

## PUBLIC CONSULTATION SUMMARY

### Exhibition 1 – November 2018

The initial Morden Wharf exhibition was held on 21 and 24 November 2018, with the first event taking place at Rothbury Hall between 4pm and 8pm and the latter at the Forum at Greenwich between 10am and 4pm. It was advertised by flyers to over 3000 addresses in the local area.

85 people attended over the two days, with 49 of those leaving feedback either via the feedback forms at the event or the online form. Separately the project team have met with Cllr Danny Thorpe, Peninsula Ward councillors, Greenwich Planning Board, East Greenwich Residents Association, Greenwich Society, Enderby Group and neighbouring businesses.

**A second round of consultation will be held in the autumn as well as ongoing meetings with key stakeholders.**



### KEY FEEDBACK FROM NOVEMBER 2018

- New jobs, retail, leisure and community spaces were overwhelmingly supported and welcomed. A number of detailed suggestions on community space and need for specific facilities in the area were made such as for a GP surgery.
- Opportunities to celebrate the history of the site should be explored through public art and interactive history routes using QR tags as well as opportunities to work with Digital Greenwich on new urban technologies.
- Open space and a new riverfront park were unanimously supported, with a preference to maximise the amount of green space and to keep Thames Path open as much as possible.
- Polarised views on housing-led development on the Greenwich Peninsula. Strong support for new homes and regeneration from around a third of respondents. A third opposed to the scheme were generally against any significant development or substantial numbers of new homes in the area.
- Some concern around overall height of towers and density, with a desire for additional detail on the design and further consultation.
- Traffic and public transport capacity raised as a major local concern. Many expressed the view that local infrastructure was already heavily strained, particularly buses.

## RESPONSES BY ISSUE

### EMPLOYMENT, RETAIL & COMMUNITY SPACE

There was strong support for the new retail, leisure and community spaces. Of all the options provided, **a GP surgery, nursery and a local supermarket in the area were the key priorities.** A general retail offer was also popular amongst respondents, followed by restaurants and cafes. As well as new local amenities, there was 78% support for the 600 new jobs which the development would create and the mixed commercial offer, though a number felt alternatives to large industrial/logistics uses should be considered. Shaping the employment offer was a key focus for the ward councillors and Cllr Thorpe. Discussion with Greenwich Enterprise Board and others are ongoing.

A wide range of community space options were suggested including sports facilities and meeting space. We are considering the various options and will consult further.

### OPEN SPACE & MORDEN PARK

Respondents were overall very supportive of the proposed public realm improvements. Of 45 respondents there was **unsurprisingly no opposition to a new riverfront park and to improvements to the Thames Path.** Additionally, there was only one opponent to new cycle routes being created in the local area.

Keeping the Thames Path open as much as possible during construction was a key priority for many local groups and ward councillors, and we are working to achieve this ambition. Respondents noted that the area would benefit from more green spaces, as well as children's play areas for all ages. Detailed comments on the proposed Morden Park expressed a preference for larger, open spaces with grass, trees and planting rather than hard landscaping. Cllr Thorpe was particularly keen for Morden Park to be conceived as a truly public municipal space.

Discussions with Enderby Group and local heritage societies has focussed on how to celebrate the long industrial history of the site. Meetings are ongoing as we develop plans in this area with suggestions for public art and QR tags linking to detailed information about local history.

### TRANSPORT

Whilst residents were very keen to see new amenities be provided in the local area, a key concern which was raised was that the current infrastructure would not be able to cope with the arrival of more people to the area. They stated that they already struggled to get on public transport during peak hours and believed that extra housing would have to be accompanied with improvements to local public transport. **Over two-thirds of respondents supported the creation of new bus stops and bus routes.** In addition to this, a new riverboat connection at the site was also strongly supported if it could be negotiated.

Most detailed comments on parking expressed a desire for lower parking levels due to the traffic in the surrounding area. How the site connected to Enderby Wharf to the south was raised by a number of respondents as an area to clarify.

### DESIGN

A number of respondents felt that the proposed podium car park structure was unattractive, and any parking should be underground. This has subsequently been removed with all parking at lower ground level. Additional detail on the design of the buildings, in particular the towers, was requested and a design code will be provided alongside the application. At this stage there is little detail on the visual appearance of buildings, but this will be included in future consultation.

## HEIGHT AND MASSING

Those who were supportive of the scheme noted that they were **pleased that the underused site would provide new housing and include a significant number of affordable homes**, and there was little concern around taller buildings within this group. The main concern raised was that the affordable housing should be distributed around the site, be tenure blind and a substantial amount of social housing would be included.

Respondents who were opposed to the proposals for Morden Wharf also held negative views about recent development on the Peninsula in general. The height and massing of the scheme was a key issue for this group. Many regarded tall buildings as being inappropriate for the area and either wanted “houses not tower blocks” or suggested maximum heights of five to ten storeys. Respondents stated that they would prefer a more “village-like feel”. A number wanted the housing element eliminated entirely with the site largely devoted to a park or marina.

A substantial number of people neither supported or opposed the proposals. The most frequent issues raised were concerns over the number of homes and the impact on transport and local services rather than overall height.

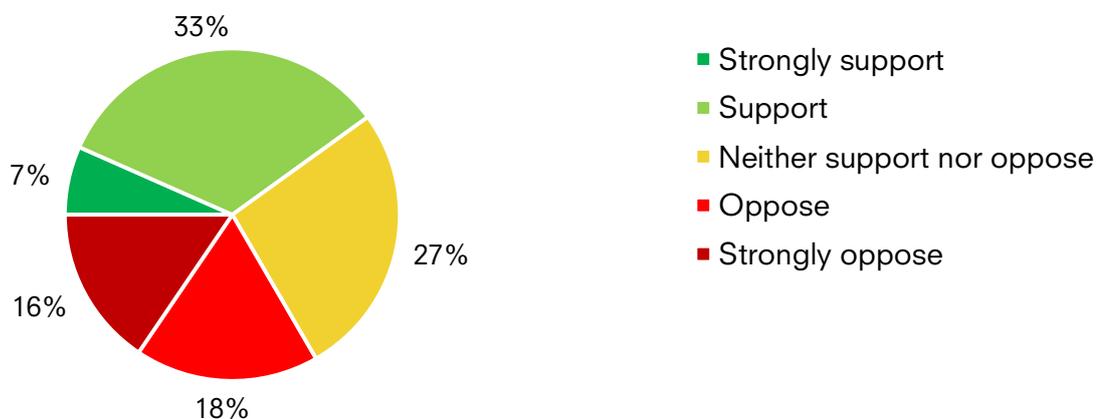
Some respondents living nearby also noted that the new development would block their views of the river and may consequently affect the values of their homes. Few were aware of already consented proposals which were between their properties and Morden Wharf which would already limit their river view.

## SURVEY DATA

The age profile of respondents was significantly older and slightly more male than the profile of Peninsula Ward; with nearly triple the proportion of over 65-year old residents responding. Polling in London generally indicates that attitudes to development are far more positive amongst younger residents, particularly those in the private rented sector.

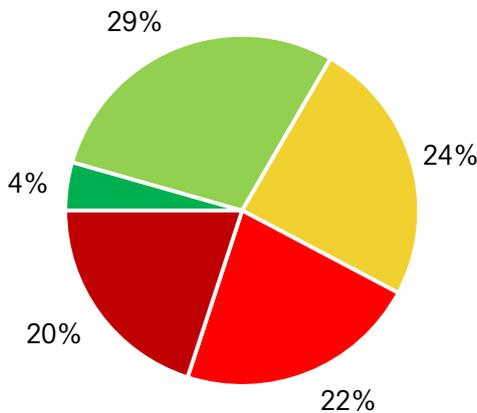
There was also **a significant difference between the levels of support expressed in person at the exhibition and online survey responses**. On the day 37% were supportive and 29% opposed to the masterplan and online 28% supported and 61% opposed, often without detailed comment.

**Do you agree that new developments on the Greenwich Peninsula have improved the local area?**



Age was a key determinant in the way in which this question was responded to, with nearly two-thirds of over 65s either disagreeing or strongly disagreeing with the question. Conversely, half of 20-44-year-olds agreed and only a fifth disagreed. The answer to this question was a strong determinant of the attitude towards the Morden Wharf proposals.

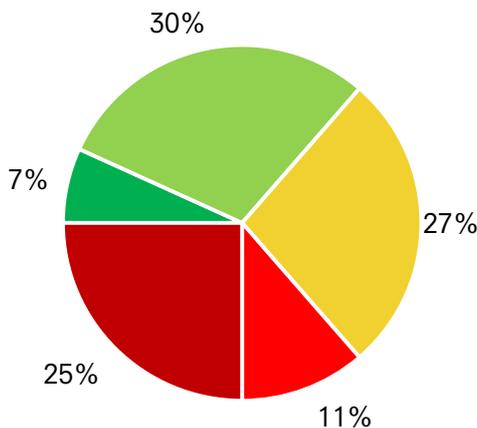
## Broadly speaking, are you supportive of the proposed masterplan for Morden Wharf?



Those who were opposed to development on the Greenwich Peninsula in general made up the bulk of those opposed to the masterplan for Morden Wharf. Three-quarters of those opposed fell into the 45-65+ age categories.

On the other hand, respondents who were supportive or neither supportive nor opposed to development on the Peninsula more generally felt the same way about the masterplan for Morden Wharf.

## Are you supportive of up to 1,500 new homes at Morden Wharf, with the aim for 500 of these to be affordable housing?



There was support for a minimum of 35% affordable housing. Verbal comments suggested some concern at the density and height of the proposals, desire for social housing to be included and not concentrated in the mansion blocks. Many of those strongly opposed stated they did not support any new homes in the area regardless of height or density.

The other questions relating to employment space and public realm had very high levels of support:

- **Are you supportive of new employment space at Morden Wharf, providing around 600 jobs?** – 78% support, 2% oppose
- **Do you support the provision of new bus stops on Tunnel Avenue, with routes running in both directions?** – 72% support, 11% oppose
- **Riverside park, Thames Path improvement and new Cycle routes** - all had unanimous or near unanimous support

If you have any questions regarding the proposals, please get in touch with the team at:

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