

Newton, Janine

From: Tim Lloyd [REDACTED]
Sent: 22 May 2015 17:26
To: PlanningPolicy
Subject: 2015 Roehampton SPD

Dear Sirs

I am responding to your invitation to make representations on the 2015 Roehampton SPD.

I have lived on Highcliffe Drive for more than 15 years. My comments relate to the proposals in the SPD to widen this road and convert it from a residential access road into a bus route. These proposals are shown as 'upgraded public realm' in Figure 4.1 page 39 and as a 'potential bus route extension' in Figure 4.3 page 48 and described under the heading Core Principle 7 - improve access and connections.

My comments fall into the following categories:

1. Consultation and status of the master plan
2. Transport policy and design standards
3. Health and safety issues
4. Environmental issues
5. Heritage issues
6. Car parking
7. Value for money

Consultation and status of the master plan

Whilst I do support the main objectives of the regeneration proposals at Roehampton I consider that Wandsworth has not properly consulted residents on this specific issue. Question 21 in the 2013 and 2014 questionnaires simply asked: 'Do you agree with proposals to extend the K3 bus route through the Alton?'. The consequences of this proposal (which I describe below) were never communicated to residents so that the question is misleading. Previous proposals to open the vehicle barrier in Danebury Avenue in 2008 were very strongly opposed by residents (96% against) and in 2009 WBC confirmed there were 'no plans to open the barrier'. A recent informal poll taken by local residents last year found even stronger opposition to opening the vehicle barrier in Highcliffe Drive – I understand that only 2 out of approximately 250 respondents agreed with this proposal. Justine Greening MP confirmed (14.07.2014) that following her conversation with Councillor Govindia it was agreed that the final preferred masterplan would not include the opening of either the Highcliffe Drive. Approximately 1,000 people live along Highcliffe Drive and Sherwood Gardens – there will be very strong opposition to this proposal if it goes ahead. Your website claims that the SPD formalises the proposals in the final master plan, which is based on consultation for more than a year with residents but it does appear that Wandsworth is not listening to local residents on this specific issue as you claim.

Transport policy and design standards

The SPD states: '*Additionally, vehicle access from the north and west of the site area is restricted by two vehicle gates on Danebury Avenue and Highcliffe Drive preventing access from Priory Lane and Clarence Lane respectively. This has effectively made the area one large cul-de-sac, with no through movement of vehicles. Improvements will therefore be required to support growth on this site.*' However, WBC Paper 09-

562 Section 32 regarding a previous proposal to open the vehicle barrier at Danebury Avenue states: '.... there is no direct evidence that opening the route would lead to a direct positive economic benefit for the businesses. It is even possible that it could have the opposite effect whereby drivers would just use it as a convenient route (or rat run) and would not stop and shop in Roehampton.' The argument in the SPD appears to be that cul de sacs are automatically bad and 'connectivity' is always good but many people disagree with this standpoint. The layout of the Alton estate is based on a hierarchy of roads that are designed to meet their intended functions. Highcliffe Drive is 5.5m wide and designed as a residential access road. I draw your attention to the recommendations of DB32: *'New development and redevelopment should be designed to fit into and strengthen this hierarchy. The aim of the hierarchical approach is to influence traffic distribution in order to: help traffic use the main roads safely; discourage the use of local residential roads for through travel; create safe conditions for all users of residential roads, especially young pedestrians.'* Although DB32 is now superseded by new guidelines there is a case for using this standard in Highcliffe Drive because it is in a Conservation Area – refer item 'Heritage Issues' below.

Health and safety issues

WBC Paper 09-562 documents 9 road traffic accidents along Danebury Avenue between 2005 and 2008, including 3 that involved children aged 12 and below. Some long-term residents recall fatal accidents that led to the installation of vehicle barriers in 1975. I don't believe that the proposed traffic calming measures will mitigate the risk of further casualties. It is very common to see large, articulated vehicles stopped at the Highcliffe barrier after following their sat navs and if the bus barrier is only as sturdy as the barriers on Hammersmith Bridge (which are frequently broken) cars and heavy vehicles will be free to use Highcliffe Drive as a short cut through the estate for long periods of time, which is a great concern to residents. There are two sharp bends on Highcliffe Drive, which are already fairly dangerous and would be a significant safety issue in the new proposals even after road widening. In addition, the junction with Clarence Lane is regularly grid locked with traffic diverted from the closure of Robin Hood Gate in Richmond Park, which will create further problems being close to the junction with Roehampton Lane.

Environmental issues

There are a number of Georgian cedar trees along Highcliffe Drive where the roots are close enough to the road that widening Highcliffe Drive will either kill these trees or affect their health. From conversations with your design team I understand that the technical implications of this situation have not been taken into account.

Heritage issues

The master plan design team have based their transport proposals on Manual for Streets. In the context of the new town centre in Roehampton outside the conservation area this approach is sensible but Highcliffe Drive is different. Figure 4.2 on page 43 of the SPD indicates its heritage significance with five Grade 2* listed buildings along the route. In such situations it is appropriate and accepted practice to refer to superseded guidelines such as DB32 that reflect the original design intent and setting for the buildings. WBC's Alton Conservation Area Appraisal and Management Strategy item 4.17 emphasises the difference between the street layout found on the Alton estate and the traditional Victorian or Georgian street patterns recommended in Manual for Streets. I am certain that the proposals for Highcliffe Drive will be opposed by English Heritage and the Twentieth Century Society, who were not aware of plans to widen Highcliffe Drive when they made their initial response to the master plan proposals.

Car parking

Car ownership has increased dramatically since the Alton estate was built. There is also pressure for parking places along Highcliffe Drive from Roehampton University students and parents of children at the local schools. The proposal to widen Highcliffe Drive involves a net loss of car parking spaces, which is not supported by local residents.

Value for money

WBC Paper 09-562 estimated the cost of opening the Danebury Avenue barrier to be more than £250,000 in 2009 figures. The proposed works at Highcliffe Drive are far greater in scale, involving widening the road along its entire length, retaining walls and earthworks, additional widening at bends, bus stops, new car parking spaces, possible relocation of services, drainage, lighting, a new barrier, traffic calming measures, re-landscaping and tree root protection, new junctions, professional fees, survey costs, on-going monitoring, and any other measures are likely (based on figures from EC Harris) to exceed the £250,000 figure by a factor close to 10. This estimate was not disputed at a recent meeting with your transport consultant from Alan Baxter Associates. I cannot see how two new bus stops at a cost of roughly £1 million pounds each can represent value for money, particularly when there are alternative bus stops several hundred yards away in each direction.

Summary

The proposed bus route along Highcliffe Drive is not a welcome proposal – I don't believe it has been sufficiently evaluated in technical terms so far. I hope further analysis and improved consultation with local residents will be made before this proposal is considered part of the final SPD.

In general terms, the overall transport policy described in the SPD is disappointing; it seems to me that this is the weakest aspect of the regeneration proposals. I believe that economic regeneration must be underpinned by a credible transport policy if the plans for this area are to succeed but the transport policy in this SPD seems to be mainly an afterthought. This shows up in quite simple things such as the absence of WCs for the bus drivers at the Danebury Avenue terminus ... these facilities are included in the Local Plan but not in the master plan, so that it appears bus drivers will continue to relieve themselves in the bushes. I agree with the statements in the SPD that the historic layout of the Alton estate poses problems for regeneration but I consider that the many good features of the master plan proposals would be a lot stronger if they were supported by a transport policy that worked with 'the grain' of the local area and supported new development in a more thoughtful way, rather than focussing on perceived problems with cul de sacs. I consider small steps, such as the recent campaign by Justine Greening to improve the frequency of the 72 bus service, and ensuring that buses ran to timetable would be far more welcome by residents than expensive, inappropriate interventions, such as widening Highcliffe Drive. I hope this section of the SPD is developed along such lines in the final SPD.

Yours faithfully

Tim Lloyd

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Highcliffe Drive
London
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Reported at: 27/05/15 15:38

Events: Roehampton SPD - draft March 2015

Person ID	Full Name	Title	Number	Comment
906251	Mr Andrew Lynch	Paragraph	1.17	<p>The SPD should recognise the poor quality of the public transport links to the nearest Metropolitan town centre – Kingston, and seek to address these strategic deficiencies through public transport infrastructure improvements via S06/CIL. Public transport links to Kingston are comparatively poor. A 20 minute walk to Barnes is poor and then the train is via Richmond (direct half hour service) or via Clapham Junction and requires a change. Bus Route 85 provides a good service at around 8 an hour at busiest time, but only goes through the Roehampton Estate on the Putney bound direction. Buses heading to Kingston takes a more direct route using Roehampton Lane and the A3 Roehampton / Kingston Vale, which provides poor access for estate residents, reducing the ease of access for a trip to Kingston.</p> <p>Improvements to this service would be helpful, and in particular rerouting so that the bus goes through the estate in both directions.</p>
906251	Mr Andrew Lynch	Core principle 1 - deliver high quality homes within a mixed and balanced community	4.1	<p>4.1 H</p> <p>RB Kingston supports the proposal for additional student managed accommodation within the masterplan area. Student accommodation is needed to support both Roehampton and Kingston Universities, and this location is well located to serve campuses of both Universities.</p>
906251	Mr Andrew Lynch	Core principle 7 - improve access and connections	4.7	<p>Core Principle 7</p> <p>Active travel, on foot or by bicycle should receive greater emphasis and encouragement in the document, and should be seen as an integral component of the development including proper connections to surrounding cycling networks. Core Principle 7, 'walking and cycling' mentions only one cycling proposal and a number of walking initiatives, and does not promote cycle routes that connect to significant trip generators such as Kingston University's Kingston Hill Campus and indeed Kingston town centre which is within a comfortable cycling distance. The SPD needs to consider these more strategic links in its promotion of the sustainable modes of transport.</p>

Reported at: 27/05/15 15:16

Events: Roehampton SPD - draft March 2015

Person ID	Full Name	Title	Number	Comment
906042	Noonan	Paragraph	1.30	1.3 - States that currently the SPD area has " <i>low to medium level of public transport accessibility</i> ". The proposed route on the SPD doesn't take me where I want to go. Are you proposing to provide public transport to every desirable destination.
906042	Noonan	Paragraph	1.32	" <i>traffic congestion at peak times</i> " In West Alton the traffic congestion referred to has mostly come about by the failure of the council to limit the expansion of Ibstock school or to make it a condition of their expansion that they provide parking space within the school. Most of the traffic in the mornings during school term times comprises of the cars of parents dropping off their children for school. The cars of university students adds to the problem. This fact is evidenced by the small number of cars present in the area on weekends.
906042	Noonan	Paragraph	1.38	1.38 - The problem with this SPD is that there is nothing concrete in it. It appears to have been drafted to ensure that the council could put into action almost anything it wanted to in the future. Consistent with this apparent intent is the inclusion in the SPD document of some very out of focus, fuzzy maps. Further, if this SPD has, as claimed, been drawn up taking into account residents views, you'd have to conclude that either the residents had very little to say in regard to preferred options or that the intentions put forward by the council are based on a very small sample of residents. I don't recognise many of the preferred options in this document of residents I have spoken to from time to time.
906042	Noonan	Paragraph	2.4	2:4 - States that currently on the estate there are " <i>.small...car parks which are not well supervised...</i> ". I would like to know what is meant by the phrase " <i>not well supervised</i> ". Who is supposed to be supervising them? I would imagine if they are supposed to be supervised then it would be the council that should be providing this service....but what are they supposed to be supervised for? In regard to them being small and inadequate for the needs of residents, then the council has to take responsibility for some of this problem. It was the council who removed the car parking signs 'For residents only' on some of the car parking areas.

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906042	Noonan	Paragraph	2.25	2.25 - " vehicle access through the estate is limited by two vehicle gates on Danebury Avenue and Highcliffe Drive ". The immediate response that springs to mind in regard to this statement is what would be the benefit to anyone living on the estate by increasing access through the estate. Opening the barrier at the end of Danebury Avenue would just release more traffic onto the junction of Priory Lane and Danebury Avenue. This junction is already congested at school opening and closing times and there is no where for this traffic to disperse.
906042	Noonan	Paragraph	2.27	2.27 - " vehicle speeds along Danebury Avenue create an uncomfortable environment for pedestrians and cyclists ". Solutions to the 'traffic problem' recommended by the council in section 5.3M seem to be to increase the traffic flow by adding new buses and more cyclists but to limit their effect by putting in place upgraded pedestrian crossings, upgrading existing streets (5:3L) and " adding new connections created to improve permeability into and out of the area " .
906042	Noonan	Paragraph	3.8	3.8 - States that it will be adopting a " place making approach which protects strengthens and repairs the special qualities of the estate through bespoke and sensitive intervention ". The new builds for student accommodation on Roehampton Lane could not be described in these terms. The buildings practically extend to their back boundary leaving only a small area of unbuilt ground adjoining the Alton estate. In regard to the overall effect, personally I could not describe this as enhancing the environment.
906042	Noonan	Core principle 7 - improve access and connections	4.7	4.7 - A - In regard to the need for " new pedestrian.....connections to ease movement through the Roehampton area" Are there really any residents who have expressed this as a need? In twenty years of living on the estate I have never come across anyone who has expressed this view.

Reported at: 27/05/15 14:04

Events: Roehampton SPD - draft March 2015

Person ID	Full Name	Title	Number	Comment
901039	Philip Parr	Paragraph	1.1	" <i>delivering a new future for Roehampton</i> ". This reference to Roehampton is leading to a lot of confusion within the document. By general understanding, Roehampton is a ward or district in Wandsworth borough. The Roehampton SPD is only concerned with a limited area within Roehampton, usually referred to as the Alton Estate. In fact, it is generally understood that it is the deliberate wish of the Council's scheme not to impinge on what many would consider to be the 'true' heart of Roehampton (which is the High Street, located north of Roehampton Lane). Every previous document relating to this project has referred to the area under scrutiny as the "Alton Area". This blurring of terminology is resulting in all manner of confusing and misleading statements in this SPD that cannot be attributed to either the Alton Estate area or the district of Roehampton as a whole. This renders much of it meaningless and impossible to pass comment on without offering up two separate submissions.
901039	Philip Parr	Paragraph	1.2	" <i>Council as landowner</i> " should read " <i>Council as majority landowner</i> ". There are dozens of other freeholders, both within the regeneration zone and immediately adjacent. " <i>consultation with residents and stakeholder groups</i> " should read " <i>consultation with some residents and stakeholder groups</i> " or such wording that doesn't imply all have been consulted.
901039	Philip Parr	Paragraph	1.6	Sustainability Appraisal - In Section 1.3, the 19 SA objectives are outlined. Between items 4 and 6 (probably mostly the latter - "Conserve Energy and Resources") one would have expected to see some statistics relating the relative merits of building demolition vs. refurbishment. No such data can be found. Similarly, item 12 might have usefully discussed the sustainability benefits or not of moving facilities such as those at 166 Roehampton Lane from a main road site to a less accessible spot in the middle of the Estate. Such a move will increase motor vehicle activity at the expense of air quality. It might be a fair trade, but where is the evidence either way? And seeing as the vacated site at 166 would then be used for housing on a relatively busy (30,000 vehicles a day) highway, is that the best location for such a use? Would not potential new residents favour a quieter, less polluted central location as a place to live, particularly as this would be nearer the identified asset-value of the park? In the next section, items 1 and 3 seem to be in error; presumably this is just of a clerical nature and will be corrected in the final version. Just in case, the claim in item 3 that " <i>the site does not include a Tree</i>

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				<p><i>Preservation Order</i>" seems to be in conflict with such orders that have been logged in Council records. (Though it should be stated that relevant files are somewhat difficult to do a quick search on.)</p> <p>Unfortunately, as one progresses through the SA, the same dubious and un-evidenced claims about crime, safety, ageing housing stock and the like that appear in the SPD are re-iterated to the SA's obvious detriment. Page 16 contains another suspect statistic in relation to lower-than-average life expectancy. Just this last Sunday I encountered a man tending the garden area of the Alton Estate (where he now lives). A long-term Wandsworth/Clapham resident and tradesman/business owner, he recounted aspects of his life that could befall anyone but which brought him as close to death as the more fortunate of us would not wish to even contemplate. He seemed re-energised by the prospect he might achieve the age of 70. But clearly, that is not the sort of achievement that can be accommodated in the new Wandsworth.</p> <p>Page 19 states " <i>Fundamentally, Core Principle 4 ensures that (t)here will be no net loss of public open space</i>". Pity they didn't bother to measure the area adjacent to Bull Green that it is proposed to pave over for a bus turn round.</p> <p>On page 23 there is a mention of building orientation. There is no mention of the fact that the existing Harbridge/Danebury buildings destined for demolition exhibit the ideal south-facing orientation to exploit the solar heating effect thus ensuing. This benefit is completely tossed aside in the regeneration scheme where, by building on a north-south axis, there is no attempt to capture/retain this 'free' energy.</p> <p>The next paragraph raises the matter of the intended zero-carbon building regs likely to be implemented in 2016. The sentence " <i>There is a risk that the design solution proposed might incur high running costs for future residents</i>" is, to put it mildly, open to debate. It is generally accepted that a zero-carbon home will make a lower in-use demand on the Earth's resources. The SA suggests the opposite in that a zero-carbon home will be a high-maintenance undertaking. Could this matter be clarified before any substance be attributed to the SA claim?</p> <p>On page 27 there are two notable statements: in relation to problems - " <i>There is a risk that due to viability constraints, low levels of affordable housing are delivered in a deprived area</i> " and in relation to making the plan more sustainable - " <i>It is recommended that consideration be given to including a minimum acceptable level of affordable housing</i> ". Good points that shouldn't be lost in the shuffle.</p>

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				<p>On page 35 there is a refreshing reminder that " <i>the primary objective is housing delivery as opposed to enhancing the economy</i>". There are a lot of fanciful and unrealistic statistics quoted to support the SPD that bear no resemblance to the real world. It is not within the domain of the Local Authority to create the sort of economic activity the SPD suggests. However, it is within their domain to allow such activity to arise. But, for this to happen, it is necessary to acknowledge the underlying spirit of enterprise and afford it an opportunity to express itself. Nothing in the Masterplan consultation was designed to ascertain this information and the ensuing conclusions are thus defective.</p> <p>That gets us to Page 49 which poses the conclusion - " <i>The Roehampton SPD addresses they key sustainability challenges and opportunities that the area represent(s). These include high rates of crime, high levels of deprivation, ageing building stock and a relatively low level of accessibility to public transport.</i> " Presumably the assumption must have been that readers will have given up well before this point and wouldn't be in a position to query such falsehoods. Well, this gob-smacked reader didn't give up - and does query them!</p>
901039	Philip Parr	The SPD Site Boundary and Site Specific Allocations	Figure 1.2	<p>This adds an area the Ibsley neighbourhood that has never been previously included in the publicised regeneration area. This effectively voids all the consultation comments referenced in the SPD. As of the April 5th 2015 SPD publication date, not even the residents of these blocks were aware of the inclusion unless they had sought out the Baseline Report which itself was only made generally available after the Final Masterplan was approved.</p>
901039	Philip Parr	Paragraph	1.20	<p>" <i>The majority of the area is within the Alton Conservation Area</i>" is confirmed by reference to the 2010-approved Alton Conservation Area Appraisal & Management Strategy. Note that the regeneration proposals dealt with in this SPD became public in 2013 and there is reference in section 1.5 to a number of other reports which are all dated 2010 and later. Accordingly one might not expect any significant conflict to arise between all these documents.</p> <p>The introduction to the Conservation Area Appraisal (CAA) on page 5 states Conservation Areas are " <i>areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance</i> " and in section A3 - " <i>Together, the conservation area appraisal and management strategy are material considerations in the planning process and provide a sound basis for planning policies, decisions and appeals.</i> "</p> <p>In conservation discussions, often too much weight is given to the "preserve" aspect and, in the Alton Estate</p>

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				<p>context, it might be more appropriate to concentrate on the "enhance" nature of proposals. The futuristic nature of the 1950s development is indicative of this. Therefore, please read these quotes from the CAA and consider how the SPD upholds them</p> <p>3.13 - <i>" Design work began in 1951 with the presumption that a maximum amount of parkland should be left open for amenity and landscape values....."</i></p> <p>4.1 - <i>"The character of the conservation area is made up of the sum total of its buildings, streets, green space and views and can be harmed or improved by intrusions or alterations to any of these elements."</i></p> <p>4.3 - <i>" Special interest derives in part from the architectural contrast of buildings and their setting – both historic and modernist set at various heights within impressive (often undulating) landscaping."</i></p> <p>4.4 - <i>" The landscaping, road layout and relationship of built form to open space together comprise the distinguishing feature of the entire conservation area. "</i></p> <p>4.12 - <i>"The Alton Conservation Area is a rare, possibly unique combination of eighteenth century and twentieth century picturesque landscape. "</i></p> <p>4.22 - <i>"There are always opportunities to glimpse other green spaces or gardens as the estate is not tightly built up. Both private and public landscaping (including back gardens) are fundamental in defining the visual character of the estate and how routes and spaces are experienced. "</i></p> <p>4.23 - <i>"Large-scale developments (e.g. student accommodation) and later infill have attempted to address the street more directly but in some cases they fail to respond to a specific historic pattern of development found in the area or relate to that strong articulation of form that is synonymous with modernist architecture."</i></p> <p>On its own, Item 3.13 might be sufficient to raise the issue of the loss of green space within the SPD. Though there are text references to its retention (even if, quite acceptably, it means, relocation), even a superficial glance at the plans reveals this is not the actuality of the SPD proposals. It nibbles away at open space areas here and there, but where are the new areas of open space being created to replace them? And what about feeble tricks like designating open spaces such as the parkland north of Kingsclere Close as "surplus land"? (see page 7 of Alton Preferred Option Presentation). If it's parkland it's integral and it doesn't suddenly</p>

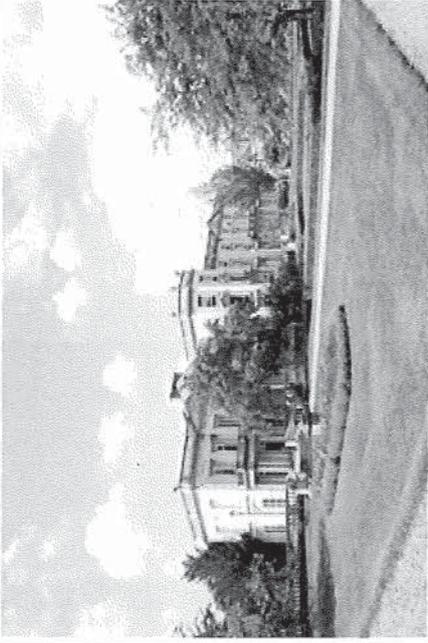
Person ID	Full Name	Title	Number	Comment
				become surplus when you want to build a block of flats on it.
				Item 4.22 should be related to the loss of gardens in the Harbridge & Danebury Avenue maisonnettes. There is an interactive before/after map here http://www.altonwatch.org.uk/2015-01-15_un-greening-alton.html
				that amply demonstrates the true loss. (Just mouse over diagram at the foot of the page).
901039	Philip Parr	Paragraph	1.22	" <i>Numerous alterations have however taken place since the 1950s, including some insensitive later additions that have eroded the heritage value of assets and detract from their settings</i> ". Can we be advised how these escaped the control of the relevant planning authority and who that planning authority was?
901039	Philip Parr	Paragraph	1.23	" <i>reflect the original intent of the LCC masterplan</i> ". Surely this should include the retention of the parkland setting and the associated planning densities? The related section 1.25 doesn't clearly endorse this point.
901039	Philip Parr	Paragraph	1.23	Heritage is not only buildings. What has become increasingly clear, as this 'regeneration' scheme has been progressed, is that most of those involved don't really understand the place. Admittedly, there are those who appreciate some of its architectural merits, but buildings are not everything. It's what they represent. When the Estate was conceived, the country was still recovering from a ruinous World War. London was peppered with bomb sites; food was on ration. Those that survived the war had the expectation the fight had been to make a better world. The Alton Estate is the physical manifestation of that hope. It should be treated accordingly. The redevelopment proposals are a betrayal of these aspirations. They are uninspiring, inappropriate and unadventurous.
901039	Philip Parr	Paragraph	1.24	" <i>Higher scale development exists along Roehampton Lane, both within and outside the SPD site boundary</i> ". Please cite some examples above the 12-storey height that the SPD suggests currently exist.
901039	Philip Parr	Paragraph	1.28	This is a minor point, but referring to "Downshire Fields" is confusing for an area that most everyone refers to as "Bull Green" - you know, where the bull is.
901039	Philip Parr	Paragraph	1.33	Baseline - Despite the date on the front cover, no-one on the Estate was ever enabled to see the contents of the Baseline Report; a most useful accumulation of data that could well have enhanced the consultation

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	Parr			process. It only appeared a year after the cover date, after the Final Masterplan was approved and at the same time as the Final Masterplan was released to the public.
901039	Philip Parr	Paragraph	1.34	" <i>The final masterplan therefore represents a broad consensus.....</i> ". Sorry, but it doesn't. This might be a more suitable phrasing: "The final masterplan therefore represents a summary based on a limited number of options presented to the community. There was either never any opportunity to raise issues outside these options or they were ignored when raised."
901039	Philip Parr	Paragraph	1.34	At the July 2014 meeting of the Roehampton Partnership the following points were raised by a partnership member over the consultation and its related questionnaire: " <i>Mr. Horrocks sought clarification on why only 254 respondents had returned their questionnaire despite 3,800 questionnaires been sent out..... Mr. Horrocks said that he was one of the people who had not completed the questionnaire because he did not think it was good enough. He thought the questions were leading and designed to give the Council the answers it wanted.</i> "
901039	Philip Parr	Paragraph	1.35	" <i>The SPD preparation has also involved further discussions with key stakeholders</i> ". But not leaseholders and other freeholders. " <i>and a working group of Council Officers (as landowner and planning authority)</i> ". As with section 1.2, this should read " <i>majority landowner</i> ".
901039	Philip Parr	Paragraph	2.2	Re: 170 Roehampton Lane. This, the most recent application, was granted though it failed 3 of the DMS1 guidelines (sections c, e, & g) as well as failing the the space standards given in Building Bulletin 99 – Briefing Framework for Primary School Projects. The school has none of the 1440 m2 games court area and only 22% of the 1850 m2 soft informal and social areas required by the standard. Is this the level of planning conformity we might expect to result from the Roehampton SPD?
901039	Philip Parr	Paragraph	2.4	Most of this section can only be described as opinionated, biased waffle that indicates a lack of understanding of the very LLC design concept that the plan claims to respect. The comment on Bull Green is just stupid. It is our green; it has grass; it is multifunctional; residents like it and value it; it is easy to maintain and always looks nice. What was the person who wrote this expecting - the Chessington World Of Adventures?
901039	Philip Parr	Paragraph	2.6	" <i>substantial number of residential and commercial buildings are however poorly sited and constructed</i> ". For a start, and to hark back to an earlier point (1.22), who was the body/organisation responsible for their siting and construction? At no point in the regeneration consultation have these alleged construction defects been itemised. Can this be done now, along with some estimated costings of them being corrected compared to

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				<p>the cost of demolition and replacement? As to the siting of commercial buildings, this can only be a reference to the Danebury Avenue shopping parade. It should be pointed out that the proposed replacements are in exactly the same location.</p> <p>The section that states " <i>Issues such as unattractive and deteriorating stairwells, external walkways exposing residents to the elements, worn exteriors, front doors facing away from the street negatively impact the lives of the residents living in the area</i> " contains more laughable claims that are best dealt with by reference to http://www.altonwatch.org.uk/questionable-demolition.html by a Senior Architectural Lecturer. "Deteriorating stairwells" and "worn exteriors" are the consequence of inadequate maintenance and, by this stage, there's no need to ask where the responsibility for this lies.</p>
901039	Philip Parr	Paragraph	2.6	<p>It needs pointing out that the supposedly defective maisonnettes in Harbridge and Danebury Avenue are not in the Conservation Area, though maisonnettes of exactly the same design and construction in the Bordon Walk/Hersham Close part of the SPD area are. This does raise the question of a certain degree of inconsistency. How can buildings of the same design be failing in one context yet " <i>of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance</i> " (quotation from Conservation Area Appraisal, 2010) in another. Which of these Council-originated opinions are we to believe?</p> <p>This may partly be answered by this section 1.3 quote from the Conservation Area Management Strategy - " <i>As part of the appraisal process, the boundaries of the Alton Estate Conservation Area were reviewed and considered to be acceptable. However, during the public consultation people strongly urged the Council to extend the conservation area to include areas including Allbrook House and its green space, Roehampton Library and buildings along Danebury Avenue. At its Strategic Planning and Transportation Overview and Scrutiny Committee meeting on 18 November 2010, the Council undertook to consider further research on this matter</i> ".</p> <p>To the novice observer, this combination of events would suggest that the fates of the Harbridge/Danebury maisonnettes, Allbrook House and the library were sealed well before the public consultation (Section 1.2) on</p>

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				the Roehampton Regeneration began. Or was this bogus consultation exercise just the manifestation of this "further research"?
901039	Philip Parr	Paragraph	2.7	" homes within the site are at the end of their useful life". None of the buildings in this category is more than 60 years old, a relatively short span for brick-built construction. A significant proportion, possibly the majority, of the brick-built properties within the London postcode area is easily double this age, lacking even damp courses and cavity walls and yet there is no suggestion that these 'antiques' are past their sell-by date.
				In 1.3 the SPD claims the Alton Area Conservation Area Appraisal as a reference source and section 1.20 confirms the majority of the development is within this Conservation Area. The Conservation Area was approved by the Council in 2010 so can be considered reasonably up-to-date.
901039	Philip Parr	Paragraph	2.8	On page 26 of the Appraisal there is a colour-coded map of individual buildings in the area. Orange is employed to indicate "positive buildings". On page 33, section 7.3 states - " <i>Buildings and townscape features that make a positive contribution to the character of the area should be preserved as far as possible in order to maintain the special character of the conservation area. Where possible original details should be preserved and restored and the reinstatement of lost features sought where possible. Grant aid may be available for this (see Management Strategy for details).</i> " These positive buildings are identified on the map as the Portswood Place shopping parade and the 4-storey maisonettes in Tunworth (Sherfield Gardens) and Ibsley (Bordon Walk/Hersham Close) neighbourhoods. It is therefore difficult to understand the SPD comments in 2.6, 2.7 and 2.8. In relation to the maisonettes, how can there be such a major discrepancy in the views that are expressed? Bear in mind that both views have the full endorsement of Wandsworth Council. Which one are we to believe?

Person ID	Full Name	Title	Number	Comment
				That the maisonettes due for demolition in Harbridge and Danebury Avenue were not included in the Conservation Area is puzzling as they are the exactly the same 'positive' design style as those that were. The fact that the actual highway that contains them is included in the Conservation Area suggests the fate of these buildings was sealed well before this current scheme came to the fore. Possibly, therefore, the reasons given for their replacement are as bogus as they are laughable. However, one doubts that the residents who stand to lose out as a consequence of their demolition are enjoying the joke.
901039	Philip Parr	Paragraph	2.9	<p>" <i>performing poorly in almost all the crime indicators recorded by the Metropolitan Police</i>". Just not true. In 2014 Roehampton was equal or below both the Wandsworth and London area average in nearly all categories. The cited "criminal damage incidents" are virtually the same as the borough average and below the overall Met area. And, do bear in mind that, though one of the densest areas of population, the Alton Estate is only part of the Roehampton ward to which these statistics relate.</p> <p>Here is a quote from a 17th July 2013 meeting of the Roehampton Partnership: "<i>Of the 20 wards in the borough, Roehampton is ranked 10th which indicates a fairly average crime rate. It would also appear that the level of crime is coming down as the figures show amongst other things that violent crime is down, as is robbery, and theft of motor vehicles. Mr. Jolly said that this had come about through working closely with the Police and targeting crime hot spots in the area.</i>" It should be noted that the Roehampton Partnership is a body sustained by Wandsworth Council in order to promote the Alton area masterplan and, as such, is unlikely to disseminate false data on such an issue.</p>
901039	Philip Parr	Paragraph	2.9	<p>Roehampton University is building student accommodation as fast as they can in the area. This is what they say to prospective students/parents:</p> <p>Posted: Tuesday, 24 June 2014</p>

Person ID	Full Name	Title	Number	Comment
				 <p data-bbox="644 725 676 1518">The University of Roehampton is one of the safest in London</p> <p data-bbox="721 71 833 1518">Despite its location in a densely populated area, Roehampton and its surroundings have been judged the safest in inner London by the independent Complete University Guide. In the Greater London as a whole, only one other institution had a lower crime rate in its local vicinity.</p> <p data-bbox="877 71 989 1518">The statistics for Roehampton show only 18.3 reported offences per thousand people in the vicinity of the university, including all types of victims, not just students. The worst universities had figures of 36.65 offences per thousand, twice that found at Roehampton.</p> <p data-bbox="1034 71 1145 1518">Dr Ghazwa Alwani-Starr, the University of Roehampton's Director of Estates, who has overall responsibility for security, said: "Students and parents will be very reassured to know that at Roehampton, their sons and daughters are studying at inner London's safest university."</p>
901039	Philip Parr	Paragraph	2.11	<p data-bbox="1190 71 1262 1518"><i>the Sports & Fitness Centre.... with poor connections to Whitelands College". These two buildings are next door to each other.</i></p>
901039	Philip Parr	Paragraph	2.15	<p data-bbox="1313 71 1465 1518"><i>" there is only one GP surgery within the SPD area ". There are two - the Danebury Avenue and Alton Practice surgeries, with a third, the Roehampton Surgery on the SPD boundary line (being only the width of Roehampton Lane away). There is a fourth, the Mayfield Surgery, which is a couple of hundred metres beyond the 'original' SPD boundary, though this distance is now less following the 'added' Ibsley SPD area. Really, it</i></p>

Person ID	Full Name	Title	Number	Comment
				would be more honest to say 4 rather than 1.
901039	Philip Parr	Paragraph	2.15	Further to my original comment, here is the relevant data from the Baseline Report by way of confirmation - "According to NHS Choices there are a number of Doctors surgeries serving the area. However, only the Danebury Avenue Surgery and Alton Surgery are located within the area itself. The Roehampton Surgery (4 GPs) and Mayfield Surgery (8 GPs), are within walking distance. "
901039	Philip Parr	Paragraph	2.19	This is confusing. Are we talking about Roehampton or the Alton Estate?
901039	Philip Parr	Paragraph	2.20	Note: This is misleadingly worded and should say ' Alton Estate', not Roehampton. " Currently 40% of the leaseholder units in the Roehampton area are privately owned by buy-to-let landlords". The percentage of units sounds about right but ignores the significant number of owner-occupiers within that percentage.
901039	Philip Parr	Paragraph	2.21	Note: This is misleadingly worded and should say ' Alton Estate', not Roehampton.
901039	Philip Parr	Paragraph	2.23	"There is no direct local route to Barnes Station". The 72 bus terminates within the estate and goes directly to Barnes Station along Roehampton Lane, en route to wonders of Hammersmith.
901039	Philip Parr	Paragraph	2.24	The stated congestion is essentially one of the funnel effect at each end of Roehampton Lane. 30,000 vehicles a day pass along the length of the road without significant difficulty. The problem at the Upper Richmond Road end is that the stretch of road beyond the traffic lights (which is itself a complicated 5-way junction) is too narrow to receive the number of approaching vehicles. Hence long tail-backs. The SPD correctly identifies the congestion cause at the South Circular end. However, none of these congestion points is within the SPD area and their remedy is possibly outside the remit of this consultation. The proposal to open the barriers at the western and northern boundaries of the Alton estate would be relevant, however (item 2.25). Doing this would increase the quantity of traffic trying to

Person ID	Full Name	Title	Number	Comment
				avoid the Roehampton Lane funnel points. The congestion cost of this would be a massive increase in vehicle movements at the Danebury Avenue junction, thereby requiring altered (longer) traffic light stages at the expense of the present smooth-running of this stretch of Roehampton Lane. Almost inevitably this would then require an additional set of lights at the Medfield Road junction. This is a major bus route and, as it is, buses emerging from Medfield Road and turning right have to force their way out across moving traffic flows. It is a common sight to see a couple of buses blocking the eastbound vehicle lane while they wait for the Danebury lights to change.
901039	Philip Parr	Paragraph	2.26	" <i>lack of direct and good quality pedestrian routes between the site and Roehampton Lane</i> ". There are 3 roadways (Danebury, Kingsclere, Clarence) that have associated footpaths and then 5 additional pedestrian-only routes, making a grand total of 8 pedestrian accesses within stretch of Roehampton Lane that is 550 metres long. That some of them might not be considered "good quality" is more down to lack of maintenance rather than deficiency in design.
901039	Philip Parr	Paragraph	2.26	After posting the original comment, the thought occurred to make a comparison with access and permeability on the other side of Roehampton Lane. Roehampton Lane is a highway that needs to be crossed in order to achieve the shortest route to Putney - whether railway stations, places of work or just for shopping. As the crow flies, this is a walkable distance of less than two miles. As it stands, this is not a route that can be achieved by motor vehicle. From Upper Richmond Road to the Danebury Avenue/ Roehampton High Street junctions there are no through highways capable of fulfilling this requirement. The distance between these two junctions is 1.78km / 1.1 miles. There are possibly 3 pedestrian/bicycle routes, though the legality of the last is unclear. The cycle access via the car park of Queen Mary's Hospital is permitted, but only when the gate is left unlocked. There is mention in the regeneration proposals that this gate might in future be left permanently unlocked, but that is not really the same as a public right of way, is it? It should be pointed out that there has been a considerable amount of building development recently on this side of Roehampton Lane, none of which appears to have afforded improved accessibility on this important route. Dare one enquire why? This comment is not a cheap shot at the understandable reluctance of private developers to enable public access to their upmarket developments. It applies equally to the reluctance of the public realm to offer a decent through route as part of the Queen Mary's Hospital site. There are two additional gates at the rear of this car park that would be a suitable access to the Roehampton Playing Field (in order to walk across to Dover House Road), but does anybody know when these have ever been left unlocked? The sign says this playing field is under the control of Wandsworth Council.

Person ID	Full Name	Title	Number	Comment
901039	Philip Parr	Paragraph	2.27	"vehicle speeds along Danebury Avenue create an uncomfortable environment for pedestrians and cyclists." Danebury Avenue is a 30mph zone. A recent survey of traffic speed revealed an average vehicle speed of 24 mph (official Wandsworth Council statistics).
901039	Philip Parr	Paragraph	2.29	This paragraph displays an insensitivity that many residents will find insulting. For example, most of the original residents from the 1950-60s period will now be in a retirement phase, so their " <i>economic inactivity</i> " should be referred to in a less derogatory manner. It should also be pointed out that many people who are business owners and self-employed are often omitted from these sort of surveys, as are people of independent means.
901039	Philip Parr	Paragraph	2.29	Additional to previous comment - The previously uploaded comment could do with some real-world examples. For a start, can we show some respect to a significant number of these "unemployed" residents who fall into the category of original, older tenants who have made their contribution to society and are entitled to live out their later years without being tagged as wasters and spongers, as this comment implies. The oldest of these are the generation that endured the very war that the Estate owes its existence to. People like my 92-year old neighbour who lived independently despite failing eyesight and who sadly died earlier this year. Without their efforts there would never have been any form of British society able to build the place, let alone rip it apart as is now proposed.
901039	Philip Parr	Paragraph	2.29	And what about people like the resident I encountered who actually worked on building the Estate in the early 1950s. Is he now to be classified as economically inactive? Should he be utilising his building skills on the present Battersea Power Station site or some other flashy new Wandsworth redevelopment, or is he allowed to have a retirement? And surely, taking into account local authority obligations to house the sector of the community that would be classed as 'in need', how can there be any other actuality than a higher number of 'economically inactive' residents housed within a council estate? That's what council properties are designed for in the first place. To then use that as a reason to denigrate the area is more than somewhat suspect. As much as the present Council wants the area filled with bright young things with high-powered and well-paid jobs, it behaves itself to couch its argument in a more compassionate and understanding manner.
901039	Philip Parr	Paragraph	2.31	Like 2.29, another insensitively-worded statement: " suggests problems with the labour supply in the area

Person ID	Full Name	Title	Number	Comment
	Parr			". Aren't we talking about people here, not cogs in a machine?"
901039	Philip Parr	Paragraph	2.32	The deduction that " <i>lack of demand suggesting it is not an area of choice for many potential owners-occupiers</i> " is defective. The concrete blocks are well out-of-favour with the mortgage providers at the present time. This would seem to be a consequence of past experience with certain ex-council properties that the mortgage companies have experienced such as construction faults that have resulted in purchasers being faced with large - and unaffordable - repair bills. Consequently, these very desirable properties on the Alton (some of which are listed, remember) are only available to cash purchasers, which excludes the typical mortgage-dependent owner-occupier. Their resulting lowish market price is therefore determined by the rental value that can be achieved by commercial landlords (who can raise the loan finance by other means).
901039	Philip Parr	Paragraph	2.33	Note: This is misleadingly worded and should say ' Alton Estate', not Roehampton. Should you have said this? - " <i>There has been a lack of opportunity to develop on the Alton Estate</i> ". That little 'on' word puts a certain connotation on the sentence that might suggest the Alton Estate is not a regeneration project but a 'development opportunity' totally unrelated to any intention to improve the existing environment.
901039	Philip Parr	Paragraph	3.1	Note: The second reference is misleadingly worded and should say ' Alton Estate', not Roehampton.
901039	Philip Parr	Paragraph	3.2	Note: This is misleadingly worded and should say ' Alton Estate' or 'Roehampton SPD' area, not Roehampton area.
901039	Philip Parr	Paragraph	3.4	Note: This is confusingly worded " <i>Roehampton residents and wider Roehampton neighbours</i> ". " <i>New and improved shops</i> " - The Council can guarantee the 'new' bit (at worst, by terminating the leases of existing shop-owners, though hopefully this won't happen), but there is no way the Council can guarantee 'improved' shops without offering inducements to high-profile retailers who might otherwise not show much interest. Does that mean we'll end up with high-margin clothes retailers, international burger joints and the like who, when they realise there's no profit to be made, clear off and vacate their premises to make way for a parade of charity shops and the like?

Person ID	Full Name	Title	Number	Comment
901039	Philip Parr	Paragraph	3.6	<p>It should also be pointed out that Roehampton High Street has a surplus of vacant and under-used shops. If the Council is so good at retailing, how come nobody shops in what would otherwise be a pleasant shopping parade?</p> <p>Can we stop perpetuating this myth of the mean streets of the Alton not being safe. Read these quotes from the <i>Social Audit of Roehampton</i> published in 2010 - " <i>The surrounding environment of greenery and space and the general ambience of the area and the mutual regard of many of the people for one another.</i>" And elsewhere it was observed .. "<i>The auditor was pleasantly surprised by the level of everyday, caring and courteous exchanges between people making their way through the estate. several people walking from shops and bus stops, several children playing in small groups or older youths hanging around or riding bikes. More activity than seen on other high density estates at similar time of year during other walkabouts. Lots of evidence of people passing time of day and stopping to chat.</i>"</p>
901039	Philip Parr	Paragraph	3.7	<p>Again, item five, perpetuating this myth of the area not being safe.</p>
901039	Philip Parr	Paragraph	3.7	<p>" <i>improved pedestrian and cycle access to and from Richmond Park</i>" - Pedestrian access to Richmond Park is often misunderstood by people unfamiliar with the area. Pretty much the whole southern boundary of the estate abuts a golf course. Only a relatively small section at the western end has a direct boundary fence with the park that could realistically be provided with an access. Why this has never been undertaken is hard to understand. It would literally be a day's work for a pedestrian gate to be installed in the current iron-railing fence and at a cost of a just a few thousand pounds. There is an existing footpath either side of the most logical insertion point which suggest ongoing informal use by those prepared to climb over the current railings.</p> <p>What residents most definitely do not want is for this gate to be a cycle gate. Partly this is a noise and disturbance issue, but also it would involve pedestrian-only paths becoming vehicle routes. There is, however, an option to create a cycle route exiting the estate from the top of Minstead Gardens and running along the deer-leap zone. This would be a much more costly undertaking.</p> <p>It should be borne in mind that this obsession to create cycle paths across the estate has no known statistical</p>

Person ID	Full Name	Title	Number	Comment
901039	Philip Parr	Illustrative Masterplan Visualisation	Figure 3.1	<p>support. Richmond Park has become a mecca for cyclists in recent years, all of whom seem perfectly happy to reach their destination via Danebury Avenue or Priory Lane. At some considerable cost (>£200,000), a dedicated cycleway has been created along the eastern side of Richmond Park (Chohole Gate/Norstead Place towards Robin Hood Gate). Rarely do you see a cyclist use it.</p> <p>The suggestion to create dedicated cycle paths from Roehampton Lane is also perverse. This whole part of the estate is built on some of the most extreme gradients to be found in the area; anyone cycling up Highcliffe Drive will bear witness to this.</p> <p>In the fig 3.1 visualisation, the new Portswood Place buildings look quite agreeable, though one suspects the traffic and parking practicalities of the development have been glossed over. Where are visitors in cars going to park? All the surrounding roads are full-to-capacity now.</p> <p>But, as to that joke of an open-air theatre (on the site of the old pond too! - bring your boots). Will we have to brush up our Shakespeare to gain access to Bull Green in future? Is there a shortage of open-air theatres in London? Why do we need an open-air theatre when the currently-under-development Ibstock Place School has offered the community access to its state-of-the-art Performing Arts Centre. On top of that we have Roehampton Unversity thrusting its library and educational facilities on to the wider community. How much culture can a person take?</p>
901039	Philip Parr	Core principle 4 - deliver a high quality landscape and outdoor recreation facilities throughout the area	4.4	<p>Core Principle 4 - This is a challenging section to relate to the various policies in place. The Alton Estate is such a unique area that it would be wrong to try and apply guidelines clearly meant for less well endowed locations. The consequence of so doing would only run the risk of creating a sort of hybrid, clone area that ticks all the relevant boxes but loses its soul in the process. It is probably expecting too much for external planners to be able to get a handle on the spirit of the area, but that is what is missing here and in many other proposals within this document.</p> <p>That said, it is best just to endorse the "no net loss of public open space" commitment. It does need qualifying in so far as public open space in the Alton Estate is essentially green space, and so paving over areas is not an acceptable development. Similarly, while there are fences around and about, that is not an excuse to classify these apparently contained areas otherwise. Those involved with the various plans in the SPD seem completely unaware of the walk-through nature of the Estate. Buildings that appear to block access often have routes through them and fenced areas have unsecured gates which permit similar public access.</p>

Person ID	Full Name	Title	Number	Comment
901039	Philip Parr	Paragraph	4.8	<p>"The site lies within an area where tall buildings are likely to be inappropriate". As tall buildings are classified here as "5 storeys and above" this is a puzzling statement. We already have 5 listed buildings of 10 storeys and 17 in the Conservation Area of 11 storeys. Anyone viewing the Estate from Richmond Park would be inclined to say the tall buildings were a defining characteristic of the SPD area. More than that, and contrary to failed experiences in other places, the Alton Estate is living proof that tall buildings do work - provided that they are given the appropriate setting. The setting is, of course, the amount of open parkland we have.</p> <p>The final sentence "The estate is isolated from neighbouring areas and has little presence on arrival to the area along Roehampton Lane" is possibly the most important clue as to the barren nature of this whole SPD proposal. The Roehampton SPD only relates to half of Roehampton. How anybody could contemplate any major redevelopment scheme without including the area of old Roehampton along and north of Roehampton Lane defies all logic. It negates any strategic value to the plan. How the proposals could have got as far as they have is truly beyond belief. At every previous occasion, when development of the area has been suggested, this omission of the rest of Roehampton has been raised and yet repeatedly ignored.</p> <p>The Roehampton SPD area might be OK for a few bits of minor tweaking, but if one is contemplating a major change to the retail centre (which impacts also on the other half of the Alton Estate, Alton East, and of which there is no mention), then it is clearly not fit for purpose. There are at least twice the number of retail units on the north side of Roehampton Lane than in the Danebury Centre that appear to have no significance. How can this be? Where are the ideas of how to integrate the two halves of Roehampton in any meaningful way? If one is talking about lack of presence, what could be less appealing than the rag-tag development on the north side of Roehampton Lane that does nothing to enhance the number of fine buildings that do exist there? And not even the buses go along Roehampton High Street - what's that all about? All together, that's what makes Roehampton a 'drive-by' rather than a 'go-to' place.</p> <p>The only acknowledgement of the unified area appears to be the feeble proposal to put down decorative paving across Roehampton Lane, the practicality of which is more than suspect. Such road surfaces are not usually encountered on 30,000 vehicle-a-day 'A' roads and it is hard to believe TfL will permit it. (That same sort of surfacing in Danebury Avenue [figure 1.1] is unlikely to withstand the constant pounding of the buses using it, either.) Just more fanciful doodling to cover up a significantly-flawed plan.</p>
901039	Philip Parr	Paragraph	4.9	<p>Section C - "Relocating the bus turnaround" - This requires the paving over and loss of a large area of green open space on the edge of Bull Green. How can this possibly be in conformity with NPPF open space guidelines?</p>

Person ID	Full Name	Title	Number	Comment
		access and connections		Section D - " <i>this may be achieved through the extension of the existing K3 service</i> ". Not if TfL has any say in the matter. Extending routes in this manner is against TfL policy. Any bus route provided would likely have to be a new route.
901039	Philip Parr	Paragraph	4.10	<p>Note: In relation to the paragraph commencing "Primary vehicle access...." This is misleadingly worded and should say 'Alton Estate' or 'Roehampton SPD area", not Roehampton area. Also the use of the word 'vehicle' is misleading; it should say 'motor vehicle'. Bicycles are vehicles and do not suffer the access restrictions quoted in this section.</p> <p>In relation to the paragraph commencing "Primary vehicle access....", the closing wording is " <i>This has effectively made the area one large cul-de-sac, with no through movement of vehicles. Improvements will therefore be required to support growth on this site.</i> "</p> <p>Seeing as the content of this section relates to the barriers/gates preventing any such access, what exactly is the meaning of the final sentence quoted above? There have been assurances that the Danebury barrier will be retained and the Highcliffe barrier is only being considered as a bus access (not general motor vehicle access).</p>
901039	Philip Parr	Paragraph	5.3	Section G - It was stated by an RU representative at a public meeting on May 12th that the university is short of 1,500 student rooms. 400 off of that total still leaves a big shortfall. It would seem the current SPD proposals are out of date?
901039	Philip Parr	Key Principles for Danebury Avenue	Figure 5.4	The development north of Kingsclere Close encroaches on existing open green space and thus conflicts with NPPF guidelines.

Person ID	Full Name	Title	Number	Comment
		Housing		
901039	Philip Parr	Paragraph	5.11	<p>https://www.youtube.com/watch?v=wHskb5c_5TI</p> <p>How come all the photographs used in the SPD are gloomy and unflattering? Here are some better views in and around Bull Green that present the area in a more favourable light. The accompanying sounds are authentic location recordings.</p>
901039	Philip Parr	Paragraph	5.13	<p>Early photographs of the Estate reveal a bleak, open featureless expanse of ground; neat, but no more than that. Fifty years of natural evolution have established a remarkable harmony between the clean lines of the concrete buildings and the area which contains them. There are some less than ideal tree plantings (Government initiative - "Plant a Tree in '73"), so some limited chainsaw activity may be acceptable, but no major re-designs of the overall landscape, please.</p> <p>And for the obviously clueless person who came up with "forest like sections of impermeable space" - these serve the function of the biodiversity zones being proposed. What all this biodiversity codzwallop is really suggesting is that, after all the naturally generated undergrowth is stripped out, it's all going to be artificially put back. That's perversity, not biodiversity.</p>
901039	Philip Parr	Paragraph	6.2	<p>Just to say thank you for giving "Alton" a rare mention within this document.</p>

Reported at: 27/05/15 14:09

Events: Roehampton SPD - draft March 2015

Person ID	Full Name	Title	Number	Comment
904327	Mr Colin Proctor	Paragraph	2.9	Close the betting shop! It seems to attract criminal types.
904327	Mr Colin Proctor	Paragraph	2.11	I am hoping the library will be replaced, even though I don't use it myself there is a large student population in the area and because it's quite far to other libraries it acts as a discouragement for people to use them - especially people on a low income or who may be disabled or elderly.
904327	Mr Colin Proctor	Paragraph	2.11	A sports centre with a swimming pool would be much more attractive.
904327	Mr Colin Proctor	Paragraph	2.23	A decent bus route would help, one that starts at Putney Bridge, up Putney Hill, over Tippets Corner, down to ASDA, turn around, tke the Alton Road off the A3, out onto Roehampton Lane, down Danebury Avenue - thru the (bus and motorcycle only) barrier, down Priory Lane, right onto Upper Richmond Road, left onto Rocks lane, past Barnes station, right onto Mill Hill Road and back to Putney Bridge, where it would terminate. I think that would work.
904327	Mr Colin Proctor	Paragraph	2.25	From what I have been reading, and from talking to local residents, no one wants the Highcliffe barrier opened. Although I think motorcycles should be legally allowed thru the barrier as they do not contribute significantly towards congestion.

Person ID	Full Name	Title	Number	Comment
904327	Mr Colin Proctor	Paragraph	2.27	To me the speed humps with the gaps in them only encourage car drivers to swerve (making it more likely that an accident will happen) when they approach them. Perhaps a gap in the side for people on 2 wheels would be better, instead of the square type ones. There are other ways to slow down traffic, like a road surface that makes your vehicle vibrate too much if you go too fast.
904327	Mr Colin Proctor	Socio-economic challenges	2.7	I see a lot of people in Roehampton having to move out of London judging by the price of new builds in the area like Egleton House - with prices for a one bedroom from £340,000, not many people have that sort of cash handy. What percentage of the new builds in Roehampton west will be social housing? Will the number of residents in the area increase? If so this will have a knock on effect on the parking in the area. In my street (Hersham Close) if I come home in my car and try to park in the day I often find it hard to get a space and have to park farther away. I enquired about a CPZ but not enough people are prepared to stump up £140.00 a year for the privilege of parking outside their own homes. Are these issues being addressed? It seems the overall plan is to gentrify Roehampton, at the expense of the local, long term residents. Will the estate still bear the name "Alton" after the regeneration?...or is that too passé?
904327	Mr Colin Proctor	Socio-economic challenges	2.7	Generally there are not enough things to keep kids and teens busy and I hear the pub at the bottom of Holybourne Avenue will be knocked down, perhaps the council think there will be no need for that sort of facility because most of the local residents will not be able to afford to live in this area anymore?

[REDACTED]

From: Ron Redfern [REDACTED]
Sent: 10 April 2015 11:27
To: PlanningPolicy
Subject: Roehampton Regeneration

Dear Sirs

I am a regular user of Clarence Lane SW15 which is heavily trafficked particularly at the rush hour. Are there any plans to improve the width of this road and its exit onto Priory Lane please?

I would like to point out the difficulties in driving down that road:

1. The parking bays at the side of the road are hazardous for users and oncoming traffic alike
2. Delivery vans park outside Ibstock school creating traffic jams
3. The exit onto Priory Lane is hazardous because of potholes and the narrow exit.

I have seen lorries going down there from, Roehampton Lane who have missed the sign saying narrow exit and thus cause delays with the traffic flow. There has also been a serious road accident at the exit onto Priory Lane.

Your further advice will be appreciated.

Yours faithfully

Ron Redfern

[REDACTED]
[REDACTED] Putney Hill
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[REDACTED]
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22 May 2015

**ROEHAMPTON SUPPLEMENTARY PLANNING DOCUMENT
CONSULTATION RESPONSE**

I am writing on behalf of Robert Page, manager of number 28 Highclere Close, in response to the draft Roehampton Supplementary Planning Document.

Mr Page owns several properties throughout the area, which he has rented to students under licence from Wandsworth Council for many years. In 2011 number 28 Highclere Close was comprehensively refurbished. The work included a new kitchen, two new bathrooms, and a new central heating and hot water system with a new gas boiler. The kitchen and bathroom floors were tiled and the bathroom walls were clad with plastic paneling. The property was redecorated throughout, with a new insulated roof. The building is double glazed and built with cavity walls.

The description in the SPD of Kingsclere Close as "poor quality homes" is entirely unjustified. It would be a disgrace consider demolishing perfectly good homes that are licenced by the Council every five years and therefore have sustainable accommodation with up-to-date fire precautions, etc.

It may be pertinent to note that meetings were held with David Marshall and Annie Taller of the Housing Department, Karen Lewis from the Wandsworth Community Learning Disability Team and Servite Housing with a view to constructing a new unit comprising Supported Housing for People with Learning Disabilities on the land adjacent to number 28 Highclere Close. Following a meeting in April 2010 with the planners (conservation and design), the proposal was shelved because they considered it would compromise this important conservation area and the terrace of iconic housing in particular.

It is therefore extremely confusing to discover that the housing they were so keen to preserve is now being considered for demolition. Mr Page spent a considerable amount of time and money preparing design proposals and they could still be updated and reconsidered if this is of interest.

I am aware that a number of other property owners in Highclere Close are also very concerned about these proposals. The houses at 2, 7, 11, 23 and 24 have all been upgraded, to include double glazing and gas central heating with insulated roofs giving warm well ventilated living conditions. They all have four good sized bedrooms with generous living rooms and kitchens, large wall to wall windows giving excellent light. They are of solid cavity brick construction with lintels and suspended wooden floors.

Along with owners/occupiers at numbers 4, 5, and 16, who I understand are preparing statements that will be forwarded in due course, there is strong objection to the redevelopment proposed in the SPD and especially the incorrect suggestion that these properties are not of good quality.

Yours sincerely

ANDREW ROGERS AADip ACArch DipTP MRTPI DipEnv&Dev

RESPONSE TO THE SPD – ROEHAMPTON

	Factual inaccuracies
1.11	Fig 1.3 does not show the areas referred to.
1.16 and throughout the SPD	How can 'Roehampton' be surrounded by '...villages of Roehampton'? The use of the terms 'Roehampton' and 'Roehampton area' to refer to either Alton West or SPD area is both confusing and misleading. In some instances it makes comment on the SPD impossible. The SPD should be clear and consistent throughout when referring to the area under consideration. The use of 'SPD area' (as in 4.4/4.8 BP 8) would be the best solution, as it then cannot be muddled with any other area that might be referred to in the SPD. See also 2.19; 2.20; 2.21; 2.32; 3.5; 4.4.B;
1.19	The description of the SPD boundary is incorrect. The text says "Holybourne Avenue to the East". This is not what the plans show. The plans show Hersham Close to be the eastern boundary. Clarity needs to be given as to which is the eastern boundary and either text or plans to be corrected as needed.
1.24	Inclusion of 'the Ibsley neighbourhood'. This is NOT within the boundary described in 1.19 or on the plan (Fig 1.5) and should be removed from the text.
1.26	Ibsley Gardens is outside the SPD area and should be removed from the text. If its inclusion is to give indication of surrounding housing type then the other areas also shown on the plan (Fig 1.6) should also be included in the text. Otherwise the document is inconstant.
1.29	Chapel Street Family Hub no longer exists but The Cornerstone does. The former should be replaced with the latter.
1.29	Neither Regenerate nor Roehampton Base is mentioned in the list and should be included.
Fig 1.5	Height of Sherfield Gardens is shown as 5-10 storeys. It is 4.
Fig 1.6	This does not show where there are residential units over shops and services (top of Danebury Avenue and Portswood Place). Another colour is required to distinguish this particular land use.
Fig 1.6	The blue area to the east of St Joseph's RC Church is no longer a community facility but has become residential.
Fig 1.6	All the educational buildings are shown as 'Community Facilities'. However, this distorts the number of actual community facilities within, and in close proximity to, the SPD and should be identified separately.
Fig 1.6	The properties around Minstead Gardens and Swanwick Close are NOT 'residential institutions' (red) but just general homes (orange) and should be corrected.
2.2	No mention of 'The Point', the new development at Heathside (which is also a loss of a much needed Community Facility) or the new residential development in Petersfield Rise all of which are as close to the SPD as other applications mentioned.
2.11	To refer to the Leisure Centre as having 'poor connections to Whitelands College' is inaccurate. They are next door to each other!
2.12	The car park at Portswood Place is NOT under-used. It is often full throughout the daytime. The whole matter of car parking facilities in the Portwood area is understated in the Masterplan and the SPD and false statements like this only add to the failure to address this matter fully. This statement should be removed.
2.12	Whilst there is clear need to upgrade Portswood Place, in what way do 'a number of buildings turn their backs on the Centre'? Statements like this, and the other inaccuracies, highlighted in this section, only go to show that this

	document is unworthy, needs to be withdrawn, fully amended and corrected and re-issued at a future date.
2.12	'Many of the units have their shutters down during the day resulting in lack of activity.' Not so. This is a misleading statement. All the units are occupied and open during the times (day or in the evening) appropriate for the activity for which they are used e.g. take-away and Regenerate office and Juice Bar as well as convenience stores (which are open daily, some from early morning to late at night).
2.13	'evidenced by the fact that the units in Portswood Place are frequently closed'. This is NOT a fact. The units are open daily at the appropriate times for their use. See comment immediately above. This statement must be withdrawn from the SPD if it is to have any validity.
2.15	There is 2 NOT 1 GP surgery within the SPD area.
2.17	No mention of Roehampton Church Primary School which, though outside the SPD area is nearer than Heathmere, also outside the SPD area, which is mentioned. Sacred Heart Primary School should also be included as it serves as the preferred school for many children within the SPD area and is within the vicinity.
2.19	'Roehampton area'. To what is this referring - the SPD area, the village of Roehampton or some other area? There has been massive housing development in the Roehampton area over the past few years – Queen Mary's, St James, The Point, the old Heathside site to name but a few. If this is referring to the SPD area alone, it should say so. If so then any new build, without major reconfiguration would take existing green space and would ruin the very nature of the Alton estate that the document say it wishes to enhance by the regeneration.
2.20	'Roehampton area'. To give a percentage of an undefined area is nonsense.
2.20	'Roehampton area'. See 2.19 above
2.25	'Vehicle access through the estate' suggests 'passing through' rather than travelling within or around the estate. That being so the access is not 'limited' it is impossible and any proposal to remove the barriers would be resisted by the vast majority of residents of Alton West.
Fig 2.1	Area in cream at top of Minstead gardens identified as 'Homes in need of improvement' currently has no homes. It is a community facility that is proposed for demolition and no replacement. A separate colour is needed to identify this specific 'opportunity'.
4.1/4.4 BP5	'student accommodation is best located close to places of study to alleviate pressure on rented sector' This factually inaccurate. Only the <i>number</i> of units NOT their location alleviates pressure.
4.1/4.4 BP5	'reduce the need to travel'. To use this argument to move the student accommodation from Mt Clare into Roehampton Local Centre is both spurious and inaccurate. Nowhere on the Alton estate is far from any of the study centres of Roehampton University and the proposed site adjacent to Whitelands College is actually <i>further away</i> from the other colleges than the present Mt Clare site. With the enhanced pedestrian accesses to the estate from Roehampton Lane and Clarence Lane, and the opening up of pathways through Downshire Fields, as proposed, the travel to and from Mt Clare will be even easier.
4.2/4.5 BP4	Roehampton Local centre – 49 units. What is a unit? How is this number reached?
4.2/4.5 BP4	There are no vacancies.
4.2/4.5 BP5	'Roehampton area is experiencing significant change with addition of new homes (e.g. St James development)' Here 'Roehampton area' is NOT referring

	to SPD area (as it does in other parts of the document). There has been no additional housing within the SPD.
4.3.B	'It is envisaged that the facilities may include...a new library in Roehampton Local Centre'. Throughout the consultation periods of the options, preferred option and Masterplan there has been consistent guarantees by Council Officers that the library, either existing or new, <i>will</i> be retained. The use the word 'may' is therefore inaccurate, unless the Council has changed its mind. If so this is unacceptable.
4.3/4.6 BP5	Omission of Roehampton Church Primary School and Sacred heart primary School.
4.4/4.7 BP10	There is no 'direct access to Richmond Park'
4.5 E BP8	Downshire Fields are NOT 'new'. It already exists. If it is meant renovated or regenerated the SPD should say so. Use of the word 'new' implies something different to what is currently there. Replace with appropriate word.
4.7 B	'Connections... <i>will (italics mine)</i> be improved through creation...[of a] route between Downshire Fields and Richmond park (via Portswood Place.' Has such a route and access point been agreed with the Park Commissioners or is this a pipe dream? The word 'will' cannot be used if no agreement has been reached. Word change needed.
5.1/5.3 B	' <i>may (italics mine)</i> include a purpose built state of the art library'. This suggests it may not. See comment above on consistent guarantees that a library WILL be retained. Replace 'may' with 'will'.
5.1/5.3 E	Typo!
5.2/5.6	Replace "should' or 'may' with 'will' throughout this section.
5.2/5.6 B BP4	'A new church hall for the Methodist Church'. It is the Methodist Church that is being replaced NOT just a church hall. This needs correcting. Replace 'new church hall for the Methodist Church' with 'new Methodist Church'.
5.2/5.6 B	Omission of replacement for Focus Hall.
5.2/5.6 F BP5	'improve connectivity' implies some connectivity already exists. It does not. Need to say 'create connectivity'.
5.2/5.6 F	Omission of 'Replacement of Methodist Church'
Fig 5.4	Omission of 'Retained trees' along Danebury Avenue in accordance with text.
5.4/5.13 BP1	Typo -'barley'
5.3/5.13 BP1	It is an exaggeration to say that Downshire Fields is 'barely a distinguishable space today. It is an obvious open space and is used both informally by families and community groups in good weather and for community events e.g. Kings and Queens and Roehampton Festival regularly.
6.6	Omission of 'other landowners'
	Suggested Amendments
1.27 and throughout the document	Use of 'Downshire Fields'. This area is known locally as 'The Bull Green' and should be referred to as such. If there is some legal reason for using the title Downshire Fields then at least a reference to The Bull Green should be made at its first mention i.e. 1.27
4.1/4.4 BP3	'new family housing'. What increased school provision is being proposed? There is no mention of upgrading existing or providing new educational facilities either to cope with the anticipated increase in school children numbers naturally or this added number. This is a major shortfall in the SPD.
4.2.B BP3	Identification of what purposes the rental units at Portswood Place is needed. At least one convenience store is needed and should be stated. The number of units in either site is not stated. Less or more than at present? Need to know.
4.8 A	Do the 'high standards of sustainable design' require a minimum Code for

	Sustainable Homes Level 4 and a minimum BREEAM Excellent rating for commercial buildings? If so, then 'seeking to' should be replaced with 'achieving' and 'achieve' omitted from the bullet points.
4.8 B	Replace 'should' with 'will' if this is what is required.
4.8 C	Will an Ecology Survey take place? If so then replace 'should' with 'will'.
4.8 E	Replace 'should' with 'will'.
4.8 F	Either replace 'may' with 'will' or add after bullet points 'or other appropriate ways'.
5.3/5.9 D	Need to add another bullet point - Provision of adequate car parking space for the number of new and replacement homes built.
5.3/5.10	Omission of anything about open spaces. Need to state that resulting open space will be no less than existing.
6.2	The sudden use of 'Alton'. Need to be consistent. Is this area different from Roehampton Area and/or SPD area?
	Questions and Comments
Fig 2.1	In what way is Roehampton Lane a 'Physical/Perceived Barrier' and how will the regeneration remove this barrier?
Fig 2.1	What does it mean by 'Improved Routes' (block arrows)? In what way are these improved by the regeneration proposals, especially at the lower end of Danebury Avenue, except by opening the barrier, which is thoroughly rejected by residents across Alton West?
3.5	Existing green open spaces will be refreshed? Is this a guarantee that no green and open spaces will be taken up for housing? Will the Council guarantee that there will be no less m ² of green and open spaces at the end of the regeneration as at present? If so where will the additional 500 new houses be sited? See.4
3.6	'The area will become a safe...' It is already safe. There is a good community feel, few people are threatened, crime figure on assaults, burglary, muggings etc. no higher than in other parts of the borough.
3.8 BP 8	'upgrading existing open spaces AND creating new ones'. This suggests more m ² than currently. Will the Council confirm.
4.4/4.7 BP6	'lowest population density per hectare in the borough and highest amount of open space per 1,000 population'. If this is so, what point is being made in the last sentence?
4.5 D BP2	Re: tall buildings 'providing a strong edge to Roehampton Lane'. This will have the effect of cutting off the estate from Roehampton Lane rather than opening it up as is envisaged in the Masterplan. This is therefore contrary to the regeneration.
4.6 E BP3	Has the Council taken any steps to consult the owners of the Mt Clare site with a view to altering its current usage?
4.7 D BP1	Increase in frequency of 72 bus. As a resident in Norley vale I know that often there are as many as 3 buses parked at the terminus at the bottom of Bessborough Road, often causing obstruction to other road users. Any increase in frequency will only exasperate the situation.
4.7/4.10 BP5	'Improvements will therefore be required to support growth on this site'. OK as long as it does NOT involve removal of the Danebury Avenue barrier at any time.
Fig 4.3	Use of Holybourne Avenue as a bus route is totally inappropriate. The only realistic route is continuation along Alton Road to Roehampton Lane, down Roehampton Lane and into Danebury Avenue.
Fig 5.2	What is MUGA?

5.3/5.9 B	'not limited to'. What other housing might be replaced?
5.3/5.9 E	How does the proximity to Roehampton Local Centre increase the likelihood of a greater proportion of smaller (1 & 2 bed) units?
5.3/5.9 F BP1	What is the 'locally listed building' referred to?
5.3/5.9 F BP1	Will the replacement of the existing building at 166 be at the same location?
5.3/5.10 BP2	What does 'more intensive development' mean? More than existing? More than in the conservation area? What figure is being talked about? Is this greater or less than existing?
Fig 5.4	Why is there no 'New Doorstep Play' shown between Harbridge Avenue and Roehampton Lane, or in the area towards the north of the site?
5.4/5.12 D BP1	What is SUDS?
6.9	Please explain what this is about and what it means.

Reported at: 27/05/15 16:03

Events: Roehampton SPD - draft March 2015

Person ID	Full Name	Title	Number	Comment
906280	ms susan saker	Paragraph	1.6	<p>Regarding local Questionnaire sent out: Take up was very low, according to Alton Watch 254 questionnaires were returned out of 3800 distributed. The questionnaire was long and questions were closed so that choices could be only made out of given answers.</p> <p>There were information days which were also poorly attended. Figures as to respondents have not been made available as far as I am aware.</p>
906280	ms susan saker	Paragraph	1.10	<p>It is difficult to see how "deprivation and inequalities will be tackled through regeneration". The implication is that it is the housing itself which is the cause of the deprivation i.e. high unemployment (though there are several mentions of the isolation of the estate). The Housing Department housed the tenants on the estate and by the very nature of social housing these people were deemed to be needy. Increasing density and providing alternative shops and small business units is unlikely to provide significantly more local jobs. The estate is constrained by the commons and Richmond Park and the University, which also significantly constrains the availability of space for local businesses and this will not be significantly altered.</p>
906280	ms susan saker	Paragraph	2.4	<p>Poor quality entrances to blocks: Tenants were consulted regarding having secure entrances and in some instances the tenants themselves decided against secure entrances. Entrances are often seen as places to hang out and be out of sight and it is just as likely that new buildings will have the same problems.</p>
906280	ms susan saker	Paragraph	2.7	<p>It is the Council's responsibility to maintain these common parts and solutions could be found to these issues without demolition of adjacent buildings.</p>
906280	ms susan	Community safety	2.3	<p>Poor Quality buildings - Portswood Place - Council's responsibility to maintain the facades. This building mirrors the other buildings on the estate and is no more or less poorly maintained than its counterparts.</p>

Person ID	Full Name	Title	Number	Comment
	saker			
	ms			This comment is nonsense. According to the metropolitan police website crime is average on the Roehampton & Putney Heath sub ward. In March/ April 2015 looking at crimes against the person across the whole of the region the crime rate was 2.67.
906280	susan saker	Paragraph	2.9	Roehampton University boasts on its website that "The University of Roehampton is one of the safest in London. Despite its location in a densely populated area, Roehampton and its surroundings have been judged the safest in inner London by the independent Complete University Guide. In the Greater London as a whole, only one other institution had a lower crime rate in its local vicinity"
	ms			All of the units in Portswood Place are functional. 1,2 and 3 Portswood Place have the same owner and are functional local convenience shops. 2 units are the Community based Regenerate, one takeaway open everyday until 11pm and another local utility shop. No mention is made in this document at all to the adjoining doctors surgery. This parade of shops was designed to be exactly what it is a small parade for local people made for small purchases and is well used and does not suffer from a lack of function.
906280	susan saker	Paragraph	2.13	Lack of green space is hardly relevant when it is adjacent to Downshire field (formerly known as Bull Green).
	ms			I iterate this is a small set of shops in a residential setting 1/2 mile down from the main high road Roehampton Lane. It is not meant for large scale shopping and fulfills its local function. Because of its rural location and siting alongside the edge of Richmond Park in a conservation area where scale and size of buildings is important it is unlikely to be suitable for business units and would invite noise and rubbish.
906280	susan saker	Paragraph	2.15	
	ms			There is a dentist at the top of Danebury Avenue off site. There are also two large doctors surgeries one on Roehampton Lane opposite Alton West and one next to St Marys church, Roehampton Lane. In addition Queen Mary's also hosts a doctors surgery and small injuries unit They also provide radiography and blood tests for local residents. Services mentioned do not have to be placed together but they were surely the existing South Thames building would be ideal.
906280	susan saker	Paragraph	2.16	
	ms			There is also two adjacent primary schools to the SPD area Sacred Heart and Roehampton Village both are within easy reach of the area.
906280	ms	Paragraph	2.18	

Person ID	Full Name	Title	Number	Comment
	susan saker			
906280	ms susan saker	Paragraph	2.20	This may be true on the estate however it is patently untrue of the area in general. Queen Mary's place recently completed is one such example.
906280	ms susan saker	Paragraph	2.24	Residents have constantly voiced their opposition to the opening of the barriers along Danebury Avenue because of safety and noise reasons.
906280	ms susan saker	Paragraph	2.24	Adding a street cycle hire docking ramp would improve accessibility for local people going to Barnes Station and beyond.
906280	ms susan saker	Paragraph	2.27	Danebury Avenue is very attractive to cyclists and is used constantly night and day. Opening the road to through traffic would considerably detract from that. However improving cycling safety and accessibility for members of the estate would be a positive move.
906280	ms susan saker	Paragraph	2.32	Stupid comment: some of the most expensive houses in the country are in the Roehampton area and village. There are a lack of properties for sale within the estate [which should have been explicitly stated and not generalised] which may be due to the lack of tenant's uptake of right to buy which has led to only a small proportion of estate property moving into public hands.
906280	ms	Paragraph	3.6	The reinvigoration would appear according to the masterplan to involve building of cafes and theatres. Local

Person ID	Full Name	Title	Number	Comment
	susan saker			people have enjoyed the parkland and it is widely used especially in fine weather. Any development will increase already high levels of noise. The valley setting of Danebury Avenue between the sides of the upfacing hills to either side and the open green spaces create a natural amphitheatre. Voices of people can be clearly heard from 100s of yards away. Sound bounces back and forth off the buildings. In addition the sound of buses running their engines, and being on the flight path of planes and helicopters increases noise and is to the detriment of residents.
906280	ms susan saker	Paragraph	3.7	The area is already safe as is evident from the Met police figures which rates the crime rate as being average.
906280	ms susan saker	Core principle 1 - deliver high quality homes within a mixed and balanced community	4.1	<p>a) Housing being the primary land use and replacing poor quality homes are not really relevant to each other. Either make this point about not replacing housing with other land uses or make it about the quality of the housing. Also, I believe this should be reworded to allow the retention of existing properties as all other targets of this particular sub-point can be achieved through refurbishment rather than replacement.</p> <p>b) and (c) and (h) The potential net gain in housing is unclear. (c) says there is potential for "approximately 800 additional homes", but in brackets states that this is "including those replaced". They cannot both be in addition to and replacing existing units. Similar wording also makes it unclear how many additional student units would be built.</p> <p>h) Roehampton University already has a significant amount of student housing and it is already being increased. According to the University of Roehampton website "the University has developed new premium accommodation called Chadwick Halls which is ready for September 2015 and is in the process of building new accommodation on the Digby College campus which will be ready for September 2016". If we assume the numbers for the increase in homes and new student units as being 491 units and 250 units respectively, student accommodation will represent a significant proportion of new units available on the estate if the guidelines in the document are followed. This is not in keeping with core principle one which is supposed to create a "mixed and balanced community" especially in the Roehampton Local Centre, as this area is immediately adjacent to the campus surrounding Manresa house. The wording of g)--which says there is a "high proportion" of student accommodation--also suggests the possibility of reducing the percentage of</p>

Person ID	Full Name	Title	Number	Comment
				<p>acomodation available to students.</p> <p>4.3.It is suggested here that the location "offers excellent access to community facilities, public open space and recreation facilities which contradicts 2.18 which suggests that there is a need for additional and greater diversity of .community facilities, shops and services...</p> <p>it is also suggested that there is a need for additional student accommodation but if there is a high take of private rented accommodation as now is it necessarily so that they will use the University accomoation. The implication ehre is that they use private accommodation because of a lack of student accommodation. There is no guarantee that students will want or need the accommodation and may continue to privately rent.</p>
906280	ms susan saker	Core principle 5 - respect the heritage of the area	4.5	<p>C: The size and width and scale of buildings suggested for Portswood Place will be significant and will detract from the rolling landscape it is set in and dwarf the heritage sites it is supposed to enhance.</p>
906280	ms susan saker	Core principle 7 - improve access and connections	4.7	<p>Comment on vehicle access the barriers are there to stop cars making through movements through a residential area. It is suggested that the cul-de-sac is negative to the estate's popularity. It has been made clear that the people of the estate do not want the barriers open making Danebury Avenue a rat run into Richmond Park. Far from being a negative it is a positive residential areas benefit from not having cars moving through them to other places and has a positive impact for families, the elderly and makes the area more attractive. As stated in my comments earlier a bike hire ramp would be a positive move for the area and enable residents to cycle down to Barnes or Putney where they could drop of their bikes.</p> <p>In regard to buses at present they adequately serve the area. The restrictions of the A3 traffic coming down Roehampton Lane cannot be eased by an increase in buses, and will further put pressure on existing roads.</p>
906280	ms susan saker	Core principle 8 - create a sustainable environment	4.8	<p>4.8 D Food production - this suggests allotments which will be unsightly and definitely not in keeping with rolling landscapes.</p> <p>4/8/E. There is a "great" tree on Minstead Gardens which is approximately 300 years old and should be protected.</p>

Reported at: 27/05/15 15:45

Events: Roehampton SPD - draft March 2015

Person ID	Full Name	Title	Number	Comment
906284	Mr Terence Simpson	Paragraph	2.5	<p>would suggest something could be done about unsecured entrances and areas without demolishing Allbrook House and the Library. The idea that the problem with Allbrook House, according to the architect, David West, at the meeting of 1 March 2014, at 166 Roehampton Lane, is that "it faces the wrong way". I find this difficult to accept. His further point, that the problem with the estate was "it's the trees" goes against my experience of living on the estate. It's the grass and trees which make the Alton Estate an interesting place to live.</p> <p>My opinion is that Allbrook House, built together with the library, is an interesting building and part of London's architectural history. The library surely provides a resource to local individuals, families and children, as well as the local schools. I cannot see that the Roehampton University library can substitute for this in terms of its location and the type of books it would contain. That a supermarket seems to be seen as preferential to a library seems to be a choice I cannot agree with. There is a reasonable provision of well-stocked supermarkets within close distance.</p> <p>The amount of rubbish generated has changed over the years, but I haven't come across demands for low rise suburban housing to be demolished because of it, where it can be unsightly. Could not solutions be found if they were wanted?</p>
906284	Mr Terence Simpson	Core principle 3 - deliver new and improved community infrastructure	4.3	<p>The use of the word <i>may</i> seems vague. It seems to indicate "may or may not". In other words, these possible provisions should not be taken too seriously, or be treated as any kind of commitment.</p>
906284	Mr Terence Simpson	Core principle 7 - improve access and connections	4.7	<p>Regarding paragraph A: In the past when I lived in Harbridge Avenue I walked up the small road from Harbridge Avenue, adjacent to Allbrook House all the time. I didn't see it as a problem then, and I cannot see what has changed.</p> <p>Regarding paragraph B: I would question that a new pedestrian and cycle route between</p>

Person ID	Full Name	Title	Number	Comment
				Devonshire Fields and Richmond Park is needed. Danebury Avenue takes visitors safely to the park to Roehampton Gate at present. Visitors to the east and main part of the park would still have to travel west to Roehampton Gate to access this part.
906284	Mr Terence Simpson	Paragraph	4.10	Regarding bullet point 5: the continued use of the word "cul de sac" (meaning a road leading nowhere) in this context seems misleading and incorrect. A cul de sac would not usually allow through passage of cyclists, motor cycles and pedestrians. The lifting of the barriers in Danebury Avenue an Highcliffe Drive was publicly acknowledged by Justin Greening MP on 17 July 2014 to be not included in these current proposals. Yet here it seems to be again! This is not a matter which inspires trust with the Council as the current document was clearly prepared after that date. If this happens with Justin Greening's commitments how can proposals worded such as "a library <i>may</i> be included" be taken seriously?
906284	Mr Terence Simpson	Paragraph	5.9	The proposed increase in density would seem to bring an increased need for more car parking. I find it hard to believe that this will not encroach on what makes the Alton Estate liveable at the moment: the grass and trees.
906284	Mr Terence Simpson	Paragraph	5.11	The view of the Corbusier-type blocks set in georgian-style parkland is a vision which has created interest nationally and internationally over the years since it was built. I do not believe you can respect this vision if you are not adhering to it; if you add various other structures, including hard landscaping as proposed, it surely becomes something else.
906284	Mr Terence	Paragraph	5.12	The proposed permanent performance area, seems to be a questionable improvement. At present occasional outdoor events can be put on quite easily. More regular events could lead to a noise nuisance; sound travels quite freely from this area. Is this really an improvement? Will the

Person ID	Full Name	Title	Number	Comment
	Simpson			residents in the listed bungalows opposite, and residents on the rest of the estate, find it bearable?
906284	Mr Terence Simpson	Paragraph	6.2	I have to question what the phrase "strong interest in investing in Alton" says about what is driving the current regeneration proposals. Is it residents' needs and wishes, or something else entirely? It would seem to indicate there are investors who can see they can make money here.
906284	Mr Terence Simpson	Paragraph	6.4	Isn't this a matter for Roehampton University to resolve? Should the estate values of housing built surrounded by grass and trees be sacrificed because they want to expand? I note the phrase "market developers are interested..." Is the interest of market developers driving these regeneration proposals?

Reported at: 27/05/15 14:12

Events: Roehampton SPD - draft March 2015

Person ID	Full Name	Title	Number	Comment
904336	Mr Matthew Tiller	Paragraph	5.3	Regarding point F: I am concerned that the amount of social housing in this sub-area may be reduced and existing residents driven out of the area. I don't see any clear assurances here that this will not be the case.

For more information write to:

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