will work with TfL (the Highway authority) to seek a better balance in the way the limited road space is used that is more in keeping with its town centre uses
Create new street from London Road to Kenley Road	To access and service this site it will be necessary to provide suitable connections to the road network. This might include a new road link or changes to existing access arrangements.

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