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From: J [REDACTED] BARNES [REDACTED]
Sent: 01 January 2019 16:08
To: Future Merton; [REDACTED]
Cc: Councillor Omar Bush; Councillor Andrew Howard; Councillor Stephen Crowe;
Councillor Omar Bush; Councillor Adam Bush; Councillor Najeeb Latif; [REDACTED]
Councillor Thomas Barlow
Subject: Future Wimbledon Masterplan
Attachments: RAWW comments Wimbledon Masterplan.docx

Please find attached comments on the Future Wimbledon Masterplan from the Residents Association of West Wimbledon.

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[REDACTED]

www.raww.org.uk



The Residents' Association of West Wimbledon

[REDACTED]
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1st January 2019

Merton Civic Centre
London Road
Morden
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SM4 5DX

RAWW COMMENTS ON THE DRAFT FUTURE WIMBLEDON MASTERPLAN

Dear Mr McGarry

This plan will supplement Merton's existing planning policies to provide guidance for development, public spaces and to attract investment in SW19. It creates a long-term (into the 2030's) vision for the future of development of Wimbledon SW19 as the premier business location in south west London. More specifically it aims to shape and influence the emerging proposals for Crossrail 2 as well as illustrating a framework, against which major planning applications will be assessed.

The plan aims to provide a framework for assessing development proposals which can be used despite all the unknowns and uncertainties that Crossrail 2 presents. "This masterplan is not reliant on Crossrail 2, but sets out a vision for how Crossrail 2 could integrate with the town centre and deliver new infrastructure, vital to support growth."

The Residents Association of West Wimbledon (RAWW) welcomes the decision to have a masterplan as a tool for guiding development of Wimbledon Town centre and offers the following comments on this draft:

Public open spaces, area in front of station

RAWW strongly supports the Council's ambition to create new public open spaces of varying sizes connected by a network of pedestrian routes. We appreciate that the opportunities to achieve such an increase are limited but would like to see high priority on achieving this in the conditions attached to planning consents in the centre. We are disappointed by the lack of any vision in this plan to significantly increase the area of the open space immediately in front of the station. This is likely to have the highest footfall of any part of the town, will be the first area people see when they come out of the station and should be as iconic and welcoming as the hoped for new station building. Wimbledon gets a lot of visitors. Let their first sight of our town create the best possible impression. If the second road bridge across the tracks is not built the pedestrianised area envisaged on the other side of the road will still be cut off by heavy traffic. In any scenario the section of road in front of the

station (Wimbledon Bridge / the Broadway) will be used by public transport. The increase in the area of open space in front of the station needs to be on the station side of that road and needs to be a priority.

We propose an addition to the masterplan priorities for the Station Central neighbourhood to include creating a larger and more welcoming public open space in front of the station.

Access and services for the station and over track development

Provision of infrastructure to meet the needs of additional workers, commuters, offices, shops and the enlarged station needs to be provided for in proportion to the increase envisaged. It is not just the financial contribution to services that can be provided elsewhere that is needed but also services required in the immediate area e.g. deliveries to shops, offices and restaurants, space to drop people off at the station, and parking for the inevitable white vans. A lot of the new development is envisaged to be over the tracks so the scope to provide service areas underground within the centre will be rather limited relative to the amount of development.

Second Bridge and traffic

The second bridge is an essential element to cope with the additional traffic if Crossrail2 goes ahead and over track development in Station Central and Station North areas is built. The provision of the second crossing should be a prerequisite for any over track development in these areas.

Cycle routes

The plan is silent on provision of safe routes through the centre for cyclists. This was a priority that was raised in the workshops. We propose that provision of cycle routes that keep cyclists away from routes with high pedestrian or vehicle use as far as possible is included as a priority in the plan.

Height of buildings

Restriction of heights in the centre is supported and the proposed approach of tailoring the guidance on maximum heights by sub area to take into account its surroundings is welcomed however we do not support the proposed guidance on the maximum heights for buildings. The maximum heights allowed in all areas needs to be sensitive to the amenity of nearby open spaces, pedestrian routes and residential development. 10 and 11 storey buildings behind the houses on the south side of Alexandra Road are too much of an imposition. Blocks of 15 and 17 storeys over the tracks would seriously dominate and overshadow the pedestrian routes/open space created between them. RAWW proposes guidance of a maximum of 10 storeys over the tracks and for the YMCA and 8 storeys elsewhere, with the permitted heights stepping down in close proximity to low rise housing consistent with the planning guidance in the local plan to protect the amenity of neighbouring properties.

Planting/green spaces

Planting trees, creating planted areas, and incorporating green walls on new buildings should be a priority in the whole of the town centre, and not just a priority for the public open spaces. Opportunities should be sought when new developments are proposed and their implementation and maintenance form part of the conditions of consent. A greener town centre would be a more attractive and healthier centre.

The priority for urban greening and green walls in the Hartfield and Victoria area is welcome. The priority of greening and specifically green walls could be extended to other areas, including any over track development in Station North and St Georges Quarter. Green walls could supplement use of planters, not just be used when there are no other greening options.

Quality of design

Quality of design should be a priority for new buildings. The plan recognises this but does not propose a mechanism to achieve it. Could the Masterplan be supplemented by Supplementary Planning Guidance for the town centre with character appraisals for each area of the town centre and/or planning briefs for specific sites or parts of the town centre? Could there be a Wimbledon Town Centre Design Review Panel?

J ■ Barnes
Residents Association of West Wimbledon

CC
Raynes Park and Village Ward Councillors