

Q2 Do you have any comments on the Strategic Vision and Objectives?

Answered: 37 Skipped: 128

#	RESPONSES	DATE
1	A greater level of choice has been provided to the council regarding the development of secondary schools in the borough. These weren't explored extensively and as pupils educated in the locality of South Wimbledon will be at a disadvantage once health and sustainable methods of ensuring welcoming of residents and businesses are taken into account. Air pollution specifically, has been reduced to being not important for those affected and we would hope the authority would desist in going ahead with this development.	1/28/2019 4:46 PM
2	Please see our earlier comments, submitted 6 January 2019	1/27/2019 6:35 PM
3	Yes, very well throughout	1/24/2019 3:24 PM
4	Yeah add residential parking on surrounding streets.	1/22/2019 6:46 AM
5	The vision and objectives are commensurate with the boroughs position and structure. I think it is an intelligent document that recognises current day pressures on London.	1/7/2019 2:54 PM
6	Active travel has not been considered to be a potential contributor to the Health and Wellbeing policy. This is disappointing and short sighted in light of the London Mayor's plan detailing this link, and NICE's recent publication that Active travel is key to improving health and wellbeing.	1/7/2019 10:38 AM
7	Broadly support the Objectives but have some concerns about the economic objectives - notably a), b) and d) - and how they might be interpreted and used to justify overdevelopment eg of Wimbledon town centre.	1/6/2019 11:24 PM
8	The Vision and Objectives are laudable, but no information is given on how they might be achieved, or on how this Local Plan fits with the Masterplan.	1/6/2019 11:07 PM
9	Strategic objective 2d is hugely important. Development of Merton, and Wimbledon (which is of primary importance to me as a resident of central Wimbledon) is essential but it must be done in a manner that is not detrimental to the health, safety and amenity of surrounding areas. Too often development seems entirely focused on the site in issue without proper regard to the impact it will have on the wider community, be that in terms of poor aesthetics, poor design, impact on street scene, or impact on local amenities eg parking, rubbish collection, medical or educational facilities.	1/6/2019 11:05 PM
10	1.26 The strategic vision does not match the detail: the building of extremely high rise office blocks in a mainly residential area runs directly counter to the stated aim :'The overall quality of Wimbledon town centre now more closely matching the attractive residential areas that surround it.'	1/6/2019 10:32 PM

Page 3 – Points of Interest omits walking and cycling routes through the borough. Page 4 - Merton the place: given the role of transportation in creating a healthy built environment we suggest that statistics in relation active transport should be included, such as cycling ownership, cycling and walking trips, the number of people reliant on public transport. Page 5 – 9 Spatial vision 1.20. aims to embed “health and wellbeing into all aspects of development,” yet makes no mention of the provision of cycling and pedestrian links. We suggest this is amended to include these explicitly. 1.21. articulates how Merton’s environment will have improved. It emphasises the role ‘improvements to public transport’ will have had. We suggest that equal weight should be given to the vision for ‘greater scope for walking and cycling’ to demonstrate the role this will have in achieving the vision for an improved environment, particularly as they are relatively quick, efficient and cost-effective to deliver in relation to major public transport projects. 1.25 articulates how Morden town centre will have improved, including through public realm improvements and commuters walking through to access public transport links, but we would like to see the role of good cycling links to the Town Centre and nearby major parks added, and the role this can play in boosting the health of residents, customers, and staff, and contribute to economic success. 1.30 sets out a vision for tackling climate change. This vision would be strengthened if it was to state that in 2036 the contribution of non-sustainable fuels to climate change has been recognised by Merton’s residents and businesses, reducing the number of streets used as vehicle car-parks at the public expense, and priority is given to grade-separated infrastructure for sustainable travel by people on foot or pedal. 1.31 sets out a vision for a wealth of infrastructure to support the new homes the borough requires, but should also reference the infrastructure to support active transport that will be required, including (properly implemented grade-separated provision for those on foot or pedal, and the implementation of policies that support active transport such as implementation of the 20mph limit and the Borough Curriculum including the requirement for every child to walk or cycle the last mile to their school. Key diagram: should include key walking and cycling routes in the borough. Page 10 – 15: Strategic Objectives Strategic Objective 1: Healthy Places This Objective is a key place to demonstrate the Council’s commitment to the policies of Liveable Neighbourhoods and Healthy Streets. We suggest that the vision should include “Cycling, walking and public transport will be the preferred modes of transport in the borough.” An additional tactic to achieve this objective should be added which acknowledges the role that promoting cycling and walking can play in achieving Healthy Places. The final bullet point “Promoting road safety to encourage responsible behavior by all users of the public highway.” Is wording which perpetuates a false equivalence between behavior of vulnerable road users (who pose little danger to others) and drivers (who pose great danger to others, particularly vulnerable road users). “Road Safety” can mean interventions that reduce freedoms for vulnerable road users, whereas the objective should be “road danger reduction”. The word “encourage” hardly inspires confidence in the Council’s intent to take this seriously. Strategic Objective 2: Place There’s no acknowledgement that motor traffic is often the number one element that detracts from a sense of “place”. There should be a commitment that cycling is treated equally as a preferred form of transport and a healthy leisure activity. There should be a predisposition to permit it in all parks and open spaces. Strategic Objective 3: Housing There needs to be an acknowledgement that high housing density is incompatible with car use by residents, both because land use presents a choice between housing for cars and housing for people, and because more residents using cars requires more road space. Explicit reference should be made to the fact that continental-quality cycle routes are essential to support this housing and population growth to enable residents to travel. Away from public transport hubs, the only public transport is the bus, and due to congestion, these are often slow. It is unrealistic to reference “public transport” as the only mode, especially at a time when bus ridership is going down. (Indeed, the idea of public transport as the only available mode contradicts Section 5). Strategic Objective 4: Environment The role of reducing car use, addressing congestion and promoting a modal shift to cycling and walking should be added in order to achieving the objective of making Merton an exemplary borough in mitigating and adapting to climate change, reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively. Strategic Objective 5: Infrastructure This section is not drafted in a way that shows the Council appreciates there is a long way to go before cycling is perceived by most people as a choice, let alone a preferred choice. There is no mention of removing barriers to cycling, or the fact that fear of traffic is the number one reason why people don’t cycle. We would like to see a clear statement that a Continental-quality cycle route network is a precondition to cycling being a preferred transport choice for most people. Strategic Objective 6: Economy There needs to be an acknowledgement that visitors should come by public transport or by cycle, and local journeys to shops etc. should be by active modes (walking or cycling).

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12	Sensible views - understand the need to increase the density of housing, however consideration for the impact on services and infrastructure must be in place.	1/6/2019 9:36 PM
13	It's important to retain the local character of Colliers Wood, Wimbledon and Wandle Valley.	1/6/2019 7:56 PM
14	-	1/6/2019 4:36 PM
15	Why oh why can't Merton get the simple things right? The More Morden plans are flawed because Merton cannot get their minds around which geographical areas are which - - Maybe if Merton actually learnt a bit of geography it would help:- The first page of "The Vision & Strategic Objectives" lists London's Boroughs under the grand heading Merton in the London Context:- image For some reason 15 is identified as "havering" (not Havering?) 16 is identified as Haringey (not Bexley?) 17 is identified as Harrow (not Bromley?) 18 is identified as Havering (not Ealing?) I'm not sure why "Westminster" has lost its "City of"? So the London Context stands very little chance and why does the next page include a map of Merton with only two places of worship starred? one of those is sited somewhere in the underground depot, presumably supposed to be The Baitul Futuh Mosque. The other is seemingly Buddhapadipa Temple – why are there no CofE/RC/etc. places of worship identified? and Morden underground station sited on the York Road car park It seems sad that a few pages on the map chooses to forget significant areas including Merton and Merton Park – again its simplicity simply betrays an inability to understand the context of the neighbourhoods within Merton. Do you know what a "bog-box" is? Presumably, as there is little mention of it, Merton do not think Sutton Link will happen! If it does happen, Merton's plan will be shot to pieces! The limited mention thinks it will provide transport to Merton - - whereas the whole idea is to provide transport to London (bypassing Merton)! The Plan presumes that Sutton Link will stop at South Wimbledon - the consultation considers three destinations. Why is the plan to build more and more houses - without a thought about where the occupants will work - or is the assumption that the occupants will work outside of the borough - requiring more and more transport - whatever happened to a balanced development policy of housing/employment/infrastructure/etc.	1/6/2019 4:34 PM
16	the observations are a bit high handed and flip - Wimbledon Village with over the top rental pricing is limiting the businesses there and forcing some out - witness the loss and turnover of several high quality furniture, stationery and restaurants in last 18 months on Church Road and High St. I want to ensure that any building up of Colliers Wood, Morden or similar under developed areas with huge potential are only allowed with strict observation of birth rates and needed school places, infrastructural doctors surgeries and other necessary provisions are made for full and high quality lives for all ages.	1/5/2019 8:20 PM
17	Need for evidence base to justify proposed massive high buildings - where is evidence of demand for more commercial space?	1/5/2019 6:31 PM
18	I have not had sufficient time to read all the documentation and believe that the vast majority of Morden residents are still unaware of these proposals. I recognise that the area is in need of regeneration and that there needs to be more affordable housing for the adult children of existing local residents (or facilities for these to apply for housing in other London or adjoining boroughs) but am concerned about proposed density of new housing; lack of gardens and associated infrastructure buses; GPs etc to support a larger community.	1/5/2019 2:34 PM
19	Ensure that accessibility for children, young people and adults with disabilities is at the heart of all areas of the vision and objectives.	1/5/2019 1:35 PM
20	Support in general but do not support Wimbledon being promoted as a Metropolitan Centre.	1/5/2019 10:26 AM
21	Please do not destroy the fabric of Wimbledon. Please do not build buildings more than six storeys. Please do not destroy lovely period buildings and put up cheap glass-fronted or colour-clad eye-sores like Premier Inn. Please please please do not turn Wimbledon into Croydon. This is a lovely place to live and work and I would be deeply upset if you tried to turn Wimbledon from a lovely community into a faceless business centre. People who live here do not want to be overshadowed by tower blocks.	1/4/2019 11:26 AM

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22	Vision should be more positive with objectives which seek opportunities to meet the development needs of Merton, and flexible to adapt to rapid change. The objective of sustainable development is to meet the needs of the present without compromising the ability of future generations to meet their own needs. (NPPF) Strategic vision of the plan should be able to articulate what Merton will look like in years to come. The objectives should be in plain English. The strategies required for a high-quality living environment include: •Providing good affordable homes with a full range of amenities •Integrating greenery into the living environment •Providing greater mobility with enhanced transport connectivity •Sustaining a vibrant economy with good jobs •Ensuring room for growth and a good living environment in future Providing a safe, secure and healthy place where all communities achieve their full potential. Using words like "must" implies no flexibility in an every changing world and should be avoided in drafting any policy or planning document. Planning is all about the future, learning from the past but not dictated by it.	1/3/2019 9:01 PM
23	Yes, see comments box (20) below.	1/3/2019 8:09 PM
24	No comment	1/3/2019 4:06 PM
25	The wording is pretty positive and upbeat -- I hope some of this stuff actually happens. You could place more emphasis in stating what you have learned from the myopic and tragic planning mistakes of your planning predecessors (e.g. Phipps Bridge, Brown and Root building, High Path tower blocks, Merantun Way, Savacentre etc etc), but let's not dwell on the past.	12/30/2018 10:57 PM
26	Yes. For me the single most important aspect is new building height, and parking. Please do not make buildings to tall, and we must include parking, especially as vehicle ownership is almost certain to increase with the advent of electric vehicles.	12/30/2018 6:22 PM
27	Keep it residential while allowing vibrant development to keep th town centre alive.	12/28/2018 6:08 PM
28	1.24 I note that 40 percent of new housing is going to be affordable.What legally binding contract is going to be put in place before any building starts to ensure this gets delivered?	12/28/2018 12:59 PM
29	Sounds positive but doesn't seem in sync with the master plan which wants to make Wimbledon a Metropolitan centre	12/27/2018 4:32 PM
30	No	12/25/2018 11:54 PM
31	Too much development, so that it leads to an increase in population, whereas planning should be about reducing the number of people in the borough. Everything is congested and crowded.	12/24/2018 12:54 PM
32	Wimbledon Chase has been neglected. Being at the confluence of the Plan's constructs of what are Wimbledon, Raynes Park and Morden, see map at 1.21, it seems that Wimbledon Chase has been virtually forgotten. I found few references to Wimbledon Chase and the immediate area. I do wish you had stuck with using the ward boundary line which is the railway line. For this plan exercise, we are "Raynes Park" but my side of the bridge is Merton Park - and we are served by Merton Park's councillors. The other side of the bridge is Dundonald served by a different set of Councillors.	12/24/2018 11:29 AM
33	sdfgsdfgfsdfg	12/21/2018 12:45 PM
34	The Opportunity Area Planning Framework includes a very large area including some landmarks, like Canon House, New Wimbledon theatre, Polka theatre, Colourhouse theatre and Baitul Futuh Mosque. Does that mean it is possible that these will be knocked down?	12/13/2018 12:21 PM
35	I am impressed by the emphasis placed on balance with regard to land use, making sure that there are sufficient facilities for recreation and community use and businesses that will benefit local neighbourhoods and employment.	12/12/2018 9:17 PM
36	the height of buildings needs to be capped - 8 storeys should be the max. Wimbledon should be a major centre, not a metropolitan centre	12/12/2018 6:26 AM
37	Overall it's excellent to see such a breadth of ambition and planning on this scale.	12/10/2018 3:04 PM