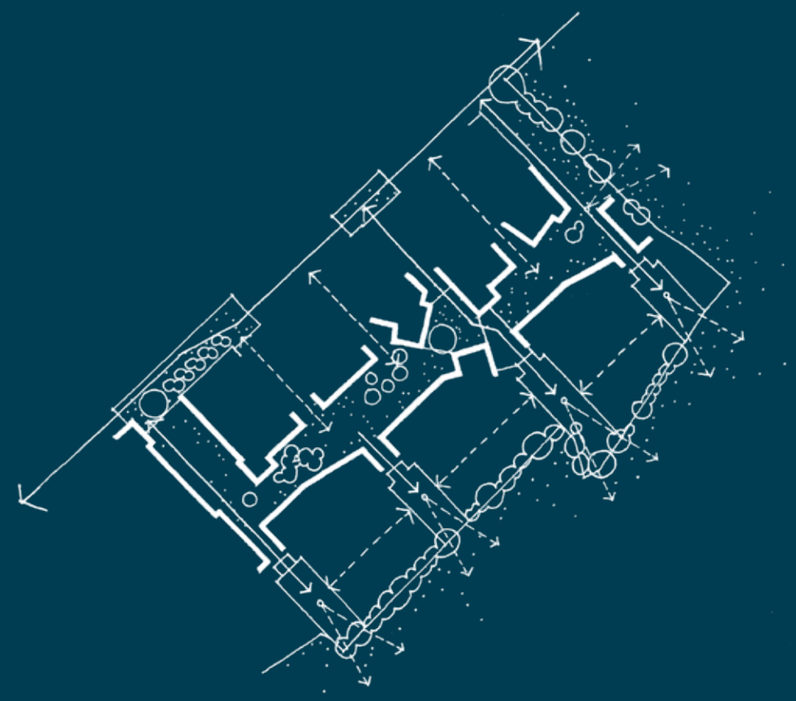
03

THE MASTERPLAN

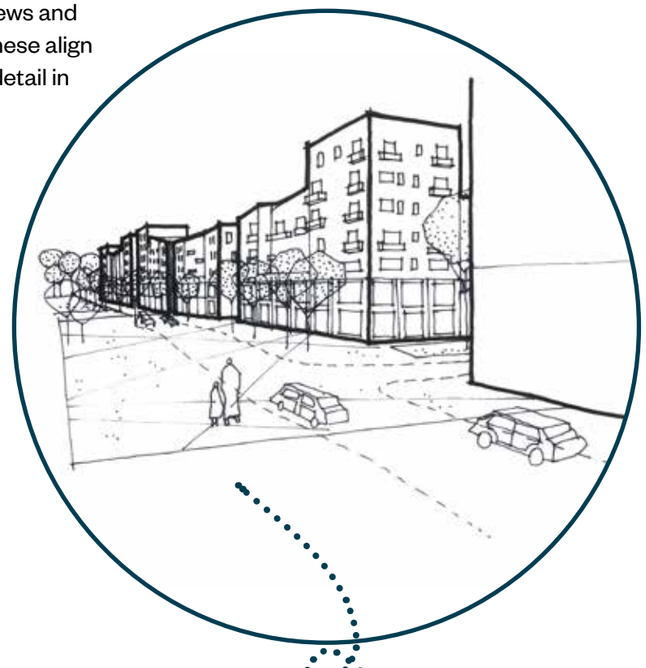


3.1 BACKGROUND - DESIGN NARRATIVE

The design narrative explains the design principles and central philosophy for the 'place shaping' of the masterplan. A series of snapshot views and images describe the journey through the new neighbourhood. These align with the various character areas, which are explained in further detail in this document.

Acacia Road & Mulholland Close

As you approach the Eastfields neighbourhood from Tamworth Lane in the west, you see a series of robust buildings ranging from 3-6 storeys and strategically located taller 7 storey markers at the gateway square. The buildings have a mix of recessed and projecting balconies along the north west facing frontage. The street is tree lined, with allocated parallel parking bays along its length.

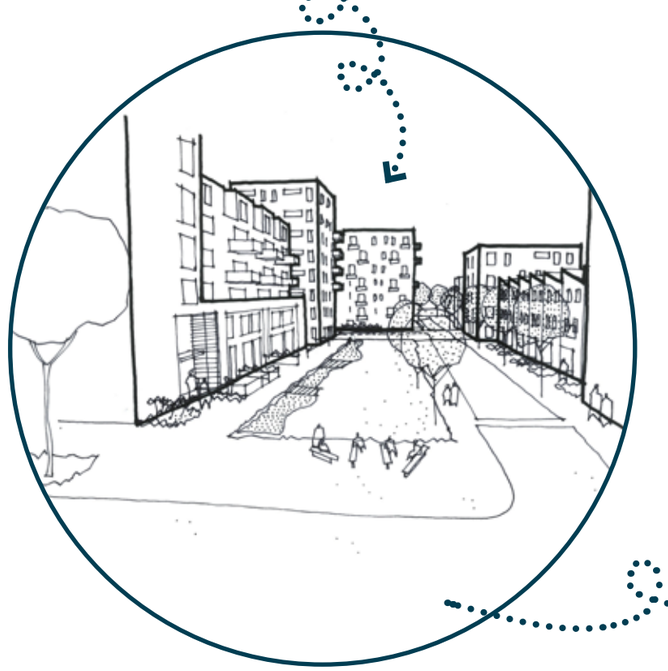


Wider Lanes

The entrance blocks along the gateway square are simple blocks. Along Acacia Road and Mulholland Close, one enjoys frequent long views into the Central Linear Park. The Lanes have a varying character with this Lane being a wider street with 4 storey buildings along its length. Mature trees are retained within this route and form part of the landscaping to the street edge.

Formal Entrance Green

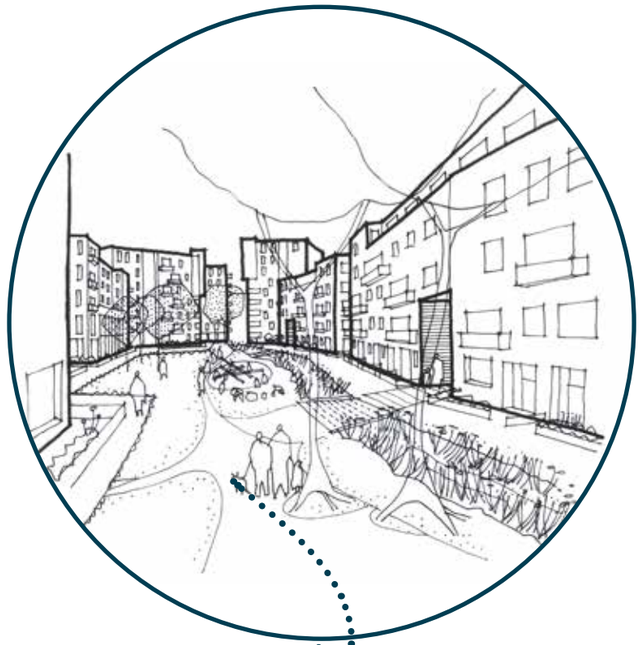
The gateway square is the primary entrance space along Acacia Road, leading into the Formal Entrance Green which leads to the Central Linear Park. Your eye is drawn to the marker blocks which form a cluster of taller buildings at the junction further south. Front gardens to flats and houses help to animate the ground floor frontages which open onto the Formal Entrance Green. The swale and the tree lined Clay Avenue help to define this central space



3.1 BACKGROUND - DESIGN NARRATIVE

The Lanes

These intimate spaces are designed as mews streets, providing a strong visual link into the Central Linear Park. They contain 3 storey houses with individual carports and garages, or 4 storey flatted blocks, with set backs at the upper storeys along the narrower Lanes. The Lanes have informal planted front gardens to define the narrow central access route and ensure the street is increasingly pedestrian and cyclist friendly. The robust building blocks to the north and south of the Lanes create strong book-end blocks to the streets.



The Central Linear Park

The central open space is a public amenity space for the residents of the Eastfields neighbourhood and the wider area. The southern edge of the park proposes an informal swale which runs along a pedestrian priority route with emergency and service access. Along its northern edge, front gardens open onto a pedestrian and cyclist pathway. The park is well defined and enclosed by 5 storey buildings, which may have a set back at the upper storey. A cluster of taller buildings or 'The Sparks' draw your eye into the Central Square as you meander through the park. Play areas and seating are strategically located within the Central Linear Park. Buildings along the southern edge crank slightly, creating an organic flow and 2 storey openings at ground level are located at key points to allow glimpses into the semi-private courtyards.

The Sparks

The cluster of 3 taller buildings provides a threshold to either end of the Central Linear Park, creating a Central Square with up to 7, 8 and 9 storey buildings defining this space. The square is a hard-landscaped space which retains and celebrates the mature oak tree (A grade) as a key entrance feature within the square as one approaches from the east. The 5 storey cranked buildings create an organic route into the Central Square from the southern edge of the park, whilst the northern edge provides a clear linear route into the Central Square. The energy centre is located on the Central Square and will be designed to form a focal feature at the base of the building.

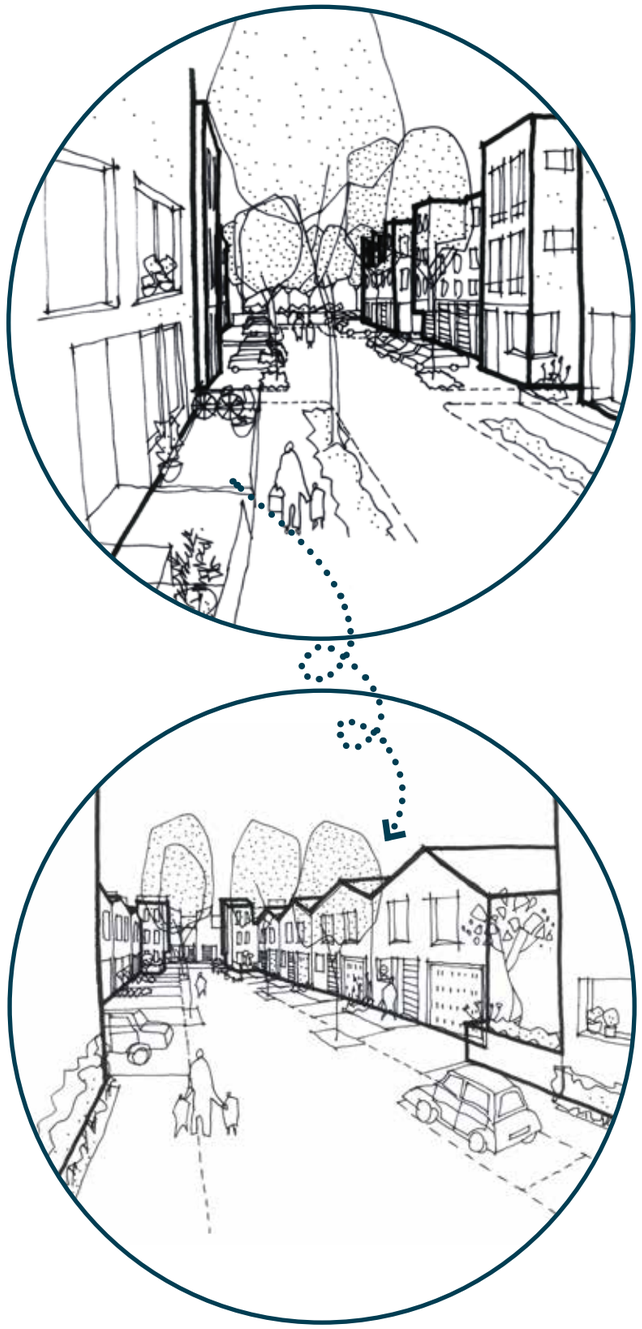
3.1 BACKGROUND - DESIGN NARRATIVE

The Belvedere

The Housing Courts

The Housing Courts create special moments along the Belvedere. Long views into the cemetery are maintained as one enters the courts from the Central Linear Park. Taller houses are proposed at the pinch points to the courts, with 2 1/2 storey houses enclosing the courts. An alternative solution would be to develop these areas with 4 storey flatted accommodation.

A ‘homezone’ feel with shared surface treatment, front doors opening directly into the courts and on street parking with frequent tree planting along the edges, creates intimate and leafy spaces.



The Traditional Mews Street

Sections of Clay Avenue which run parallel to the cemetery edge form the Traditional Mews Streets within the loop of The Belvedere. The houses have front gardens and either a car port if they are located along the northern edge or a garage along the southern edge. Looking down the street edged with 2 or 3 storey houses, you see the Housing Courts with taller book end blocks of houses or flats creating gateways to the Traditional Mews Street.

3.2 DESIGN PRINCIPLES

DESIGN STRATEGY

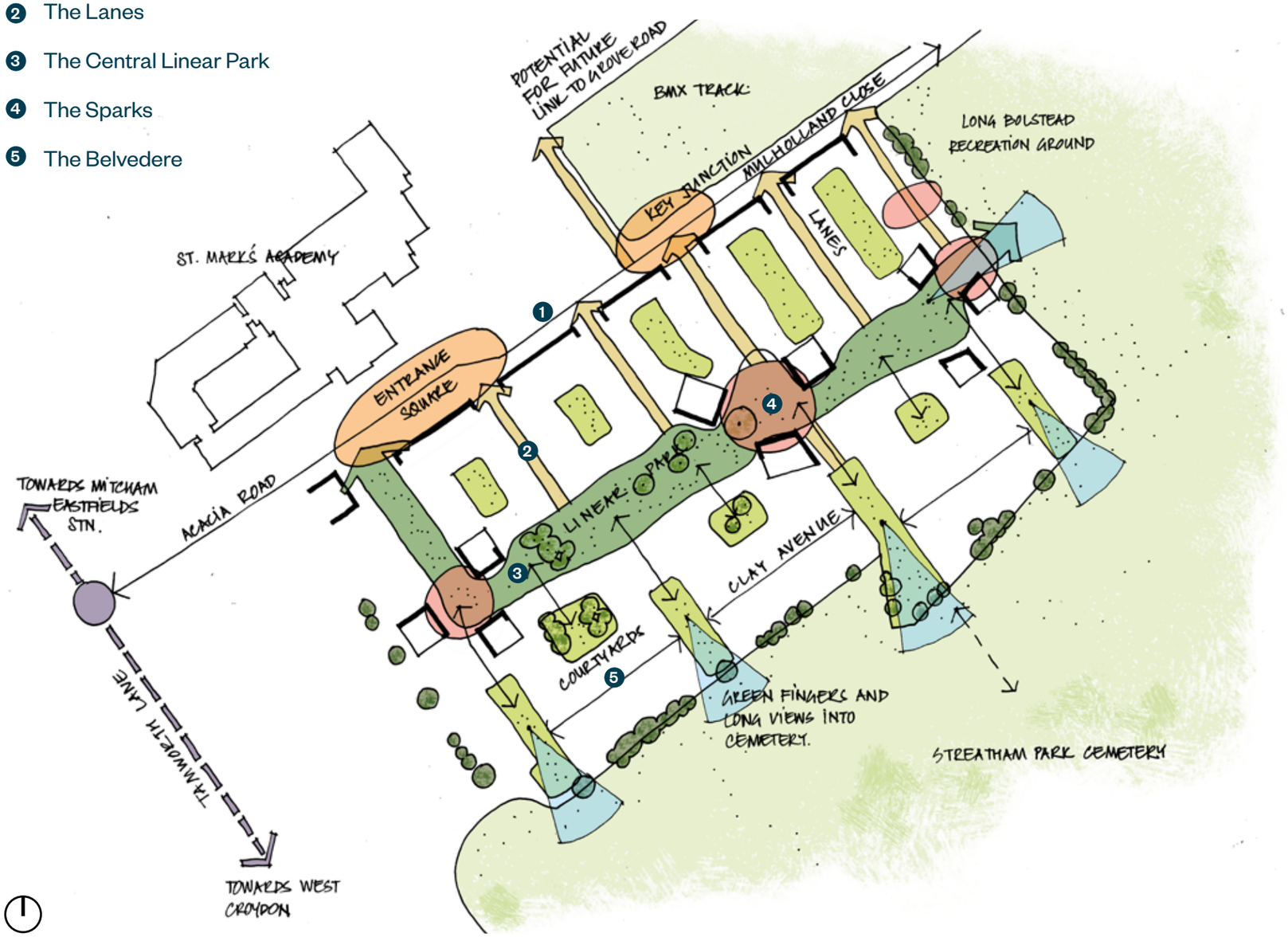
This design strategy shows how the various character areas of the masterplan have developed. These are described in more detail in later chapters of this Design Code.

Beyond the threshold of the robust urban built edge along **Acacia Road and Mulholland Close**, the finer and more intimate **Lanes** create mews streets that lead into the Central Linear Park.

The character of the **Central Linear Park** varies as you enter the neighbourhood from the Entrance Square. A formal landscaped space leads to a cluster of taller buildings, or the **Sparks**, at the junction. The Central Square forms a special moment within the Central Linear Park, a transition from the western end of the park into the eastern quarter. Two storey openings to buildings at strategic points along the park provide visual glimpses into the semi-private courtyards in the south. Generally, the buildings along the park will be 5 storeys in height.

Clay Avenue forms the **Belvedere** within the masterplan. It is lined with 2 to 4 storey development of predominantly houses. Alternatively, some areas may be flatted blocks. The **Housing Courts** and the **Traditional Mews Streets** form part of the Belvedere. The Housing Courts are rich tree planted areas that draw in the landscape character from the cemetery edge. The Traditional Mews Streets run parallel to the cemetery edge, forming the calmer streets that link into the 4 separate Housing Courts.

1. Acacia Road & Mulholland Close
2. The Lanes
3. The Central Linear Park
4. The Sparks
5. The Belvedere



Design Strategy

3.3 THE LAYOUT

The illustrative masterplan has been developed to provide 773 units, however the outline planning application seeks permission for up to 800 units.

The adjoining illustrative masterplan shows the indicative development blocks. These are explained in more detail later in the Design Code. Key features of the illustrative masterplan include:

- The aspiration to create a direct link between Tamworth Lane in the west and Woodstock Way in the east, hence Acacia Road and Mulholland Close are joined to create a direct, better defined route that improves access to the Eastfields neighbourhood. Refer to policy EP E2 and EP E3 of the London Borough of Merton Estates Local Plan.
- The Central Linear Park that runs through the central area of the neighbourhood connecting the Entrance Square and Formal Entrance Green, adjacent to St Marks Church of England Academy, with the play park and the cemetery edge in the east.
- The retention of most of the A and B value trees within the Central Linear Park and along the secondary streets and spaces. The existing mature landscape forms a crucial element of the open spaces and their character.
- Higher density blocks located along Acacia Road and Mulholland Close, gradually reducing in density to create a defined edge of houses along the southern edge to the cemetery.
- Taller clusters of buildings located in the central open space to provide markers and key moments. The central cluster of taller buildings forms the Sparks. Refer to policy EP E1 and EP E8 of the London Borough of Merton Estates Local Plan.
- A range of shared surface streets, 'homezone' spaces, mews like streets and traditional streets forming a well-connected network of routes to all parts of the neighbourhood.

Illustrative Masterplan

MASTERPLAN LAYOUT

3.4 OPEN SPACE HIERARCHY

The masterplan principles promote a coherent series of streets and corridors which place emphasis on movement by foot and by bicycle within the community and to local amenities. The creation of streets which are important meeting spaces as places for car use, are critical in creating a cohesive neighbourhood. Movement by young children within and around the neighbourhood can foster safe, independent play or 'playing out' areas for children in environments close to home without the need for supervision for crossing roads or negotiating traffic.

This application drawing shows the extent of public open spaces and range of streets which create a network of spaces and connected routes within the neighbourhood. These include:

- The Central Linear Park: the central communal open space which has local play areas along the pathway that runs through its centre. A series of smaller doorstep play areas will also be located in the semi-private courtyards to each of the blocks. Refer to policy EP E5 of the London Borough of Merton Estates Local Plan.
- The realigned Clay Avenue, which forms the main street or a loop through the scheme. Its character changes along its length. The Traditional Mews Streets run parallel to the cemetery edge in the south. The Housing Courts are treated as shared surface 'homezones' with houses opening directly onto these spaces.
- Secondary streets which are designed to have landscaping within their runs to encourage slow traffic movement and greater pedestrian and cyclist activity.
- A network of hard surfaced squares, creating moments within the public realm network.

Detailed elements of the landscape and open space strategy have been explained later in this document.

The public open space includes the Central Linear Park, secondary amenity spaces and the semi-private courtyard spaces within each block. The total public open space equates to 1.72 Ha

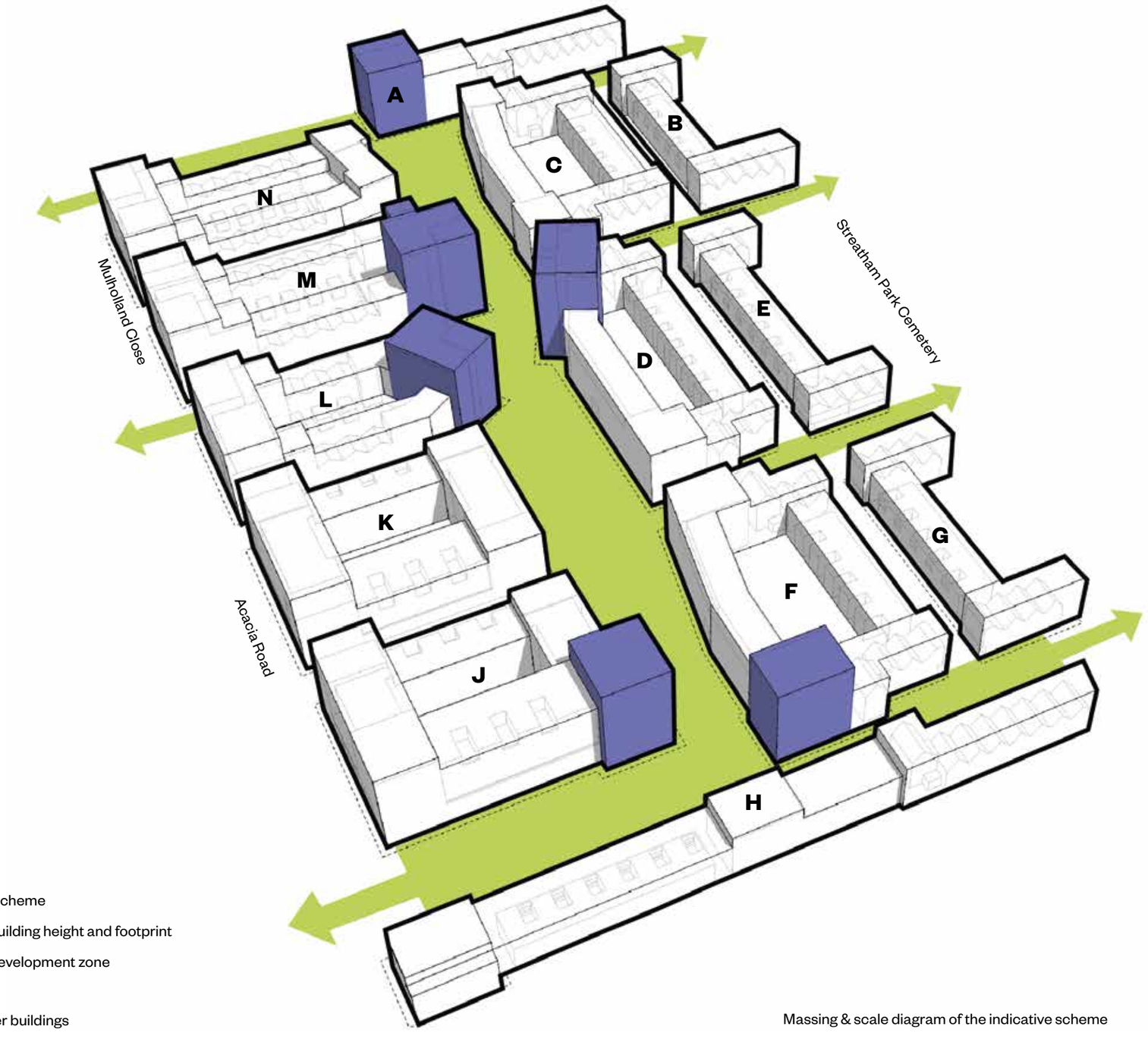
Public realm & open spaces - Application Drawings

MASTERPLAN LAYOUT

3.5 SCALE AND MASSING

- Blocks along Acacia Road and Mulholland Close have raised corners up to 7 storeys marking the entrances into the Lanes and Formal Entrance Green. This is in accordance with policy EP E8c of the London Borough of Merton Estates Local Plan. These step down in height to 3-4 storeys to meet the Lanes and create intimate mews like spaces.
- A frontage of 5 storey buildings along the Central Linear Park enclose the space. These buildings may have an upper storey set back. .
- Clusters of taller buildings are introduced at key moments through the central space to create interest and improve legibility. The central cluster is a prominent moment that defines the Central Square. These are the Sparks. Refer to policy EP E8b and EP E8c of the London Borough of Merton Estates Local Plan.
- Articulation in the roof formation will add variety to the massing and scale throughout the masterplan. Although taller elements of the masterplan are illustrated as flat roofs, they may not be developed as flat roofs unless they are to be accessible. Even if roofs are accessible they need not appear as flat roofs from street level.
- The Belvedere is a medium scaled street of 2 to 4 storey development. Intimate Traditional Mews Streets and Housing Courts help to break the long linear route and create a rhythm along it. The roofscape varies in both sections of the street to create definition to the spaces.

Please note: Throughout this Design Code the maximum development zone has been included as a dashed line to all plans and 3D diagrams (at ground level). The maximum development zone is as illustrated on the Application Drawings: a 2m zone to allow for potential building projections such as balconies, oriel windows or other similar design features. The maximum building heights and footprints have been illustrated with a solid black line.



Massing & scale diagram of the indicative scheme

MASTERPLAN LAYOUT

3.6 FLEXIBLE BLOCKS

- All blocks highlighted in blue propose 2-3 storey houses within the illustrative masterplan. The blocks may be changed to up to 4 storey flatted blocks at later design stages subject to the re-provision needs of existing residents. These blocks are flexible in their residential use.
- It is in these locations that there is the possibility to create an uplift in the proposed total number of units from 773 to up to 800 units.
- The comparable block parameters for both house and flatted block options, are illustrated in the indicative development block and layout section of this document, under block parameter principles starting on page 54.

Flexible Blocks Diagram

3.7 BUILT FORM

The three long sections over the following pages provide longitudinal east-west and north-south sections through the proposed masterplan layout, cutting through the buildings, streets, public spaces and the courtyards.

Section AA

- This cuts across the courtyards of the buildings along Acacia Road and Mulholland Close in the north. It illustrates the scale achieved along the north-south streets, mainly the Lanes, that run from the north and lead into the Central Linear Park. These streets are more intimate with either 3 storey houses or 4 storey flatted blocks. Massing of the Lanes increases towards Acacia Road/Mulholland Close with 5 stepping to 6 storey addressing some of the corners of the 10m wide Lanes, and 6 stepping to 7 storey addressing some of the 14m and 16m wide Lanes.
- The courtyards along this edge have a varying character. Blocks J and K have courtyards at grade with parking integrated within them. Blocks L, M and N comprise either 3 storey houses with traditional back gardens along the Lanes, with flatted blocks to the north and south, or 4 storey flatted blocks. Where flatted blocks are included, a raised podium courtyard is proposed with under-croft parking.
- Gateway buildings should be inserted at entrances and form the 'book end' blocks to the built edge in the north. Heights drop along the Lanes and rise up to 5 storeys along the Central Linear Park.

Entrance Square and Formal Entrance Green

View towards taller cluster of buildings from the Entrance Square and Formal Entrance Green.

The Lanes

Wider Lane between blocks J and K retaining valuable trees along this route. 4-5 storey active built edges with front gardens at ground floor.

Section AA: East - west section through buildings along Acacia Road & Mulholland Close

The Lanes

Smaller, more intimate, mews like Lanes with 3 storey houses and their informally laid front gardens, or 4 storey flatted blocks, which lead into the Central Linear Park.

Masterplan Location Key

Illustrative scheme in background

Maximum building height and footprint in background

Maximum building height and footprint in section

Illustrative scheme in section

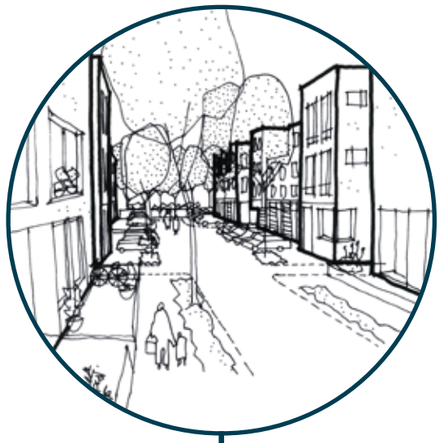
3.7 BUILT FORM

Section BB

- This cuts across the blocks A, C, D, F and H in the south. These are relatively low-density blocks of 5 storeys, dropping down to 2-3 storeys or alternatively 2-4 storeys in the south along the Belvedere. The Sparks create a cluster of taller buildings within the Central Linear Park. These taller elements are introduced to create interest along the park, and a more legible network of spaces.
- The courtyards in the south are of modest scale with 5 storey buildings to their northern edge and lower 3 storey houses, or alternatively 4 storey flatted blocks, enclosing them along the eastern and western edges. 2 or 3 storey houses enclose the courtyards to the southern edges. These semi-private spaces have a visual link to the Central Linear Park in the north. 2 storey openings are strategically located to provide glimpses into these semi-private spaces. The space under the 2 storey openings are ideal for cycle parking. Courtyards will have controlled access at these points. Parking is integrated within these courtyards at the edges, and green open space with doorstep play is located at the core.
- 3 storey houses, or 4 storey flatted blocks enclose Housing Courts, along the Belvedere (realigned Clay Avenue). The Housing Courts accommodate on street car parking and provide long views across the cemetery, through the retained valuable trees along the southern edge of the site.

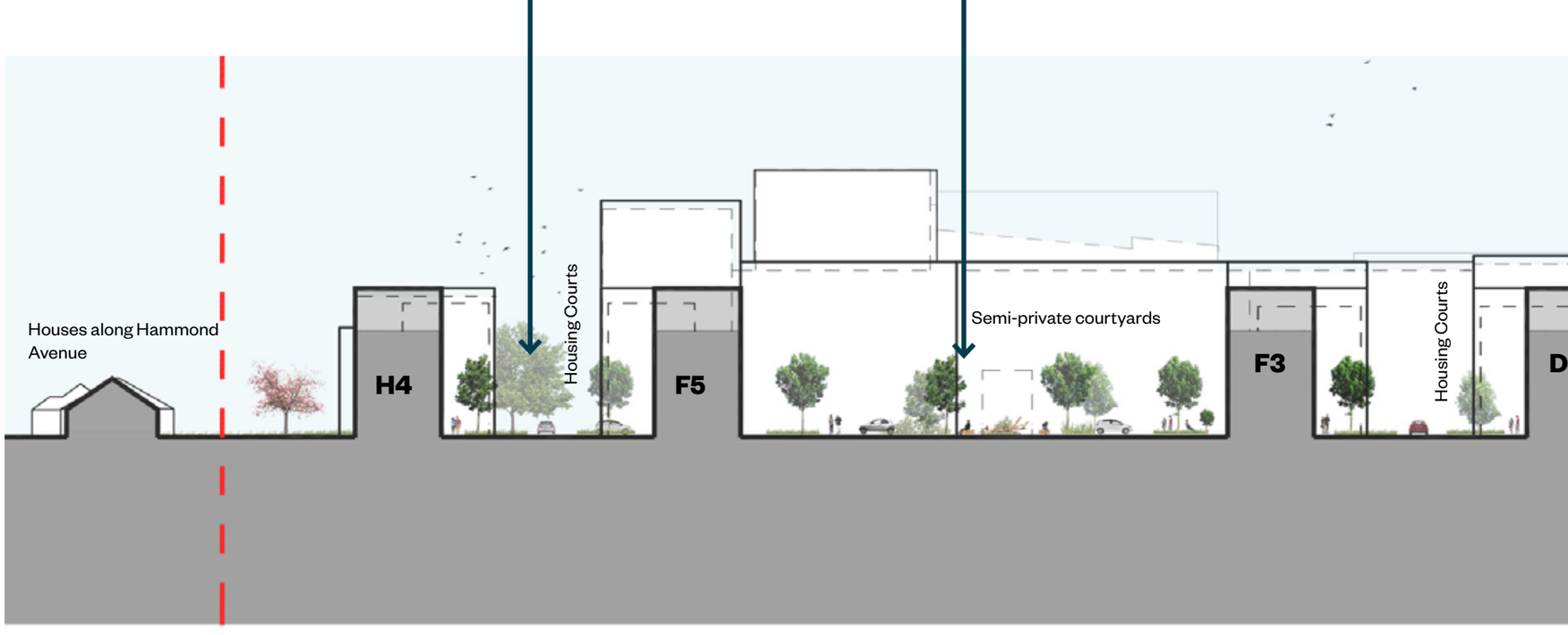
The Housing Courts

These are destinations within The Belvedere, with 3 storey houses opening up directly onto shared surface spaces. The pinch point units should be gateway houses designed as entrances into this space. This could alternatively be 4 storey flatted blocks.



Central Linear Park

5 storey blocks with an upper storey set back, edge the park. 2 storey openings could be introduced at key points to create a visual link between this public space and the semi-private courtyards.



Section BB: East - west section through buildings along The Belvedere & Housing Courts

The Sparks

Cluster of taller buildings at a key moment within the park, help to create legibility and provide markers.

Masterplan Location Key

Illustrative scheme in background

Maximum building height and footprint in background

Maximum building height and footprint in section

Illustrative scheme in section

3.7 BUILT FORM

Section CC

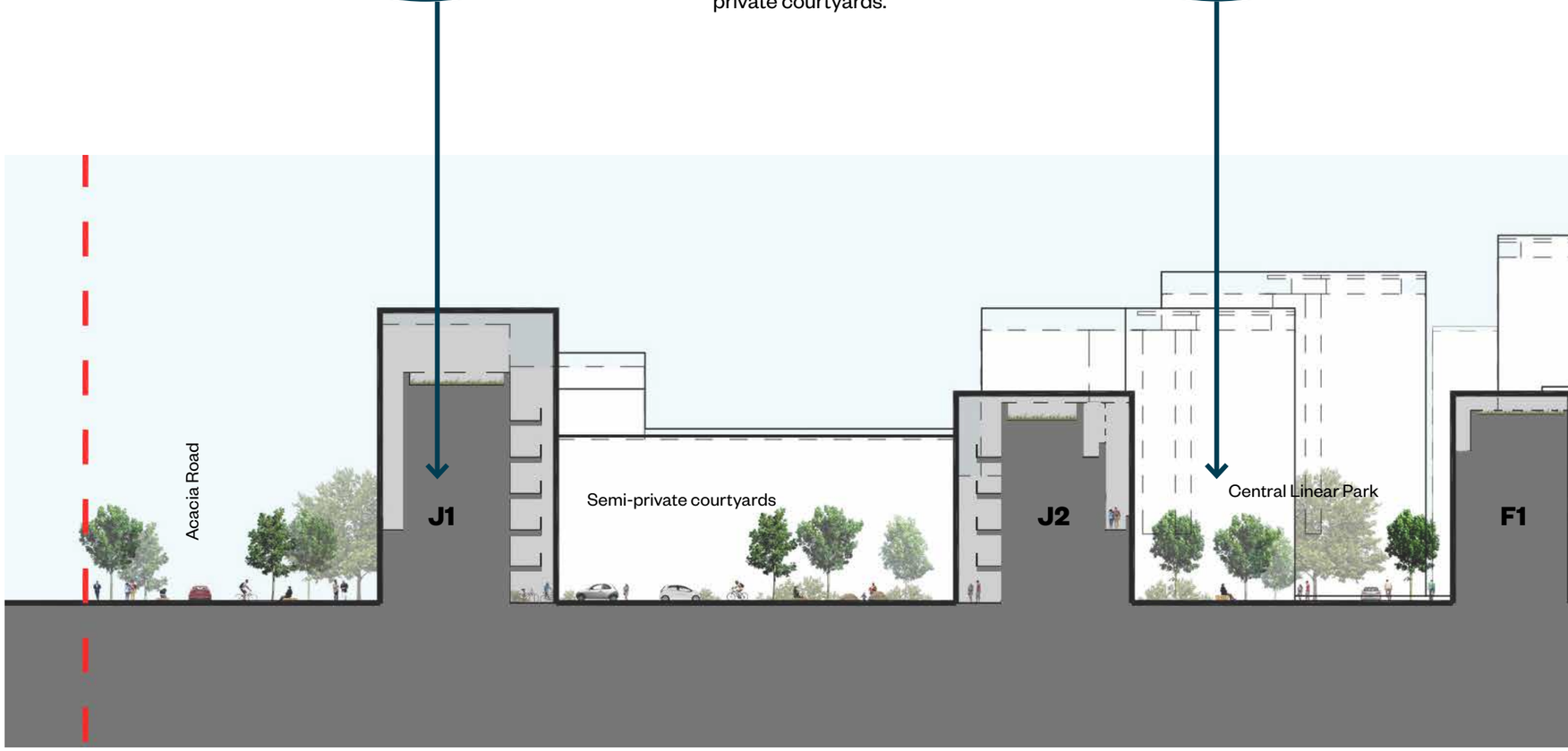
- This north-south section cuts across the courtyard blocks along Acacia Road, the Central Linear Park, the courtyard blocks in the south and the Belvedere which backs onto the cemetery edge.
- There is a drop in height as the massing approaches the southern boundary. Taller, buildings line Acacia Road in the north with a 7 storey building marking the corner of the Formal Entrance Green. The heights drop to 5 storeys along the Central Linear Park. Along this built edge, deeper projecting balconies animate the façades.
- Along the Belvedere houses of up to 3 storeys should define the Traditional Mews Street. 2 or 3 storey Courtyard houses and houses with integrated garages, back onto both the communal semi-public spaces and the cemetery edge.
- The northern and southern courtyards are two distinct spaces with different scales and characters. Greater density and taller building blocks enclose the northern courtyards and lower, less dense, development wraps the southern courtyards. More detail is provided in Chapter 4.

Acacia Road

Robust buildings along this edge, with taller markers at gateways into the neighbourhood.

Central Linear Park

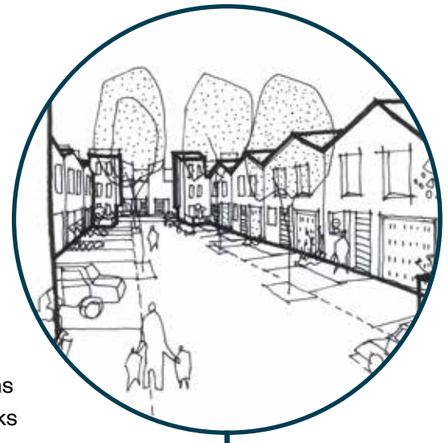
5 storey blocks with an upper storey set back, edge the park. 2 storey openings are introduced to create a visual link between this public space and the semi-private courtyards.

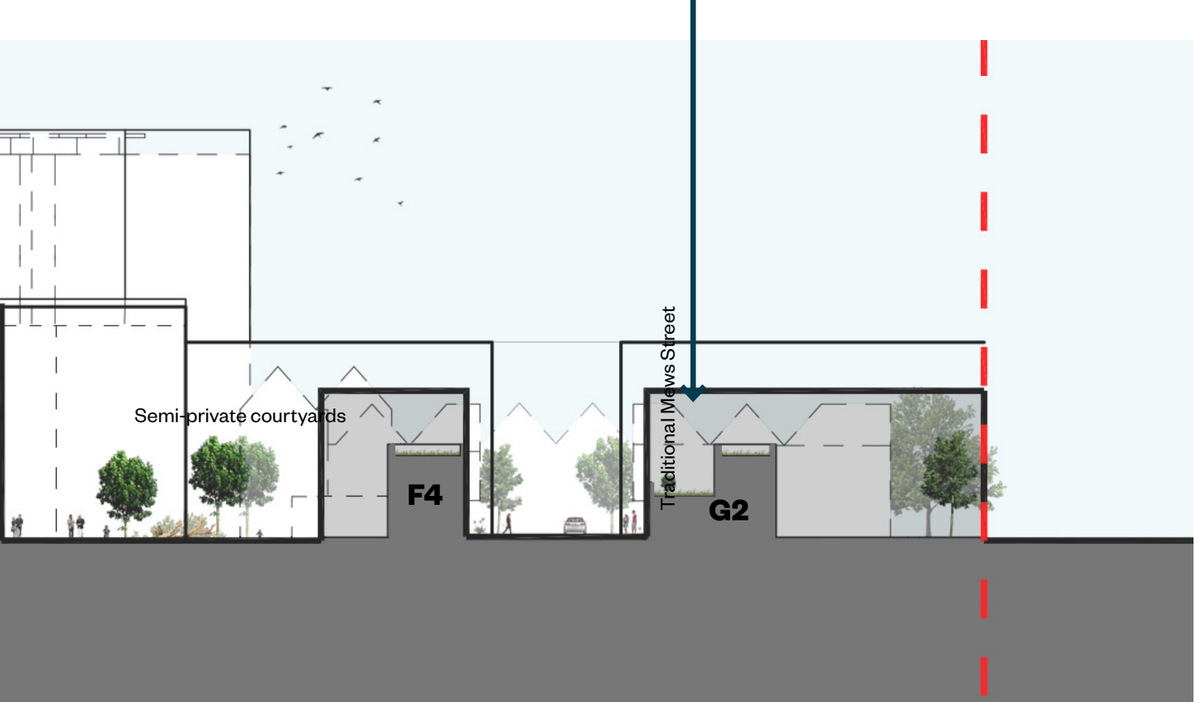


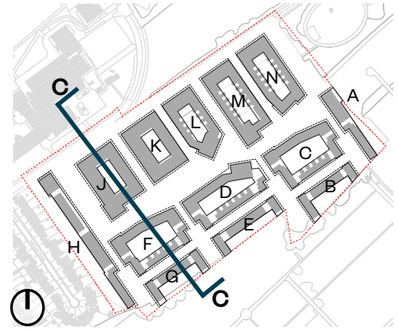
North - South Section through buildings along Acacia Road, the Central Linear Park & the Traditional Mews Streets of The Belvedere

Traditional Mews Streets

2 or 3 storey houses with integrated garages or car ports enclose these sections of The Belvedere. End blocks of the Housing Courts create gateways into these streets.







Masterplan Location Key

Illustrative scheme in background

Maximum building height and footprint in background

Maximum building height and footprint in section

Illustrative scheme in section

MASTERPLAN LAYOUT

3.8 PARKING STRATEGY

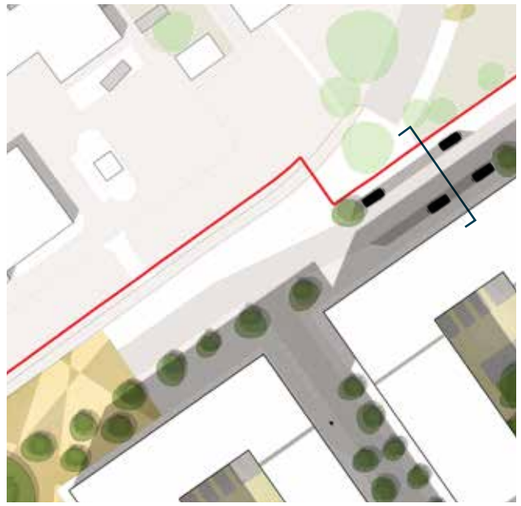
- The masterplan will provide up to 360 car parking spaces.
- Residential parking will be provided within the courtyards of the various blocks. This is mainly in designated parking areas to the rear of buildings, within secure courtyards. These will serve the housing in that block plus additional parking, where required.
- Blocks L, M, and N will have undercroft parking provided to the northern and southern edge where houses are provided along the Lanes. If the Lanes are flatted, the entire courtyard may be used as undercroft parking. These will be secure parking spaces and will serve residents of those blocks alone.
- 10% of the parking spaces will be wheelchair accessible parking spaces.
- On street parking will be limited to reduce the visual impact of parking on street.
- All houses will have either an integrated garage, carport or an on street parking area if located within the Housing Courts.
- Perpendicular parking is proposed within the shared surface Housing Courts of the Belvedere, Tree planting and generous raised planters within this space will create breaks in the runs of parking bays.
- Car clubs should be encouraged within the area to ensure greater flexibility for all residents of the neighbourhood. This will be discussed with the Council
- Visitor bays will be provided to the front of houses along the Belvedere, and on street along Acacia Road and Mulholland Close to service the potential non-residential uses in block L.
- The parking strategy is in accordance with, and builds on policy OEP 3xii of the London Borough of Merton Estates Local Plan.

Public realm & open spaces - Application Drawings

3.8 PARKING STRATEGY

❶ Acacia Road

Parallel on both sides of street in uninterrupted runs.

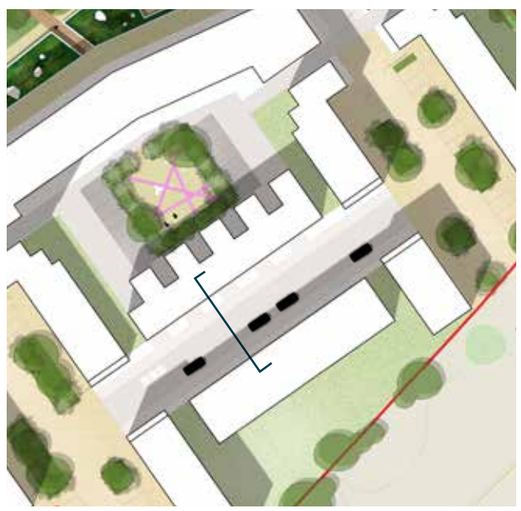


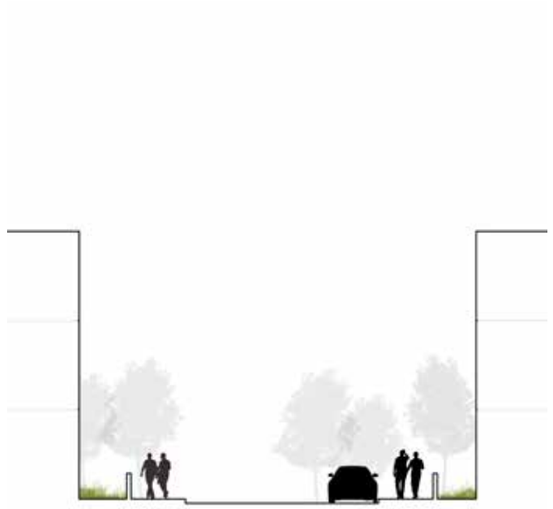
❷ Housing Courts

End-on parking broken up by low level planting and trees.

❸ Traditional Mews Streets

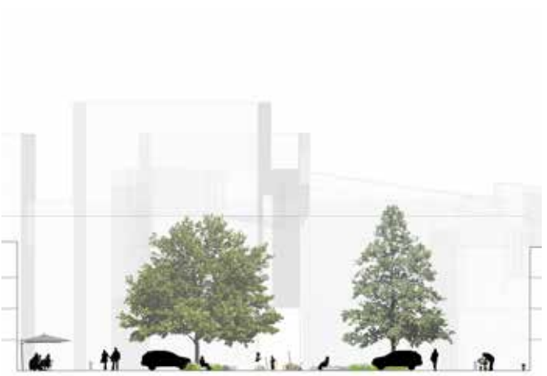
Parallel on one side, and in-board on the other.





❹ Secure Courtyards

End-on parking protected from play area by planting, trees and seating.



MASTERPLAN LAYOUT

3.9 CYCLE STRATEGY

- The cycle storage strategy must respond to London Plan 2016.
- Cycle storage will provide 1 cycle space for all 1 bedroom dwellings and 2 cycle spaces for all 2 bedroom dwellings or larger.
- For all flats and maisonettes, cycle spaces are to be provided in a secure communal storage area located within close proximity to block entrances. The storage system is to be agreed at later stages, but to be equivalent to Josta 2-tier rack or similar.
- For houses, 2 cycle spaces to be provided and integrated within a storage area to either a recessed entrance within the entrance hallway or stored in rear gardens. Cycle storage will not be located in dedicated front garden areas.
- The number of visitor cycle spaces should include 1 short stay cycle space for every 40 dwellings. These spaces are to be in the form of a cycle stand system and located externally within the masterplan. This storage system is to be agreed at later stages, but to be equivalent to Sheffield Stand or similar.
- Some cycle storage could also be provided within the double height entrances to the semi-private courtyards and designated areas within the public realm. Cycle parking will also be provided for any non-residential use proposed.
- Refer to policy OEP 3xii of the London Borough of Merton Estates Local Plan.

Precedent of cycle store within close proximity to entrance

Precedent of visitor cycle storage

3.10 REFUSE STRATEGY

- It is intended that the refuse strategy will be an underground refuse system. If the Council do not adopt the URS system, a conventional refuse collection strategy will apply.
- Commercial and residential URS or conventional refuse areas will not be located along Acacia Road. Access and servicing should be considered for all locations where URS or commercial refuse stores are located within the masterplan.
- Adequate pedestrian zones will be maintained for both URS or a Conventional Refuse System. Recommended pavement width should be a minimum of 2m wide where possible which can be reduced to 1.5m for small intervals if necessary.
- Refer to the Operational Waste Management Strategy and Addendum.
- The refuse strategy is in accordance with policy EP E6j of the London Borough of Merton Estates Local Plan.

Commercial Waste

- Commercial refuse will be located in a store that is internal to the building and is of sufficient size to accommodate a mix of recycling and residual waste including food waste if applicable.
- Commercial producers of waste have a legal duty to make their own proper and environmentally sound arrangement for the storage, collection and disposal of their waste.
- The specific split of materials and accurate estimation of volume of waste should be calculated once the specific commercial uses are identified and private waste contractor appointed.

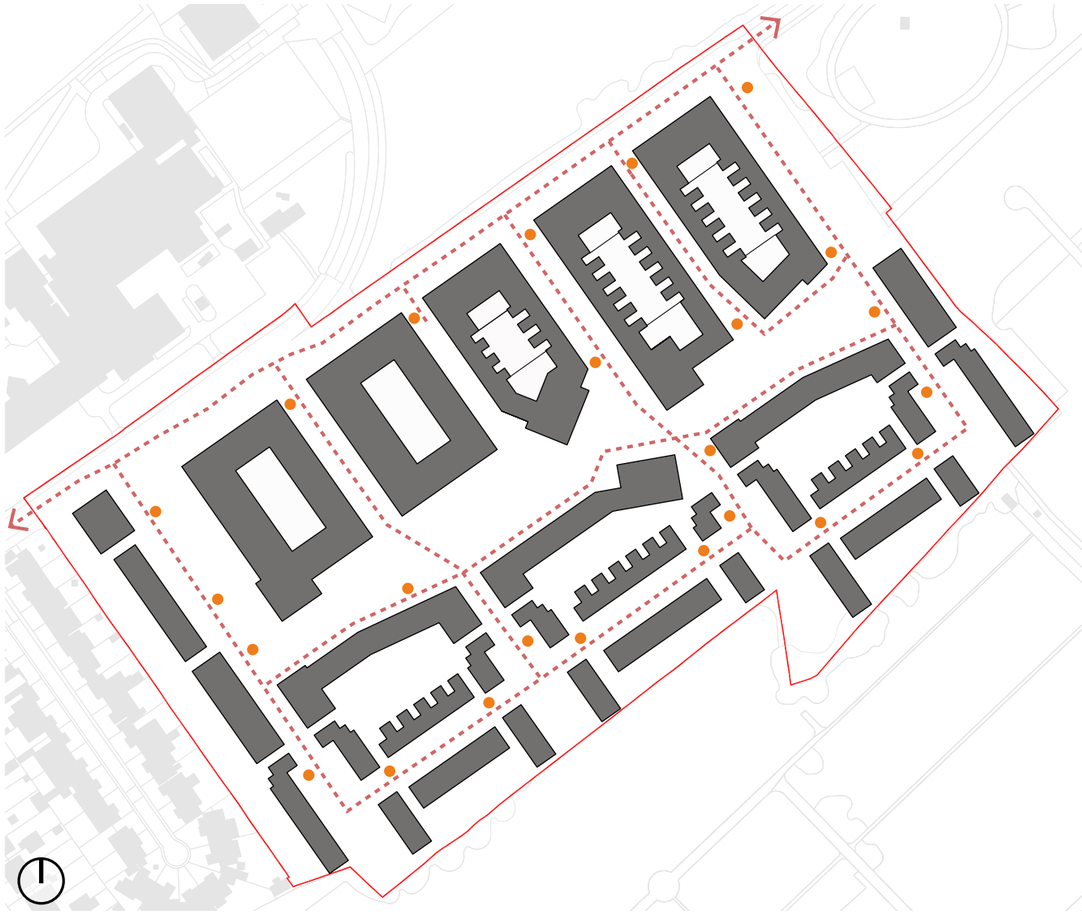
Precedent of URS Storage Units

Precedent of conventional bin storage area for either the flats or commercial

3.10 REFUSE STRATEGY

Underground Refuse System

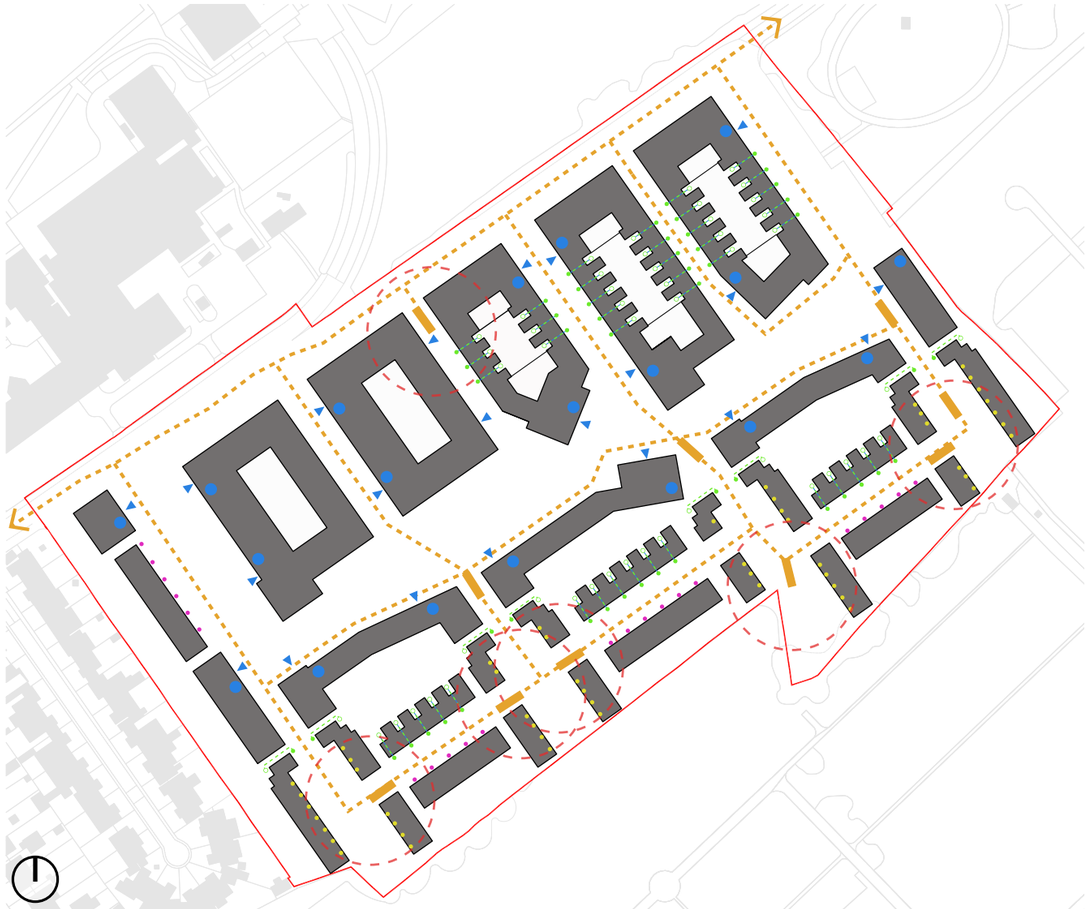
- The volume of waste storage required for recycling and residual waste should be calculated using British Standard BS5906:2005 'Waste Management in Building' which is in accordance with Merton Council's Guidance Note for Architects and such be discussed and agreed with Merton Council.
- Merton Council has advised that 3 types of waste storage are required per URS recycling location which includes residual waste and two streams for recycling - paper and card & dry mixed recyclables.
- In addition to the above for houses, a 23L external caddy is to be provided per house for food waste and storage space for a 240L wheeled bin for garden waste if residents choose to take up this option. These will be located as per the conventional waste strategy diagram.
- In addition to the above, for flats a minimum of 8L per dwelling is to be provided for food waste storage as well as a bulk waste storage area per flat block. The food waste storage can be located within the bulk waste store. For further information of bulk storage design please refer to 3.11 of this chapter.
- Indicative URS storage locations are located on the URS strategy diagram.
- The URS bins for recycling and residual waste should be located to meet the requirements set in Merton Council's Guidance Note for Architects where possible so that travel distances to URS stores from front entrances of dwellings should be within 30m where possible. Travel distances will not be greater than 50m.
- URS should not be located in front of dwellings.
- URS stores are to comply with agreed Merton Council URS refuse collection lifting vehicles and located road side.



3.10 REFUSE STRATEGY

Conventional refuse system

- The volume of waste storage required for flats should be calculated using British Standard BS5906:2005 'Waste Management in Building which is in accordance with Merton Council's Guidance Note for Architects and such be discussed and agreed with Merton Council. For individual homes this will require storage space for:
  - 240lt wheeled bin for refuse waste;
  - 240lt wheeled bin for paper and card recycling
  - 55lt box for mixed recycling; and
  - 23lt external caddy (7lt internal food caddy)
  - Possible 240lt wheeled bin for garden waste if residents choose to take up this option.
- Indicative conventional refuse storage locations are located on the conventional refuse strategy diagram.
- For flat blocks internal communal bin stores will be introduced at ground floor level and kept separate from the street taking up little frontage. These storage areas are to be well ventilated to eliminate odours by either mechanical ventilation or natural ventilation via louvres integrated into the building façade.
- The conventional refuse strategy diagram also illustrates indicative 25m maximum travel distances from the stopping point of the refuse truck where direct access to single dwelling frontages is not possible.
- Conventional refuse store locations should be located to meet the requirements set in Merton Council's Guidance Note for Architects where possible so that travel distances to refuse stores from front entrances of dwellings should be within 30m where possible and a maximum of 25m away from refuse vehicle stopping points.
- Individual bins for houses will either be:
  - Type A) Stored within undercroft parking areas and moved to the street front on refuse collection day.
  - Type B) Integrated into the house frontage .
  - Type C) Integrated within front gardens.
- If the URS waste strategy is implemented then adapted back to a conventional waste strategy at a later date, URS bin store locations can be converted to on street above ground communal bin storage locations such as the example precedent.



Refuse vehicle stopping locations
Service route
25m radius from refuse vehicle
Communal refuse stores
Access to refuse store
Private refuse storage type A - integrated into house frontage
Private refuse storage type B - stored within undercroft parking areas of the courtyard house and wheeled to the street on collection day
Private refuse storage type C - stored within front gardens